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DEPARTMENT OF THE NAVY
FIGHTER SQUADRON FOURTEEN
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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 1976
(2) 1976 Chronology of Events
(3) 1976 Flight Statistics
(4) Pilot Hours/Landings
(5) NFO Hours/Landings
(6) VF-14 Officers and Billets held 31 December 1976
(7) Biography of Commander Francis J. Dougherty
(8) Biography of Commander Timothy W. Wright
(9) 8X10 photograph of Commander Francis J. Dougherty
(10) 8X10 photograph of Commander Timothy W. Wright

1. In accordance with reference (a), enclosures (1) through (10) are submitted.

F. J. Dougherty
F. J. DOUGHERTY

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

VF-14 COMMAND HISTORY FOR CALENDAR YEAR 1976

Calendar Year 1976 was a stimulating and successful year for the TOPHATTERS. Continuing the tradition as a "sea-going" fighter squadron, almost one-half the year was spent at sea. At sea time included the final month of our 1975-76 Mediterranean deployment, predeployment work-ups, and a 2 1/2 month North Atlantic deployment.

While embarked in USS JOHN F. KENNEDY (CV-67) for the 1975-76 Mediterranean cruise, the TOPHATTERS celebrated the 1976 New Year inport in Barcelona, Spain. On 4 January 1976, KENNEDY sortied from Barcelona, Spain for six (6) days of operations in the Western Mediterranean. Operations consisted of refresher training and warm-up AIC/ACM flights. As a result of flight time restrictions imposed on the TF-30-P-412A engine by IPPC 445, VF-14's assets were reduced to four (4) aircraft. Superb cooperation from the rest of the airwing and the ship allowed extensive use of short cycle times (28 sorties) which not only maximized aircraft utilization but also provided the long sought after ACM training opportunities.

On 7 January 1976 a section of F-14's (comprised of one aircraft each from VF-14 and VF-32) intercepted and simulated an attack on a section of French Air Force Mirage F-1C aircraft. The F-14's utilized E-2C control, while the F-1's utilized FAF GCI. The F-14's successfully engaged and pressed home multiple missile and gun attacks, without allowing the F-1's to achieve a firing solution. The F-1's were forced to their homebase due to insufficient fuel for a second engagement. On 8 January 1976 another section of F-14's (VF-14/VF-32) engaged two separate sections of F-1's (one engagement with each section). The results were the same. The F-14's were able to achieve multiple missile solutions without receiving any simulated shots. As on the 7th, both F-1 sections were able to engage only once prior to returning to homebase. This exercise proved the superior performance of the F-14 in both the weapons system and maneuvering envelope while operating at a substantial range from the carrier. It allowed aircrews to observe the performance of a widely exported tactical jet with characteristics similar to a current Soviet fighter.

After flying over 74 hours and 59 sorties, the TOPHATTERS arrived inport Malaga, Spain on 11 January 1976 for a 4-day visit ending on 14 January 1976. On 15 January 1976 KENNEDY departed Malaga and conducted refresher operations in the approaches to the Straits of Gibraltar. KENNEDY transited the Straits into the Atlantic on 16 January 1976 and anchored in the Gulf of Cadiz at Naval Station, Rota, Spain. The TOPHATTERS conducted a turnover with VF-33 on the USS SARATOGA, KENNEDY's relieving carrier. After enjoying a final two days of liberty on our 1975-76 Mediterranean cruise, KENNEDY raised

anchor on the morning of 18 January 1976 to commence an 8-day transit to CONUS. The transit was uneventful and devoid of any Soviet overflights.

On 26 January 1976 the remaining two aircraft with flyable engines were flown off to NAS Oceana, Virginia, to be greeted by a small but exuberant crowd of family and friends. The remainder of the squadron arrived with KENNEDY at Pier 12, Naval Station, Norfolk, Virginia on 27 January 1976. The 9 aircraft whose engines had exceeded high time were craned off KENNEDY on 28-30 January 1976 and towed to a hangar at NAS Norfolk for engine modifications by NARF Norfolk. The TOPHATTERS completed the first F-14 Mediterranean deployment in a highly commendable manner that brought praise from all echelons of the chain of command. Although beset with engine problems, Fighter Squadron FOURTEEN amassed 2069.7 flight hours with 474.7 hours being logged at night. A total of 1120 carrier landings were accumulated during 1117 sorties with 311 traps occurring at night. Sorties were evenly distributed among the aircrews with an average of 86 traps per pilot and 83 traps per NFO. Aircrew proficiency in Carrier Aviation remained outstanding as reflected in the excellent 96% day and 89% night boarding rates.

From 31 January 1976 until 15 February 1976 the TOPHATTERS enjoyed a well deserved post-cruise standdown.

February 16th saw the commencement of a new training cycle for VF-14. Due to continuing engine problems, the TOPHATTER's maintenance department was divided into two detachments: one with the parent squadron in Hangar 500 at NAS Oceana for the purpose of supporting flight operations, and the other at NAS Norfolk to work on the grounded aircraft undergoing engine rework. Progress was initially slow because of delays in repairing the engines. The squadron averaged 2 aircraft per day during February and March, with an average of 3 per day during April. Each flyable aircraft was scheduled for 4 flights a day in an effort to get aircrews trained. When possible, sorties were scheduled for double completions to maximize training.

The continued loss of F-14's on the west coast due to engine failures resulted in aerodynamic restrictions being imposed on all F-14's which prohibited ACM. Training flights were continued in all other primary mission areas to include airway navigation and instrument flights, radar intercepts, low level navigation, air-to-ground strafe against the SOPTAR and fixed land targets, and aerial refueling.

From 9-19 March 1976 several sorties per day were dedicated to Operation Safepass, a NATO exercise being conducted along the eastern coast of the United States. The F-14's simulated ASCM's and flew harassment missions against the Blue Task Force,

which included the aircraft carriers USS AMERICA and HMS ARK ROYAL. On 31 March 1976 the TOPHATTERS conducted a VACAPES missilex. Two AIM-7 Sparrow Missiles were fired at an MQM-74 subsonic drone resulting in a lethal miss and a direct hit. A second VACAPES missilex was conducted on 11-12 May 1976 resulting in two lethal misses of the MQM-74 with Sparrow missiles.

On 11 May 1976 the last of the squadron aircraft to undergo repairs at NAS Norfolk was flown to NAS Oceana. Through May and June the availability increased to 6 aircraft per day. This provided the necessary assets to prepare the aircrews for the upcoming carrier operations. As the pace of flight operations picked up, aircrews participated in graded radar intercept exercises. A total of 25 graded firing and non-firing exercises were flown, averaging two exercises per crew.

Not all the activity in the squadron occurred in the air. A large number of maintenance personnel attended various schools ranging from shipboard fire-fighting and advanced rate courses to middle management schools. Aircrews undertook an extensive ground training program, which was supplemented by increased use of the Operational Flight and Mission Trainers. Aircrews, weapons systems technicians, and ordnancemen completed a thorough Integrated Weapons System Review conducted by Hughes Aircraft Corporation. This review significantly contributed to the squadron's excellent performance during carrier work-ups and Type Training.

Aircrews commenced Field Carrier Landing Practice on 3 May 1976 which continued through 4 June 1976, resulting in the field qualification of 13 pilots. Day/night carrier qualifications commenced on USS JOHN F. KENNEDY (CV-67) on 9 June 1976. Twelve of the thirteen pilots completed day/night qualifications. The squadron remained embarked in KENNEDY through 18 June 1976, conducting refresher operations in the VACAPES operating area. Training sorties included two anti-air warfare exercises (AAWEX), air-to-ground strafe, aerial refueling, and data-link controlled intercepts under the direction of both the ship and VAW-125 E-2C's.

KENNEDY and the embarked airwing arrived in port at Naval Station, Norfolk, Virginia on 19 June 1976 for a short visit. On 23 June 1976 KENNEDY departed Pier 12 for nine (9) days of TYT I in the VACAPES operating area. The TOPHATTERS continued to conduct training sorties in AIC, strafe, EW, aerial refueling, and coordinated airwing exercises. On 30 June 1976, VF-14 surpassed 8000 accident free hours in both the F-4 and F-14, representing a very impressive achievement by aircrews and maintenance personnel that included the F-4 to F-14 transition.

The TOPHATTERS were inport with KENNEDY from 3-8 July 1976. During this period the squadron operated from NAS Oceana, and made final preparations for TYT II. With the exception of a small detachment of maintenance personnel remaining at Oceana, the squadron moved aboard KENNEDY completely. On 9 July 1976 KENNEDY sortied from Norfolk, Virginia to commence a two (2) day transit along the eastern seaboard to the Puerto Rican operating area for TYT II. On 11 July 1976 four (4) TOPHATTER aircraft flew from NAS Oceana to Homestead Air Force Base for a refueling stop prior to continuing on to rendezvous with KENNEDY operating near Puerto Rico.

TYT II provided VF-14 with the most enjoyable flying of the pre-deployment work-ups. The highlight of the period was the very successful missilex conducted on the Atlantic Fleet Weapons Range. A total of seven missiles were fired against BQM-34 drone targets, including two (2) AIM-54 Phoenix, two (2) AIM-7 Sparrow, and three (3) AIM-9 Sidewinder missiles. The AIM-54 shots were fired at the BQM-34 simulating surface launched ASCMs. The Sidewinder shots were against a hard maneuvering BQM-34 simulating the ACM environment. Other operations included AIC, strafe, strike and photo escort, EW Training, and AAWEX's.

During TYT II, 7 of the 9 squadron F-14's were grounded pending a significant structural inspection. In spite of the severely limited operations, the squadron flew a total of 67 day and 19 night sorties for a flight time total of 153.3 hours (day) and 29.1 hours (night). Eleven TOPHATTER pilots achieved a boarding rate of 91% for 81 CV landings.

On 21 July 1976 while KENNEDY was enroute to Mayport, Florida, a TOPHATTER aircraft intercepted a Soviet Bear "D" reconnaissance aircraft 200NM east of Cuba. This was the first KENNEDY/CVW-1 F-14 intercept of a Soviet aircraft.

KENNEDY arrived in port at Naval Station, Mayport, Florida on 24 July 1976 for a four (4) day visit. Just prior to entering port, five (5) squadron aircraft were flown off to NAS Oceana for airframe inspections. On 28 July 1976 KENNEDY departed Mayport for TYT III in the Jacksonville operating area. Five (5) F-14's were flown out to the ship from NAS Oceana, providing a total of nine (9) aircraft onboard. TYT III was utilized to make final preparations for the Operational Readiness Evaluation, which was conducted on 9-11 July 1976. VF-14 completed the ORE with a grade of high excellent. COMNAVAIRLANT observers cited the lack of ACM as the only VF-14 operational deficiency, and attributed that to aircraft restrictions beyond squadron control. The squadron completed the ORE with a 100% sortie efficiency rate. Upon completion of the 6 1/2 month turnaround the TOPHATTERS had expended two (2) Phoenix, six (6) Sparrows, three (3) Sidewinders and 22,000 rounds of 20MM ammunition.

From 12 August to 1 September 1976 VF-14 operated from NAS Oceana while KENNEDY was in port at Pier 12, Naval Station, Norfolk. Flight operations were limited during this period and every effort was made to ensure deployment with eleven (11) Full Systems Capable (FSC) aircraft. TOPHATTERS were given an opportunity for leave with friends and family prior to departure for the North Atlantic. By 29 August 1976 VF-14 was moved aboard KENNEDY and ready to deploy.

On 2 September 1976 KENNEDY eased away from its birth at Pier 12 with VF-14 embarked with eleven (11) aircraft, 30 officers and 221 enlisted men. From 2-4 September 1976 the squadron conducted refresher operations as KENNEDY transited north past Nova Scotia. On 12 September 1976 an alert VF-14 aircraft intercepted a Soviet Bear "D" reconnaissance aircraft 400NM west of Ireland. This was to be the first of many Soviet aircraft intercepted and escorted by the squadron. On 14-15 September 1976 KENNEDY operated in the vicinity of the Outer Hebrides and along the Northwest coast of Scotland. The squadron provided aircraft for Deck Launched Interceptors (DLI), CAP, sea surveillance (SSSC), and photo escort missions over northern Scotland.

On 14 September 1976 while conducting an underway refueling operation, the USS BORDELON collided with KENNEDY causing minor damage to both vessels. KENNEDY's ability to operate was not impaired. From 16-23 September 1976 KENNEDY was part of Exercise Teamwork, the largest NATO exercise conducted since World War II. While operating in the Norwegian Sea, VF-14 provided CAP, SSSC, and photo escort missions over the amphibious assault area near Namsos, Norway. During the period Soviet overflights of the task force by Bear and Badger aircraft were an almost daily occurrence, and VF-14 maintained DLI alerts around the clock. On 21 September 1976 KENNEDY crossed the Artic Circle, allowing all of the TOPHATTERS to join the ranks of Blue Noses, for operations in the Arctic Ocean. Flight operations were conducted on 21-23 September 1976 along the North Cape of Norway, but due to poor weather conditions some of VF-14's operations were limited to providing only DLI alerts. Upon completion of KENNEDY's involvement in Exercise Teamwork, it proceeded towards Edinburgh, Scotland.

From the time VF-14 departed CONUS the squadron had flown 87 day and 28 night sorties for a total of 220.8 hours. TOPHATTER pilots maintained a boarding rate of 92% day and 96% night. During this line period VF-14 surpassed 6000 F-14 accident free hours. On 29 September 1976 the TOPHATTERS celebrated their 57th anniversary of continuous Naval service. After a most enjoyable port visit to Edinburgh, Scotland, from 25 September to 1 October 1976, KENNEDY sortied to the North

Sea on 2 October 1976. On 3 October 1976 while enroute to Wilhelmshaven, Germany, the TOPHATTERS conducted day refresher operations. KENNEDY anchored near the entrance to the Federal Republic of Germany Naval Base at Wilhelmshaven on 4 October 1976 for a five (5) day visit. As during the Edinburgh port visit, the TOPHATTERS hosted many foreign nationals for presentations on the F-14 and provided display aircraft and crews.

On 9 October 1976 KENNEDY departed Wilhelmshaven and commenced refresher day/night operations in the North Sea. From 11-16 October 1976 KENNEDY participated in NATO Exercise Bonded Item. This exercise was on a smaller scale than Exercise Teamwork and included ASW, reconnaissance, preparation of the amphibious assault area, and the actual amphibious landing. VF-14 provided CAP sorties and were called upon to intercept such elements of the Orange Air Forces as the F-104, F-105, RF-86 and F-4. Upon completion of Bonded Item on 16 October 1976, VF-14 had flown 88 sorties for a total of 153.4 day and 11.2 night hours. The pilots maintained a high boarding rate of 95.2% day and 100% at night. Night operations during this line period were limited due to poor weather conditions in the operating area and at the bingo fields. KENNEDY proceeded through the English Channel enroute to Portsmouth, England on 17-18 October 1976. Arriving at Portsmouth on 19 October 1976, the TOPHATTERS commenced what was probably the most enjoyable port visit of the North Atlantic deployment. All hands were made to feel very welcome by the local populace and the Royal Navy went out of their way to provide entertainment and activities. On the morning of 25 October 1976 KENNEDY sorties from Portsmouth to conduct refresher day flight operations in the English Channel for two days. On 27 October 1976 KENNEDY anchored at Brest, France, for its last port visit of the deployment. Although the visit was short, all hands found Brest to be a delightful town and the French people to be friendly. On the afternoon of 29 October 1976 KENNEDY raised anchor to commence the transit to CONUS. Refresher day operations were conducted on 30 October 1976 in the Bay of Biscay and on 2 November 1976 as KENNEDY passed near the Azores.

On 8 November 1976 with KENNEDY 200NM east of Norfolk, Virginia, VF-14 flew off 10 of 11 aircraft. KENNEDY arrived at Pier 12, Naval Station Norfolk, Virginia the morning of 9 November 1976.

The North Atlantic deployment was a great success for the TOPHATTERS. During the 2 1/2 months VF-14 flew 238 sorties for 385 day and 55 night hours. Pilots logged 225 CV landings and in the process won the CVW-1 Tailhook Award for a 3.57 overall landing score. Aircrews were exposed to adverse conditions, numerous Soviet aircraft, and gained an appreciation for task force operations on a very large scale. All hands had the opportunity to represent the United States ashore as guests of NATO countries and did so in a highly commendable manner.

After a brief standdown from 10-14 November 1976 VF-14 commenced a modified turnaround cycle at NAS Oceana to prepare for the 1977 Mediterranean Cruise. Due to unusually high base loading, VF-14 was required to share spaces in Hangar 404 with VF-41, a squadron undergoing transition from the F-4 to the F-14. The VF-41 "Black Aces" were very gracious hosts and a good working relationship was quickly established. The short turnaround cycle between the North Atlantic and Mediterranean deployments, as well as the Christmas holidays, imposed a restricted training program. The TOPHATTERS elected to utilize the five (5) weeks prior to the holiday leave period, 15 November - 17 December 1976, to concentrate on ACM training. The aircraft restrictions that had been imposed during the pre-North Atlantic training cycle were removed by COMNAVAIRSYSCOM and COMNAVAIRLANT. From 8 November - 10 December 1976 VF-14 supported a one plane detachment to NAS Miramar for Naval Fighter Weapons School, consisting of one aircrew and thirteen (13) maintenance personnel. The remaining aircrews at NAS Oceana conducted basic ACM sorties against VF-43 adversary pilots flying A-4's and T-38's.

During the week of 29 November - 3 December 1976 the TOPHATTERS flew sixteen (16) sorties against F-106A's from the 48th FIS based at Langley Air Force Base, Virginia. The following week, 6-10 December 1976, found VF-14 working with F-4E's from the 4th TFW from Seymour-Johnson Air Force Base, North Carolina. A total of eleven (11) sorties were flown against the F-4's. During both weeks all participants staged from their home bases, and engagements involving 2-4 aircraft occurred in warning or restricted areas convenient to all bases. These exercises provided VF-14 aircrews with invaluable training in multi-aircraft engagements, gave them an appreciation for Air Force tactics, and boosted the morale and esprit de corps within the squadron.

In the week of the Christmas holiday leave period the TOPHATTERS continued to fly ACM sorties against VF-43 adversary pilots, who now added the F-5E Tiger II to their inventory. On 14-15 December 1976 VF-14 conducted a missilex in the VACAPES missile range and expended a Sparrow missile against an MQM-74 drone target. Throughout this five week period aircrews flew night intercept and aerial refueling sorties to maintain proficiency in these mission areas.

The TOPHATTERS concluded 1976 with limited flight operations from 17-31 December, while the majority of personnel enjoyed a well earned holiday leave period.

1976 CHRONOLOGY OF EVENTS

01-03 JAN	In port Barcelona, Spain
04-10 JAN	Operated in the Western Mediterranean
07-08 JAN	Conducted mutual intercepts with FAF Mirage F-1C
11-14 JAN	In port Malaga, Spain
15 JAN	Operated in the Western Mediterranean
16 JAN	Transited the Straits of Gibraltar to the Atlantic
16-17 JAN	In port Rota, Spain; turnover with USS SARATOGA
18-26 JAN	Translant to CONUS
26 JAN	Flew off two aircraft to NAS Oceana
27 JAN	Arrived Pier 12 Naval Station Norfolk, Virginia
28-30 JAN	Craned off nine (9) F-14's and towed to NAS Norfolk for engine modifications
31 JAN - 15 FEB	Post cruise standdown
16 FEB - 09 JUN	Based ashore at NAS Oceana, Virginia
09-19 MAR	Operated as Blue Forces for NATO Operation Safepass
31 MAR	Missile firing exercise; VACAPES
11 MAY	Last of squadron's F-14s arrived from NAS Norfolk
11-12 MAY	Missile firing exercise; VACAPES
09-18 JUN	Embarked in USS JOHN F. KENNEDY (CV-67) for carrier qualifications and refresher operations
19-22 JUN	In port Norfolk, Virginia
23 JUN - 02 JUL	Embarked in USS JOHN F. KENNEDY (CV-67) for TYT I; VACAPES operating area
30 JUN	Surpassed 8000 accident free hours
03-08 JUL	Based ashore at NAS Oceana, Virginia
09-23 JUL	Embarked in USS JOHN F. KENNEDY (CV-67) for TYT II in the Puerto Rico operating area

14-19 JUL	Missile firing exercise; Atlantic Fleet Weapons Range, Puerto Rico
21 JUL	TOPHATTER aircraft intercepted a Soviet Bear "D" aircraft 200NM east of Cuba
24-27 JUL	In port Mayport, Florida
28 JUL - 08 AUG	Operated in the Jacksonville Operating area for TYT III
09-11 AUG	Operational Readiness Evaluation
12 AUG - 01 SEP	Based ashore at NAS Oceana, Virginia
02 SEP	Embarked in USS JOHN F. KENNEDY (CV-67) for deployment to the 2ND Fleet in the North Atlantic
02-04 SEP	Conducted refresher operations in the Western Atlantic
12 SEP	TOPHATTER aircraft intercepted Soviet Bear "D" 400NM west of Ireland
14-15 SEP	Operated off the Northwest coast of Scotland
16-21 SEP	Operated in the Norwegian Sea in support of NATO Exercise Teamwork
21 SEP	Crossed the Arctic Circle
21-23 SEP	Operated in the Arctic Ocean along the North Cape of Norway in support of NATO Exercise Teamwork
24-25 SEP	Enroute Edinburgh, Scotland
25 SEP - 01 OCT	In port Edinburgh, Scotland
29 SEP	TOPHATTERS celebrate 57th anniversary of the squadron
02-04 OCT	Enroute Wilhelmshaven, Germany
03 OCT	Conducted refresher operations in the North Sea
04-08 OCT	In port Wilhelmshaven, Germany
09-10 OCT	Conducted refresher operations in the North Sea
11-16 OCT	Operated in the North Sea in support of NATO Exercise Bonded Item
17-18 OCT	Enroute Portsmouth, England
19-24 OCT	In port Portsmouth, England

25-26 OCT	Conducted refresher operations in the English Channel
27-29 OCT	In port Brest, France
29 OCT - 09 NOV	Enroute CONUS
30 OCT	Conducted refresher operations in the Bay of Biscay
02 NOV	Conducted refresher operations in the Eastern Atlantic near the Azores
08 NOV	Flew off 10 of 11 aircraft to NAS Oceana
09 NOV	Arrived Pier 12 Naval Station, Norfolk, Virginia
10 NOV	Craned off one aircraft for induction into rework
10-14 NOV	Post cruise standdown
08 NOV - 10 DEC	One crew and aircraft participated in Naval Fighter Weapons School, NAS Miramar, California
15 NOV - 31 DEC	Based ashore at NAS Oceana, Virginia
29 NOV - 03 DEC	Conducted Dissimilar Air Combat Maneuvering with 48th Fighter Interceptor Squadron based at Langley Air Force Base, Virginia
06-10 DEC	Conducted Dissimilar Air Combat Maneuvering with 4th Tactical Fighter Wing based at Seymour-Johnson Air Force Base, North Carolina
14-15 DEC	Missile Firing Exercise; VACAPES
17-31 DEC	Holiday leave period; limited operations
31 DEC	Fighter Squadron FOURTEEN reached 9,224 accident free hours

1976 FLIGHT STATISTICS

FLIGHT HOURS:

DAY	1718.5
NIGHT	532.4
TOTAL	2250.9

CARRIER LANDINGS:

DAY	487
NIGHT	139
TOTAL	626

SORTIES SCHEDULED: 1805

SORTIES FLOWN: 1340

EFFICIENCY RATE: 74.2%

Enclosure (3)

PILOT HOURS/LANDINGS

	FLIGHT TIME		CARRIER LANDINGS
	TOTAL	DAY/NIGHT	DAY/NIGHT
CDR C. L. LAVINDER, JR.	189.6	160.2/29.4	54/12
LCDR A. K. CEBROWSKI	117.9	84.4/33.5	31/10
LCDR S. B. HUSAK	121.7	99.1/22.6	16/4
LCDR J. E. COLEMAN	186.9	144.7/42.2	43/10
LCDR J. F. MANNING, JR.	159.3	128.5/30.8	41/9
LT J. A. CAMPBELL	214.5	164.2/50.3	35/14
LT D. A. BUTTERFIELD	187.4	138.2/49.2	34/10
LT J. J. FERRY, JR.	170.3	131.9/38.4	38/9
LT T. M. BUCCHI	180.6	136.6/44.0	38/11
LT R. H. GUTHRIE	121.8	85.7/36.1	29/13
LT J. A. ROBB	216.3	171.8/44.5	34/8
LTJG S. R. NICHOLS	129.4	97.6/31.8	35/10
LTJG D. G. VEZEY	29.8	18.6/11.2	-----
LTJG J. W. ORRISON	32.7	20.9/11.2	------
LTJG D. S. PHIFER	121.2	82.9/38.3	33/8

NFO HOURS/LANDINGS

	HOURS		CARRIER LANDINGS
	TOTAL	DAY/NIGHT	DAY/NIGHT
CDR F. J. DOUGHERTY	162.2	136.2/26.0	38/9
LCDR W. J. DENNING, III	49.2	34.3/15.5	5/3
LCDR J. H. HAWVER, JR.	149.1	116.3/32.8	34/11
LCDR T. W. FINTA	142.4	113.2/29.0	22/6
LCDR W. D. BAKER	162.1	121.2/40.9	35/13
LT P. M. HUBBS	53.2	40.4/12.8	5/1
LT J. A. VORECK	37.3	27.6/9.7	4/0
LT J. W. RILEY, JR.	70.4	52.1/18.3	14/1
LT G. L. RIGG	174.9	121.3/53.6	34/12
LT R. O. COLEMAN	187.0	143.1/43.9	44/15
LT D. A. CURTSINGER	173.7	132.7/41.0	45/8
LT M. G. JOHNSON	189.1	151.1/38.0	37/12
LTJG D. C. NEMAN	174.5	128.3/46.2	38/11
LTJG E. P. HARVEY, JR.	136.4	98.5/37.9	34/12
LTJG T. L. HARWOOD, II	72.4	54.5/17.9	17/2
LTJG T. F. NAGELIN, JR.	98.8	69.5/29.3	29/10
LTJG R. J. JENSEN	37.0	30.2/6.8	5/1
LTJG W. L. ROGERS	116.0	84.9/31.1	27/8

VF-14 OFFICERS AND BILLETS HELD 31 DECEMBER 1976

NAME	BILLET
CDR C. L. LAVINDER, JR.	COMMANDING OFFICER
CDR F. J. DOUGHERTY	EXECUTIVE OFFICER/LEADERSHIP
LCDR A. K. CEBROWSKI	MAINTENANCE OFFICER
LCDR W. B. HAYDEN	PROSPECTIVE OPERATIONS OFFICER
LCDR J. E. COLEMAN	OPERATIONS OFFICER/HURRICANE EVACUATION
LCDR T. W. FINTA	SAFETY OFFICER
LT J. A. CAMPBELL	ASSISTANT MAINTENANCE OFFICER
LT W. D. BAKER	PERSONNEL OFFICER/HUMAN RELATIONS
LT J. W. RILEY, JR.	QUALITY ASSURANCE OFFICER
LT G. L. RIGG	ASSISTANT NATOPS/GENERAL SAFETY
LT D. A. BUTTERFIELD	ASSISTANT OPERATIONS OFFICER/ TRAINING OFFICER
LT J. J. FERRY, JR.	AIRCRAFT/CORROSION CONTROL OFFICER
LT T. M. BUCCHI	NATOPS OFFICER/LSO
LT R. H. GUTHRIE	ADMINISTRATIVE OFFICER/LSO
LT R. O. COLEMAN	LINE DIVISION OFFICER
LT J. A. ROBB	PILOT/ACM TRAINING OFFICER
LTJG J. E. WELCH	MAINTENANCE CONTROL OFFICER
LTJG S. R. NICHOLS	ASSISTANT PERSONNEL OFFICER/ESO
LTJG D. G. VEZEY	AVIATORS EQUIPMENT BRANCH OFFICER
LTJG J. W. ORRISON	ASSISTANT ADMINISTRATIVE OFFICER/ LEGAL OFFICER/PAO
LTJG D. C. NEMAN	COMMUNICATIONS OFFICER/EW
LTJG D. S. PHIFER	ELECTRICAL INSTRUMENT BRANCH OFFICER

NAME	BILLET
LTJG E. P. HARVEY, JR.	FLIGHT OFFICER
LTJG T. F. NAGELIN, JR.	AIRFRAMES BRANCH OFFICER
LTJG T. L. HARWOOD, II	ASSISTANT PERSONNEL OFFICER/ HUMAN RESOURCES/DRUG OFFICER
LTJG R. J. JENSEN	FIRST LIEUTENANT
LTJG W. L. ROGERS	POWER PLANTS BRANCH OFFICER
ENS J. H. CLAWITER	ASSISTANT LINE/GROUND SUPPORT/CMS
ENS S. STEINACKER	MATERIAL CONTROL OFFICER
CWO3 J. E. MORIN	ARMAMENT BRANCH OFFICER/HERO