DEPARTMENT OF THE NAVY
FIGHTER SQUADRON FOURTEEN
FLEET POST OFFICE
NEW YORK 09501

VF-14/20:si
5750
Ser 6/0060
2 APR 1976

From: Commanding Officer, Fighter Squadron FOURTEEN
To: Chief of Naval Operations (OP-05D2)

Subj: Command History; submission of OPNAV Report 5750-1

Ref: (a) OPNAVINST 5750.12B

Encl: (1) VF-14 Command History for Calendar Year 1975 with enclosures (1) through (11)

1. In accordance with reference (a), enclosure (1) is submitted.

for C. L. LAVINDER, JR.

Copy to:
Director of Naval History (OP-09B9)

FIGHTER SQUADRON FOURTEEN
COMMAND HISTORY FOR CALENDAR YEAR 1975

Calendar Year 1975 proved to be a most challenging year for Fighter Squadron FOURTEEN. Having transitioned to the Navy's newest fighter in 1974, the F-14A TOMCAT, the TOPHATTERS commenced 1975 looking toward initial carrier qualifications aboard USS JOHN F. KENNEDY (CV-67) for fourteen aircrews in February. On 14 January, all F-14 aircraft were grounded due to the loss of two TOMCATs operating from USS ENTERPRISE (CVAN-65). Subsequent investigation revealed engine associated problems. On 18 January all F-14 aircraft were cleared for flight, but only upon completion of extensive engine and airframe inspections. Aircraft availability was severely impacted, and as a result, the squadron was divided in order to completely train a maximum number of aircrews for carrier qualifications. In preparation for the 25-27 February CQ period, the TOPHATTERS launched their first F-14 since the grounding on 23 January. Training progressed smoothly for eight aircrews, and they successfully qualified within the allotted three days and three nights, compiling a total of 72 day and 48 night arrested landings. The remaining six aircrews were then given first priority for available aircraft in order to meet the 13-14 March carrier qualification period. During this two-day at sea period, a total of 61 day and 31 night traps were achieved. Due to time constraints, one pilot was forced to delay night qualification until type-training period 2 (TYT 2). During the carrier qualification evolution, TOPHATTER aircrews achieved an 88% day and 84% night boarding rate.

In February, the consolidated efforts of the entire squadron culminated in the highly successful Administrative and Material Inspection conducted by FITWING ONE in which a numerical grade of 95% (outstanding) was assigned. This grade becomes even more significant when considered in light of the transition to the F-14 during the course of two homeport changes within the previous year and an extremely large personnel turnover as a result of squadron reorganization structured to support the F-14A aircraft.

From March through June the entire squadron continued efforts towards their primary goal of achieving 100% combat readiness. This was accomplished primarily aboard USS JOHN F. KENNEDY (CV-67), which involved numerous onloads and offloads for type training periods two, three, four, ORE (Operational Readiness Exercise), and Exercises Agate Punch and Solid Shield. Once embarked, TOPHATTER aircrews commenced flying air to air intercept sorties utilizing data link control when possible from embarked E-2C's. The TOPHATTERS actively pursued Electronic Warfare training with the embarked EA-6B squadron in order to develop F-14 EW tactics. This resulted in squadron publication of an Electronic Warfare Doctrine TACNOTE which was adopted by Commander Fighter Wing ONE as an example for future F-14 Squadrons. Clearly emphasizing

the squadron's air superiority mission, the TOPHATTERS established highly productive YO-YO ACM (Air Combat Maneuvering) cycles resulting in a high level of ACM proficiency within the squadron. Squadron readiness continued to increase during the Operational Readiness Exercise, in which Fighter Squadron FOURTEEN received a highly commendable EXCELLENT score from 7-9 May aboard KENNEDY. During ORE the squadron completed 93.1% of scheduled sorties, despite low aircraft availability caused by the incorporation of Power Plants Change 439. Further, aircrews achieved a 93% day and 100% night boarding rate. In Exercises Agate Punch and Solid Shield the fighters were primarily tasked with CAP (Combat Air Patrol) missions, in addition to limited participation in simulated strikes against beach targets. Accumulating 307 day and 70 night arrested landings during predeployment embarkation, the squadron achieved boarding rates of 96% day and 88% night. In addition, 758.2 flight hours were amassed.

The culmination of shipboard training occurred in the squadron's highly successful missile firing exercise on 5-7 May. Fighter Squadron FOURTEEN planned, coordinated, and executed a missilex designed to provide in-depth training for the ship-airwing team and tactically evaluate the F-14 missile/weapon system interface through live missile firings. The exercise was staged on the Eglin AFB missile range located in the Gulf of Mexico while airwing aircraft launched from the USS JOHN F. KENNEDY (CV-67), steaming in the Atlantic Ocean off Jacksonville, Florida, nearly 500 miles away. Utilizing data link, airwing E-2C aircraft provided initial steering information from which intercepts were controlled utilizing the F-14 weapons system. Phoenix, Sparrow, and Sidewinder missiles were launched at drone targets simulating high speed, high altitude threats, medium to high altitude bomber threats, and air to surface missile threats. This event was the first Atlantic Fleet AIM-54 Phoenix missile firing exercise conducted from a carrier at sea. During this highly successful exercise, Fighter Squadron FOURTEEN aircrews launched five Phoenix, two Sparrow, and two Sidewinder missiles achieving an 88% kill probability. In addition, the TOPHATTERS successfully fired the first Phoenix missile in the Atlantic Fleet against a CQM-10A BOMARC target flying at 72,000 feet and 2.6 IMN.

In mid-June, with pre-deployment shipboard training completed, a joint USN/USAF dissimilar ACM exercise was conducted to complete Fighter Squadron FOURTEEN's readiness training. Flying F-4E Phantoms with leading edge maneuvering slats, the USAF 335th Tactical Fighter Squadron deployed seven F-4E aircraft to NAS Oceana for five days of intensive ACM training. Flying 1 vs 2 and 2 vs 2 engagements, TOPHATTER aircrews demonstrated their high level of ACM proficiency by consistently maneuvering their F-14's to simulated kill positions on the F-4E aircraft. The observer from the USAF Fighter Weapons School commented that the Navy aircrews were among the most highly trained, professional,

and dedicated officers he had ever encountered. Proving to be highly beneficial to both commands, this exercise laid the groundwork for future USN/USAF dissimilar ACM exercises. Concurrently with the Air Force evolution, the TOPHATTERS successfully compexed five aircrews in 2 vs 1 ACM against A-4 aircraft flown by adversary pilots from Fighter Squadron FORTY THREE. Two of these crews received scores of 99% establishing the highest grade ever recorded for an AIRLANT Fighter Squadron.

On 28 June Fighter Squadron FOURTEEN departed Pier 12, Norfolk, Virginia, embarked in USS JOHN F. KENNEDY (CV-67) for an extended Mediterranean deployment. As all F-14 aircraft had been grounded on 24 June due to engine anomalies, the transatlantic voyage was utilized to ensure each aircraft was in the best possible condition prior to flight. On 5 July a three man inspection team arrived on board from Pratt and Whitney Aircraft to inspect all squadron engines. Twenty-four engines with their 672 first stage fan blades were completely inspected in the short time span of thirteen days.

On 7 July KENNEDY arrived in the Bay of Biscay, Rota, Spain, where a turnover with the USS FRANKLIN D. ROOSEVELT (CV-42) was conducted. Following the five day port visit, KENNEDY departed Rota and commenced flight operations on 13 July. In so doing, the TOPHATTERS became the first F-14 squadron aboard KENNEDY to have an aircraft launched and recovered in the Mediterranean Sea. From 13-27 July the TOPHATTERS conducted flight operations, excluding the 19th during which KENNEDY was anchored in Augusta Bay, Sicily, for replenishments. Among operations conducted were Operation Poopdeck 1-75, a joint U.S. - Spanish air intercept exercise and ASW Week, from 21-25 July, a week devoted to antisubmarine warfare training. As the majority of aircrews had flown very little in the preceeding five weeks, and as no pilot had made an arrested landing in over 30 days, the first at sea period was primarily a pilot refresher period.

Following anchorage in Augusta Bay from 28 July-4 August, the ship commenced flight operations on 5 August in preparation for the TOPHATTERS first missilex on 7-8 August. That afternoon, CAMELOT 100 was lost at sea. Commander Carlton Lavinder and Lieutenant Barry Recame successfully engaged the number four arresting wire, however, due to a catastrophic failure of the arresting gear engine the aircraft was not stopped, but continued off the angle deck well below flying speed. Both ejected and were recovered by an HS-11 helicopter.

On 7 August the TOPHATTERS commenced flight operations with a two day missile firing exercise. This highly successful exercise was conducted on the NATO Missile Range (NAMFI) located just north of the Island of Crete. Designed as an AIM-7E-4 (Sparrow) only exercise, the TOPHATTERS established two firsts. They became the first F-14 squadron to fire a Sparrow missile while deployed in the Mediterranean Sea and the first in the F-14 community to launch a Sparrow against a Septar target, the target

simulating a small, high speed coastal patrol vessel. A total of three missiles were launched, two of which guided successfully.

From 10-14 August the TOPHATTERS participated in National Week XVIII, an exercise designed to improve Sixth Fleet's readiness and skill in combatting their principal real-world threats: submarines and anti-ship missiles. On 15 August KENNEDY anchored in Augusta Bay for a thorough debrief of National Week. Later that day the ship transited to Bari, Italy, for a well-deserved six day port visit.

From 22-26 August the TOPHATTERS conducted routine cyclic operations in the Ionian Sea, thereby building the proficiency of each aircrew. The 26th of August marked another milestone for the TOPHATTERS as the squadron's 3000th F-14A flight hour was logged. At no other time in history has any other squadron been faced with the maintenance of an aircraft as highly sophisticated or complex as the F-14A. Without the extreme dedication and highly professional performance of each and every TOPHATTER, the 3000 hour milestone would have been much longer coming, as it had been for all previous F-14 squadrons.

On the morning of 27 August KENNEDY dropped anchor in the Bay of Naples, Italy, for a port visit which ended on 8 September. Flight operations commenced in the vicinity of Crete from 9-15 September, excluding a one day anchorage in Kithira, Greece, on 13 September. The squadron's second missile firing exercise on the NAMFI Range was conducted on 11 and 12 September. Designed as both a Sparrow and Sidewinder exercise, a realistic scenario was employed in which the TOMCATS were given "hot" vectors from their CAP (Combat Air Patrol) stations to the incoming target drone. A total of two Sparrow and two Sidewinder missiles were launched in which only one missile failed to guide, a Sparrow.

Subsequent to a three day training anchorage in Anatalya, Turkey, from 16-19 September, the TOPHATTERS operated from 20-27 September in the Eastern Mediterranean. This included the longest exercise KENNEDY participated in while deployed, Operation Deep Express, from 22-27 September. It was a NATO planned and executed exercise "to test the procedures for combatting an enemy invasion into the Turkish Thrace area near the Dardanelles by the multi-national air, ground, and naval forces of Britain, Turkey, Belgium, Germany, Italy, and the United States". It proved to be a highly successful coordinated exercise.

The 28th of September saw KENNEDY transiting toward Kithira, Greece. In the process, the TOPHATTERS celebrated their 56th birthday as the U. S. Navy's oldest active squadron, possessing a record of continuous active service since September 1919. The following two days KENNEDY remained in anchorage awaiting possible orders to the Lebanon area in order to evacuate Americans located in Beruit, the center of the Lebanese crisis. Fortunately, evacuation operations were not required. Following transit on 1 October, the TOPHATTERS anchored in Augusta Bay from 2-4 October

for a three day port visit.

On the morning of 4 October the ship weighed anchor and participated in National Week XIX until 8 October, giving KENNEDY and the TOPHATTERS further invaluable experience in simulated combat against SIXTH Fleet's primary threats, both submarines and anti-ship missiles.

On the afternoon of 8 October the TOPHATTERS were anchored in Golfo di Castellammare, Sicily, for a thorough debrief of National Week. Subsequent to the debrief, operations were conducted for two days in the Tyrrhenian Sea followed by three days in the Ionian Sea, separated by transit of the Straits of Messina. From 14-21 October TOPHATTER squadron members visited the port city of Taranto, Italy, followed by routine flight operations in the Eastern Mediterranean from 22-26 October.

On the morning of 27 October KENNEDY dropped anchor in the Bay of Naples for midcruise standdown. Many wives travelled to Naples aboard the Dependent's Charter Flight, and many servicemen returned to the United States as well. At 1000, 30 October, Commander Carlton L. Lavinder, Jr., USN, relieved Commander George W. White, Jr., USN, as the TOPHATTERS fifty-second Skipper. Commander Francis J. Dougherty, USN, reported aboard as Executive Officer.

Departing Naples on 11 November, KENNEDY transited the Straits of Messina that evening. The following day squadron flight operations commenced with a one day operation termed Quickdraw, a joint U.S. - Italian exercise in which F-14 aircraft attempted to simulate attacks on Italian Naval vessels undetected. Also, preparation for the squadron's third missilex on 13-14 November continued. Unlike the first two, this missilex was designed primarily as an exercise for the attack squadrons. The TOPHATTERS were able to launch one Sparrow, though, which scored a direct hit on the target drone.

KENNEDY reentered anchorage in Augusta Bay on 17 November for three days, during which time extensive classroom training was conducted and as much aircraft maintenance performed as possible. Flight operations recommenced the 20th until the evening of the 22nd, when the USS BELKNAP (CG-26) and USS JOHN F. KENNEDY (CV-67) collided. This occurred at approximately 2200, at which time all hands manned their General Quarters stations. Fires aboard KENNEDY were quickly extinguished, while on BELKNAP they continued through the night. Flight operations were cancelled on 23 November in order to clean up from the collision, but resumed on 24 and 25 November. Since the Mirror Landing System was damaged, MOVLAS (Manually Operated Visual Landing Aid System) was employed as the primary means by which pilots recovered aboard.

As KENNEDY's Change of Command had been planned months in advance for 29 November, the ship returned to Augusta Bay from 26-28 November, preparing for the event. Late the 28th transit to

Naples was commenced, with arrival the 29th. At 1100, 29 November, Captain John R. Mitchell, USN, relieved Captain William A. Gureck, USN, as Commanding Officer, USS JOHN F. KENNEDY (CV-67). The ship departed Naples on 4 December.

From 4-8 December KENNEDY sailed to the Western Mediterranean, where operations were conducted for the remainder of 1975. A five day port visit to Palma de Mallorca was thoroughly enjoyed by all TOPHATTERS from 9-13 December.

The following line period, 14-21 December, proved to be most challenging for the TOPHATTERS. Operation Poopdeck II-75 was scheduled for 15 and 16 December, but the second day was cancelled. The squadron's role on the 15th was that of simulated offensive strike missions against preassigned targets in Spain. The 17th and 18th saw the TOPHATTERS participating in Operation Lafeyette, the first joint U.S. - French exercise since 1970. Essentially it was an exercise in which the French Air Force attempted to prove that aircraft carriers could be easily located and successfully attacked. The French Air Force, operating from bases in Corsica and near Marseilles, flew the Vautour, Jaguar, and Mirage F-1, III, and IV, while searching for KENNEDY. A total of 91 intercepts were made on French aircraft, establishing an intercept rate of 100% against the French.

The conclusion of 1975 saw the TOPHATTERS enjoying two port visits, both in Barcelona, Spain, from 22-26 and 30-31 December. These were divided by three routine operating days in the Western Mediterranean.

In reflection, Fighter Squadron FOURTEEN can be extremely proud of its performance and accomplishments during 1975. The TOPHATTERS have successfully introduced the highly sophisticated F-14A TOMCAT to the Atlantic Fleet. They have had the responsibility of maintaining the complex F-14, initially at NAS Oceana, and then, aboard USS JOHN F. KENNEDY (CV-67). This has taken total dedication and devotion to duty. The TOPHATTERS look with great anticipation to the challenges of 1976.

COMMAND HISTORY LIST OF ENCLOSURES

(1) Chronology of Events

(2) 1975 Flight Statistics

(3) Pilot Hours/Landings

(4) NFO Hours/Landings

(5) Ordnance Expenditures

(6) List of Officers and Billets Held

(7) Commander Carlton L. Lavinder, Jr. Biography

(8) Commander Francis J. Dougherty Biography

(9) Photograph of Commander Carlton L. Lavinder, Jr.

(10) Photograph of Commander Francis J. Dougherty

(11) Photograph of Squadron Aircraft - F-14A TOMCAT

1975 CHRONOLOGY OF EVENTS

01 JAN - 17 MAR	Based ashore at NAS Oceana, Virginia Beach, Va.
10 JAN	Squadron achieves 1000 F-14 flight hours since first aircraft assigned in July 1974.
14 JAN	All F-14A aircraft grounded due to loss of two F-14's operating from USS ENTERPRISE (CVAN-65), CNO 141634Z JAN 75.
18 JAN	All F-14A aircraft cleared for flight subsequent to extensive engine and airframe inspections, NAVPRO Bethpage NY 181900Z JAN 75.
23 JAN	First TOPHATTER F-14 flight since grounding.
24 JAN	Commenced carrier qualification training for eight squadron aircrews.
25-27 FEB	Eight squadron pilots carrier qualified (day/night) aboard USS JOHN F. KENNEDY (CV-67).
28 FEB	Commenced carrier qualification training for six squadron pilots.
13 MAR - 14 MAR	Five squadron pilots carrier qualified (day/night) aboard USS JOHN F. KENNEDY (CV-67). Sixth pilot day qualified only due to time constraints.
18 MAR - 28 MAR	Embarked in USS JOHN F. KENNEDY (CV-67) for type training period two. Remaining squadron pilot night carrier qualified. Operations off VACAPES.
25 MAR - 26 MAR	Missile firing exercise in W-72, VACAPES.
29 MAR - 06 APR	Based ashore at NAS Oceana, Virginia Beach, Va.
07 APR - 26 APR	Embarked in USS JOHN F. KENNEDY (CV-67) for type training period three and Exercise Agate Punch.
27 APR - 01 MAY	Inport, Norfolk, Virginia.
02 MAY - 12 MAY	Embarked in USS JOHN F. KENNEDY (CV-67) for type training period four and ORE.
05 MAY - 07 MAY	Missile firing exercise within Eglin Missile Range.
07 MAY - 09 MAY	Operational Readiness Exercise.
13 MAY - 26 MAY	Based ashore at NAS Oceana, Virginia Beach, Va.

27 MAY - 06 JUN	Embarked in USS JOHN F. KENNEDY (CV-67) for Exercise Solid Shield.
07 JUN - 25 JUN	Based ashore at NAS Oceana, Virginia Beach, Va.
09 JUN - 13 JUN	Dissimilar ACM exercise with USAF 335 TFS conducted from NAS OCEANA.
24 JUN	All F-14A aircraft grounded due to engine anomalies.
26 JUN - 31 DEC	Embarked in USS JOHN F. KENNEDY (CV-67).
28 JUN	Depart Pier 12, Norfolk, Virginia for extended Mediterranean deployment.
28 JUN - 07 JUL	Transit Atlantic Ocean.
07 JUL - 08 JUL	Arrive Bay of Biscay, Rota, Spain. Turnover conducted with USS FRANKLIN D. ROOSEVELT (CV-42).
09 JUL - 11 JUL	Inport, Rota, Spain.
12 JUL	Depart Rota, Spain, and enter Mediterranean Sea.
13 JUL	Flight operations commenced. TOPHATTERS first squadron to launch and recover in Mediterranean Sea aboard KENNEDY.
13 JUL - 18 JUL	Operations, Western Mediterranean.
19 JUL	Anchorage, Augusta Bay, Sicily.
20 JUL	Operation Poopdeck I-76.
21 JUL - 25 JUL	Operations, Western Mediterranean. ASW Week.
26 JUL - 27 JUL	Operations, Western Mediterranean.
28 JUL - 04 AUG	Anchorage, Augusta Bay, Sicily.
05 AUG	Operations, Eastern Mediterranean. CDR Lavinder and LT RECAME successfully eject from CAMELOT 100. Arresting gear engine failed causing aircraft to enter sea from angled deck.
06 AUG	Ionian Sea - no flight operations.
07 AUG - 08 AUG	Missile firing exercise on NAMFI Range.
09 AUG - 14 AUG	Operations, Eastern Mediterranean.
10 AUG - 14 AUG	National Week XVIII.

15 AUG	Anchorage, Augusta Bay, Sicily. Transit to Bari, Italy.
16 AUG - 21 AUG	Inport Bari, Italy.
22 AUG - 26 AUG	Operations, Eastern Mediterranean.
26 AUG	Squadron achieves 3000 F-14 flight hours since first aircraft assigned in July 1974.
27 AUG - 07 SEP	Inport, Naples, Italy.
08 SEP - 13 SEP	Operations, Eastern Mediterranean.
11 SEP - 12 SEP	Missile firing exercise on NAMFI Range.
13 SEP	Anchorage, Kithira, Greece.
14 SEP - 15 SEP	Operations, Eastern Mediterranean.
16 SEP - 19 SEP	Anchorage, Anatalya, Turkey.
20 SEP - 27 SEP	Operations, Eastern Mediterranean.
22 SEP - 27 SEP	NATO Operation Deep Express.
28 SEP	Transit to Kithira, Greece. VF-14 celebrates 56th birthday as Navy's oldest active squadron.
29 SEP - 30 SEP	Anchorage, Kithira, Greece.
01 OCT	Transit to Augusta Bay.
02 OCT - 04 OCT	Inport, Augusta Bay, Sicily.
04 OCT - 08 OCT	Operations, Eastern Mediterranean. National Week XIX.
08 OCT	Anchorage, Golfo di Castellammare, Palermo, Sicily.
09 OCT - 13 OCT	Operations, Eastern Mediterranean.
14 OCT - 21 OCT	Port visit, Taranto, Italy.
22 OCT - 26 OCT	Operations, Eastern Mediterranean.
27 OCT - 11 NOV	Inport, Naples, Italy.
30 OCT	Fighter Squadron FOURTEEN Change of Command: CDR Carlton L. Lavinder, Jr., relieves CDR George W. White, Jr., as TOPHATTERS fifty-second Commanding Officer.
12 NOV - 16 NOV	Operations, Eastern Mediterranean.

12 NOV	Operation Quickdraw.
13 NOV - 14 NOV	Missile firing exercise on NAMFI Missile Range.
17 NOV - 19 NOV	Anchorage, Augusta Bay, Sicily.
20 NOV - 22 NOV	Operations, Eastern Mediterranean.
22 NOV	USS JOHN F. KENNEDY (CV-67) and USS BELKNAP (CG-26) collided 70 miles east of Sicily.
23 NOV	Easter Mediterranean, Ionian Sea.
24 NOV - 25 NOV	Operations, Eastern Mediterranean.
26 NOV - 28 NOV	Anchorage, Augusta Bay, Sicily.
28 NOV	Transit to Naples, Italy.
29 NOV - 03 DEC	Inport, Naples, Italy.
04 DEC - 08 DEC	Operations, Western Mediterranean.
09 DEC - 13 DEC	Inport, Palma de Mallorca.
14 DEC - 21 DEC	Operations, Western Mediterranean.
15 DEC	Operation Poopdeck II-76.
17 DEC - 18 DEC	Operation Lafeyette.
22 DEC - 26 DEC	Inport, Barcelona, Spain.
27 DEC - 29 DEC	Operations, Western Mediterranean.
30 DEC - 31 DEC	Inport, Barcelona, Spain.

FIGHTER SQUADRON FOURTEEN 1975 FLIGHT STATISTICS

FLIGHT HOURS:	DAY	2622.6
	NIGHT	839.9
	TOTAL	3462.5
CARRIER LANDINGS	DAY	1209
	NIGHT	468
	TOTAL	1677
SORTIES:	SCHEDULED	2429
	FLOWN	1931
SORTIE EFFICIENCY RATE:	79.5%	
MAJOR ACCIDENT RATE:	0	
CENTURIONS:	PILOTS	13
	NFOs	13

Enclosure (2)

PILOT HOURS/LANDINGS

	TOTAL HOURS	DAY/NIGHT	FCLP DAY/NIGHT	FIELD LANDINGS DAY/NIGHT	CARRIER LANDINGS DAY/NIGHT
CDR WHITE	219.4				
CDR LAVINDER	250.1	187.8/62.3	23/114	18/22	88/38
LCDR HUSAK	240.3	182.8/57.5	14/133	35/18	86/34
LCDR COLEMAN	241.4	180.8/60.6	125/24	34/29	73/35
LCDR MANNING	265.5	204.5/52.0	67/20	68/20	88/29
LT DENNIS	254.9	186.5/68.4	108/37	42/14	85/36
LT CAMPBELL	213.2	162.7/50.5	42/181	97/3 3	75/29
LT JANKA	260.1	198.2/61.9	55/118	44/18	87/32
LT RAWLINS	246.5	185.2/61.3	33/85	24/13	85/37
LT BUTTERFIELD	214.0	154.0/60.0	102/55	22/27	73/33
LT FERRY	232.5	170.7/61.8	72/38	33/13	80/36
LT BUCCHI	233.3	175.7/57.6	82/45	20/14	87/35
LT MCDUFF	239.6	179.1/60.5	75/33	28/13	77/33
LT ROBB	111.2	90.7/20.5	0/0	0/0	43/15

NFO HOURS/LANDINGS

	TOTAL HOURS	DAY/NIGHT	CARRIER LANDINGS DAY/NIGHT
CDR DOUGHERTY	55.0	44.5/10.5	18/8
LCDR DENNING	255.3	184.9/70.4	88/36
LCDR HAWVER	243.2	175.1/68.1	86/36
LCDR FINTA	234.7	175.4/59.3	85/23
LT VORECK	241.0	199.1/41.9	87/23
LT HUBBS	249.2	185.9/63.0	88/43
LT BAKER	267.0	198.4/68.6	92/31
LT RECAME	256.6	200.4/56.2	90/28
LT RIGG	257.1	189.1/68.0	87/37
LT MCKINNEY	241.5	179.0/62.5	87/34
LT BOYD	281.6	211.6/70.0	89/35
LTJG CURTSINGER	255.6	193.0/62.6	94/39
LTJG COLEMAN	228.5	173.7/54.8	86/35
LTJG JOHNSON	250.8	195.3/55.5	92/34
ENS NEMAN	47.7	38.9/8.8	10/2

FIGHTER SQUADRON FOURTEEN 1975 ORDNANCE EXPENDITURES

NOMENCLATURE	QUANTITY
AIM-54 PHOENIX Missile	5
AIM-7E SPARROW Missile	9
AIM-9 Sidewinder	5
20MM Ammunition	15,343 rounds

Enclosure (5)

FIGHTER SQUADRON FOURTEEN OFFICERS AND BILLETS HELD 31 DECEMBER 1975

NAME	BILLET
CDR C. L. LAVINDER, JR.	COMMANDING OFFICER
CDR F. J. DOUGHERTY	EXECUTIVE OFFICER/LEADERSHIP
LCDR W. J. DENNING, III	MAINTENANCE OFFICER
LCDR J. H. HAWVER, JR.	OPERATIONS OFFICER/HURRICANE EVACUATION
LCDR S. B. HUSAK	ADMINISTRATIVE OFFICER/HUMAN RELATIONS COUNCIL
LCDR J. E. COLEMAN	SAFETY OFFICER/DRIVE SAFE OFFICER
LCDR J. F. MANNING, JR.	ASS'T MAINTENANCE OFFICER/ENLISTED TRAINING
LCDR T. W. FINTA	ASS'T OPERATIONS OFFICER/TRAINING/STATS
LT J. A. VORECK	PERSONNEL OFFICER/HOUSING/INDOC DIVISION
LT J. C. DENNIS, III	NATOPS/INSTRUMENT OFFICER
LT P. M. HUBBS	AIRCRAFT/CORROSION CONTROL OFFICER
LT J. A. CAMPBELL	WEAPONS TRAINING/FIGHTER TRAINING OFFICER
LT W. D. BAKER	QUALITY ASSURANCE OFFICER/MAINTENANCE SAFETY
LT C. P. SAGER	STAFF SUPPLY OFFICER
LT B. J. RECAME	AVIONICS/WEAPONS DIVISION OFFICER
LT D. W. JANKA	LINE DIVISION OFFICER/TROUBLESHOOTERS/ GROUND SUPPORT EQUIPMENT
LT G. L. RIGG	INTEGRATED SYSTEMS BRANCH OFFICER
LT S. W. RAWLINS, JR.	AVIATORS EQUIPMENT BRANCH OFFICER/LSO
LT D. A. BUTTERFIELD	ASS'T PERSONNEL OFFICER/ESO/CAREER RETENTION/ DRUG EXEMPTION/WEIGHT CONTROL/CSM
LT J. J. FERRY, JR.	LEGAL OFFICER/PUBLIC AFFAIRS/VOTING
LT T. M. BUCCHI	AVIATORS EQUIPMENT BRANCH OFFICER/LSO
LT J. F. PFUHL	ASS'T QUALITY ASSURANCE OFFICER/WEIGHT AND BALANCE OFFICER
LT D. M. MCDUFF	FLIGHT OFFICER
LT H. P. MCKINNEY	POWER PLANTS BRANCH OFFICER/FOD PREVENTION

FIGHTER SQUADRON FOURTEEN OFFICERS AND BILLETS HELD 31 DECEMBER 1975

NAME	BILLET
LT J. A. BOYD	COMMUNICATIONS OFFICER/ELECTRONIC WARFARE/ COMTAC
LTJG D. A. CURTSINGER	AIRFRAMES BRANCH OFFICER
LTJG R. O. COLEMAN	NAVIGATION/SURVIVAL/FLEET AIR SUPERIORITY/ NFO TRAINING
LTJG M. G. JOHNSON	ELECTRICAL INSTRUMENT BRANCH OFFICER
LTJG J. A. ROBB	ASS'T LINE DIVISION OFFICER/WELFARE AND RECREATION
LTJG J. E. WELCH	MAINTENANCE/MATERIAL CONTROL OFFICER
LTJG C. B. HODGE	AIR INTELLIGENCE OFFICER/NBC/TS CONTROL OFFICER/OFFICERS' MESS
ENS D. C. NEMAN	FIRST LIEUTENANT/TRANSPORTATION/ATHLETICS