1985

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DEPARTMENT OF THE NAVY

FIGHTER SQUADRON FOURTEEN
FLEET POST OFFICE
NEW YORK 09501-6103

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IN REPLY REFER TO

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CONFIDENTIAL (Unclassified upon removal of enclosure (1), (2), (3) and (6))

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

Subj: SUBMISSION OF 1985 COMMAND HISTORY (OPNAV 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Fighter Squadron FOURTEEN History (1919 - 1985) (C)
(2) Summary of Operations (C)
(3) Squadron Schedule 1985 (C)
(4) Officer Billet Summary
(5) Pilot/NFO Flight Hour Summary
(6) Weapons Expended Summary (C)
(7) Biography of CO (CDR C. W. SCHANTZ)
(8) Biography of XO (CDR P. W. BOWER)

1. Per reference (a), enclosures (1) thru (8) are forwarded.

C. W. SCHANTZ

Copy to:
Director of Naval History

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TOPHATTERS
FIGHTER SQUADRON FOURTEEN
1919-1985

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(U) The history of Fighter Squadron FOURTEEN dates back almost to the origin of Naval Aviation. Its record of continuous active service began in September 1919 making it the Navy's oldest active squadron. Since this early beginning the squadron has flown twenty-two different type aircraft, had its designation changed fourteen times, operated from seventeen different aircraft carriers plus several battleships, and has been commanded by fifty-nine Naval Officers.

(U) During its career the squadron has been assigned many missions including patrol and observation in its early years and scouting, attack and fighter in the years that followed when carrier based.

(U) Its carrier career began with the U.S. Navy's first carrier, USS LANGLEY (CV-1) in 1926. The squadron, then Fighter Plane Squadron ONE, established a record for carrier landings in a single day. Flying TS-1 aircraft, one hundred twenty-seven landings were completed by the end of flight operations.

(U) The TOPHATTERS proved to be a formidable foe during World War II. While embarked in USS RANGER the squadron provided air support for the invasion of North Africa in November 1942. During the four days of November 8-11, pilots destroyed sixteen enemy aircraft. Flying the SBD Dauntless dive bomber, the squadron participated in the first American naval air strike against German forces in Norway in October 1943. They destroyed 40,000 tons of enemy shipping in Norway's inner channel.

(U) In November 1944, the squadron transferred to the Pacific Fleet and participated in the Leyte Campaign aboard the USS BUNKER HILL (CV-17). Transferring to the USS ESSEX (CV-9), the squadron bombed fortifications on Formosa in January 1945, supported the assault on Iwo Jima in February, participated in the first naval carrier strikes on Tokyo, and completed Pacific combat operations with strikes on Okinawa in early March 1945.

(U) In 1949, the TOPHATTERS received their current designation as VF-14 with an all weather intercept mission. In May 1963 the TOPHATTERS transitioned to the F-4B Phantom II and on 23 January 1964 they became the first Phantom squadron to operate aboard USS FRANKLIN D. ROOSEVELT (CVA-42).

(U) In June 1966, the TOPHATTERS again joined the Pacific Fleet and conducted air strikes and supporting missions against military targets in North Vietnam. During this combat deployment, the squadron flew 1688 hours on 967 combat sorties and delivered 651,624 pounds of ordnance in addition to fulfilling its traditional combat air patrol and fighter escort missions.

(U) With the commissioning of the USS JOHN F. KENNEDY (CVA-67) in September 1968, the Navy's oldest squadron found itself on the newest carrier. After four highly successful Mediterranean deployments aboard USS JOHN F. KENNEDY (CVA-67), the squadron transitioned to the Navy's newest fighter, the F-14A TOMCAT in January 1974.

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Enclosure (1)

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(U) Between June 1975 and January 1976, the TOPHATTERS were embarked in USS JOHN F. KENNEDY (CVA-67) for the first Atlantic fleet deployment of the F-14. In October 1978, TOPHATTER aircrews set an all time, one month, F-14 flight hour record of 977 hours while deployed to the Mediterranean.

(U) Commencing local carrier operations in February 1980, Fighting FOURTEEN continued its tradition of excellence, winning the "Fighter Olympics" with the highest grades ever awarded by the VF-43 adversaries and recording a perfect (100%) kill rate with all missiles fired during type training and readiness inspections. In August 1980 the TOPHATTERS deployed to the Mediterranean Sea with Carrier Air Wing ONE aboard the USS JOHN F. KENNEDY (CV-67).

(U) In July 1981, the TOPHATTERS became a member of Carrier Air Wing SIX. The squadron deployed in June 1982 aboard USS INDEPENDENCE (CV-62), and in July was named "Best Fighter Squadron" by Commander Fighter Wing ONE for their superb performance again in the Atlantic Fleet Fighter ACM Readiness Program (FFARP) against VF-43 adversaries.

(U) October and early November 1983 found the TOPHATTERS logging combat time in support of operation URGENT FURY in Grenada. This was the squadron's first combat since Vietnam and the first in the F-14A TOMCAT. After playing an integral part in the liberation of Grenada from Cuban insurgents, VF-14 proceeded east to the Mediterranean Sea with Carrier Air Wing SIX to participate in contingency operations off the coast of Lebanon. In early December 1983, the TOPHATTERS were again called upon to provide combat air patrol and fighter escort support for elements of the Multinational Forces in Beruit, proving once again, that the oldest active squadron is always ready to fulfill its traditional mission.

(U) From April to July 1984, the TOPHATTERS participated in numerous readiness training exercises. Of particular note was the most successful series of ACM competitive exercises (FFARP) ever conducted in the Atlantic Fleet which resulted in the highest kill ratio ever recorded. During the final phase of ORE, in preparation for the 1984-85 deployment, the squadron attained a 100% missile firing success and sortie completion rate.

(C) In mid October, the TOPHATTERS departed Norfolk for the Mediterranean Sea and Indian Ocean. Carrier Air Wing SIX and Fighter Squadron FOURTEEN participated in operation SEAWIND in November and received first hand experience fighting Soviet built MIG-21 aircraft of the Egyptian Air Force. After transiting the Suez Canal and entering the Indian Ocean the Battle Group became a Seventh Fleet asset. On station in the North Arabian Sea CVW-6 participated in Operation BEACON FLASH. The Battle Group departed the North Arabian Sea in late December for an unscheduled visit to Singapore. This was to be considered a test case; one that would possibly open up a needed port facility for Atlantic fleet ships deployed to the Indian Ocean.

(U) On 1 April 1985, VF-14 TOPHATTERS completed four and one half years of successful operations with USS INDEPENDENCE (CV-62) and CVW-6. The squadron is currently assigned to Carrier Air Wing THREE and has returned to USS JOHN F. KENNEDY (CV-67). The duration of 1985 found the TOPHATTERS "on the road." There was a total of eleven detachments to various parts of the United States and Canada with the emphasis placed on aircrew training. In May, the annual

TOPGUN detachment left for San Diego and in June, VF-14 participated in the most realistic overland aerial wargame to date, Red Flag 85'. During the annual Fleet Fighter ACM Readiness Program (FFARP), VF-14 was first to fight against the newest adversary aircraft in the Navy's inventory, the Israeli Air Service's F-21A KFIR. The aircraft most closely represents the modern day threat and the TOPHATTERS developed tactics that accentuated it's weaknesses and vulerabilities.

(C) Completing the year, VF-14 began the arduous workup schedule in anticipation of the six month cruise coming in August 1986. Small deployments for carrier qualifications left in August, October and December and VF-14 participated in the SPN-46 (Automatic Carrier Landing System) evaluation on board USS JOHN F. KENNEDY (CV-67). With the vast amount of experience gained from exercises completed throughout the year and indepth knowledge of outer air battle tactics, the pilots and RIOs of Fighter Squadron FOURTEEN are prepared to go "In Harm's Way".

(U) Among the many awards held by the TOPHATTERS are two Presidential Unit Citations, Navy Unit Commendation, Meritorious Unit Commendation, five battle stars, and an unprecedented three year hold on both the CNO Aviation Safety Award and COMNAVAIRLANT Battle Efficiency "E" for the years 1959, 1960, and 1961. Fighting FOURTEEN received the CNO Safety Award for 1978 and the COMNAVAIRLANT Battle Efficiency "E" for 1979 and 1980, establishing a two year hold on the coveted award.

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SUMMARY OF OPERATIONS

MISSION

(U) The mission of Fighter Squadron FOURTEEN is to intercept and destroy enemy aircraft and anti-ship cruise missiles in all weather conditions and to establish and maintain local air superiority.

CONCEPT

(U) A fighter squadron's primary mission is to oppose enemy aircraft in any given situation. Recently, potent cruise missiles and long range air-to-surface and surface-to-surface missiles have become an increasingly large concern for Battle Group Commanders. The F-14A TOMCAT with jt's multi-track radar and sophisticated ECM capabilities plus the AWG-9/PHOENIX weapon system is the platform most capable to oppose these threats now and in the future. Throughout 1985, VF-14 continued to train for such threats and to maximize the capabilities of the F-14.

RECAP

(C) The first four days of 1985 were spent in the state of Singapore. This was the first port visit for the TOPHATTERS since late October nearly eight weeks before. Following the departure from Singapore, USS INDEPENDENCE (CV-62) passed through the Straights of Malacca towards the North Arabian Sea and her MODLOC. On 12 January, operation BEACON FLASH began. It was a three day exercise that matched CVW-SIX's organic assets against the assets of the Sultanate of Oman's Air Force. Low level Tarps escorts, strike escorts and dissimiliar ACM with BAe JAGUARS and the formidable, thirty-year old Hawker HUNTERS were practiced by each aircrew. A few crews had an opportunity to escort airwing A-6E INTRUDERS and A-7E CORSAIRS during night strikes into targets near Thumrait Air Field. During BEACON FLASH, immensely valuable TCS footage was compiled, the video and audio portions were scrutinized and baseline tactics for VID intercepts were further refined.

(U) The Battle Group departed the North Arabian Sea, transited the Bab el Mendeb straights, the Suez Canal and inchopped to the 6TH Fleet in the Med from 22 to 26 January.

(U) NATIONAL WEEK began on 27 January, the five day exercise emphasized round-the-clock carrier operations. The last two days of NATIONAL WEEK was DAISEX, a strike escort exercise into southern France. Strike opposition was primarily French MIRAGE F-1s from airfields around Marseille and Cannes. February 1st, INDEPENDENCE pulled into Palma de Mallorca, Spain, for a port visit prior to exiting the Med and outchopping from the 6TH Fleet.

(U) Mid-February, INDEPENDENCE steamed from Spain to Norfolk, Virginia, the beginning of the end of the 84/85 Med/I.O. cruise. On 18 February, a group of senior crewmembers flew eight VF-14 TOMCATS off the ship. On 19 Febraury, INDEPENDENCE was pierside at Naval Operations Base, Norfolk. For the rest of Febraury and early March, the squadron established a liberal leave policy and sent the majority of the squadron on a well deserved rest.

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(C) The TOPHATTERS departed CVW-SIX and USS INDEPENDENCE (CV-62) on the first of April after four and one half years of successful operations. VF-14 joined CVW-THREE commanded by Capt. Danny Powers and returned to USS JOHN F. KENNEDY (CV-67). After a short pierside stay, INDEPENDENCE headed to the Philadelphia Naval Shipyard for a long awaited Service Life Extention Program (SLEP) which would extend her service life into the late 1990's. Eventhough VF-14 switched airwings and carriers, it would not see dedicated shipboard operations for almost six months.

(C) Beginning in April, the TOPHATTERS embarked on an extensive training schedule that would ultimately prepare the squadron for the extended deployment scheduled for August 1986.

(U) On 24 April, a detachment departed for Roosevelt Roads, Puerto Rico, to act as Orange Force for CVW-8's Operational Readiness Evaluation (ORE). On 30 April, LT Don Brady/CDR Phil Bower launched an AIM 7E-4 SPARROW on a BQM-74 target drone. Following a lethal miss, LT Jim Sheairs/LTJG Mark Rich put the drone in the water with an AIM 9H SIDEWINDER. On 8 May, the annual TOPGUN detachment departed OCEANA for Naval Fighter Weapons School in San Diego, CA. LT Jim Sheairs/LT John Hafey were the selected crewmembers, they would spend six weeks learning the latest in ACM techniques, AWG-9/PHOENIX employment and Outer Air Battle tactics.

(U) In mid-May, VF-14 participated in SEABAT, an extensive ECM and jamming exercise to refine radar employment techniques of the aircrews. May 21st, LTJG Dennis Cohan/LT Mike Dulinawka "downed" another drone with an AIM 9H SIDEWINDER. At the end of May, a detachment left for Goose Bay, Canada, to participate in AMALGAM BRAVE, a NORAD air defense exercise combining United States, Canadian and West German aircraft conducting low altitude CAP and air intercepts in an extensive electronic warfare environment.

(U) Beginning on 15 June, VF-14 and VF-32 combined efforts, personnel and aircrew to participate in RED FLAG 85-4 at Nellis AFB, NV. The fourteen day det was the most realistic air to air and air to ground warfare exercise in the United States. Aircrews from all services were placed against each other as Blue Forces and Opposition Forces and extremely large air battles took place demanding a keen lookout doctrine. The two-a-day exercises proved to be extremely challenging on aircrews, personnel and maintenance alike. Mission planning, tanker assets and hot area avoidance took on new meanings, thorough planning for each aspect was essential. By the completion of RED FLAG, all participating aircrews were fully versed in almost all phases of air to air warfare.

(U) From 8 to 15 July, VF-14 sponsored the 2nd Tactical Fighter Training Squadron from Tyndall AFB, FL. The Air Force flew five F-15s as bogies for VF-14 aircrew training.

(C) Another det departed for Roosevelt Roads, Puerto Rico on 8 July. On 19 July, the TOPHATTERS began FFARP with VF-43. This was the first time the Israel Air Industries F-21 KFIR was used in the competition and VF-14 had extremely good success in the 1 V 1 and 2 V 2 scenarios. The F-21 most realistically simulates the modern threat in the Mediterranean area and tactics were developed by the TOPHATTERS to exploit it's weaknesses. CDR Curt Schantz/LCDR Gary Jack, LCDR Tim Lenahan/LTJG Pat Doyle, LT Al Pritchard/CDR Phil Bower, LT Jim Sheairs/LTJG Mike Valen and LT Mark Marchione/LT John Hafey completed the competitive exercise without being "shot", others scored extremely high kill ratios and the squadron finished with an overall kill ratio of 4.5:1.

(U) A no-notice missilex began 15 August followed by two more missilexes on 20 and 21 August. LCDR Tim Lenahan/LT Mike Sottung, LT Dennis Cohan/LTJG Mark Rich and LCDR Shawn Smith/LT Steve Leslie all shot AIM 7E-4 SPARROWS. LT Dennis Cohan/LCDR Mike Dulinawka and LCDR Shawn Smith/LT Steve Leslie shot AIM 9H SIDEWINDERS.

(U) The TOPHATTERS participated in a SPN-46 evaluation at Naval Air Station PATUXENT RIVER, MD, from 26 to 30 August. Crews flew from OCEANA to PAX to shoot MODE I Automatic Carrier Landings (ACL) while maintenance personnel fine tuned associated systems for later use on board KENNEDY.

(U) On 27 August, six aircrews field qualified and left for Naval Air Station CECIL FIELD, FL. This was the staging point for USS FORRESTAL(CV-59) CQ detachment. This was the first set of traps for the aircrews since January almost eight months earlier and all requalified. Upon return to OCEANA, the TOPHATTERS departed for Naval Air Station FALLON, NV, for an Airwing-THREE weapons detachment. The det integrated all of the airwing assets; aircrews fine tuned their skills in air to ground strafe, ACM with VF-43 and strike escorting with the INTRUDERS. As best that could be simulated, the field was the "ship" and CV recovery operations were simulated using Case I and Case II procedures.

(U) The month of October lent itself to another Fleet Air Superiority Training (FAST), a SEABAT exercise and, on 28 October, OCEAN SAFARI.

(C) USS JOHN F. KENNEDY (CV-67) departed NOB, NORFOLK on 28 October on a four week cruise and Wing CQ evolution. The ship steamed to the GITMO operating area off of Cuba where cyclic operations were continued. General Quarters and flight operations interacted, flights included day and night air to air refueling, air to air gunnery, CAP, AIC and ACM with VC-10 CHALLENGERS. A short break to NASSAU for a port visit was completed by 14 November and during the transit back to GITMO, the airwing observed ship maneauvers in the AUTEC range near the Andros Islands. KENNEDY returned to NOB on 26 November the airwing flew off one day early. The last CQ detachment for 1985 was from 9 to 19 December.

(C) The TOPHATTERS of Fighter Squadron FOURTEEN completed 1985 with numerous accomplishments. Even though the squadron was at sea for slightly more than two months in total, the squadron amassed 3600 flight hours and 513 carrier arrested landings of which 30 percent were at night. A total of 6 AIM 7E-4 SPARROWS and 4 AIM 9G/H SIDEWINDERS were shot and all resulted in the drones being destroyed or missiles guiding to lethal misses. During competitive exercises, eight crews earned individual "E" honors.

(U) VF-14 can be justifiably proud of it's accomplishments during 1985. Extensive training operations, exercises and programs honed the aircrews to the "fighting edge" demanded by modern day air superiority tactics. Should there ever become a need to use the F-14A TOMCAT in combat, VF-14 certainly would be ready to "take the fight" to the enemy.

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SQUADRON SCHEDULE - 1985

1-4 JAN:	Inport Singapore
5-11 JAN:	Enroute North Arabian Sea
12-15 JAN:	Operation BEACON FLASH, Omani Op Area
22-26 JAN:	Transit Red Sea and Suez Canal
26 JAN:	Inchop MED
27-31 JAN:	NATIONAL WEEK
30-31 JAN:	DAISEX
31 JAN - 6 FEB:	Inport Palma de Maorcca
8 FEB:	Outchop MED
8-19 FEB:	Enroute CONUS
1 APR:	Assigned to CVW-3 onboard USS JOHN F. KENNEDY (CV-67)
24 APR - 3 MAY	Orange Air, Rosy Roads, PR
30 APR:	Missilex, VCOA
8 MAY - 6 JUN:	TOPGUN Detachment
14-17 MAY:	SEABAT, VCOA
21 MAY:	Missilex, VCOA
28 MAY - 7 JUN:	AMALGAM BRAVE, Goose Bay, Canada
7 JUN:	Missilex, VCOA
12-29 JUN:	RED FLAG 85-4
8-15 JUL:	2nd TFTS Detachment, Oceana
8-14 JUL:	Orange Air, Rosy Roads, PR
19 JUL - 8 AUG:	FFARP
15 AUG:	No Notice Missilex, VCOA
20 AUG:	Missilex, VCOA
21 AUG:	Missilex, VCOA
26-30 AUG:	SPN 46 Eval, Pax River
27 AUG - 2 SEP:	CQ USS FORRESTAL (CV-59)
7-26 SEP:	Fallon Weapons Detachment
10 SEP:	IWSR Missilex, VCOA
7-17 OCT:	CQ/Reftra, USS JOHN F. KENNEDY (CV-67)
21-25 OCT:	FAST
23-25 OCT:	SEABAT
28-29 OCT:	OCEAN SAFARI
28 OCT - 25 NOV:	Reftra USS JOHN F. KENNEDY (CV-67)
9-19 DEC:	CQ/Reftra USS JOHN F. KENNEDY (CV-67)

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Enclosure (3)

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OFFICER BILLET SUMMARY

NAME	RANK	BILLET
SCHANTZ, CURTISS W.	CDR	Commanding Officer
BOWER, PHILLIP W.	CDR	Executive Officer
ANDREWS, DENTON G.	LCDR	Personnel Officer
DULINAWKA, MICHAEL P.	LCDR	Safety Officer
JACK, GARY M.	LCDR	Administrative Officer
LENAHAN, TIMOTHY J.	LCDR	Training Officer
MCLANE, ROBERT L.	LCDR	Maintenance Officer
MILLER, EDWARD M.	LCDR	Asst Operations Officer
NEIDLINGER, ERIC C.	LCDR	Asst Operations Officer
RUSSELL, THOMAS B.	LCDR	Operations Officer
SMITH, KURT W.	LCDR	Asst Maintenance Officer
SMITH, SHAWN M.	LCDR	Personnel Officer
BENSINGER, WILLIAM H.	LT	Legal Officer
BRADY, DONALD T.	LT	Asst Administrative Officer
COHAN, DENNIS M.	LT	NATOPS Officer
DEVEY, WILLIAM S.	LT	Quality Assurance Officer
DONOFRIO, RICHARD P.	LT	LSO
GIGLIOTTI, KENNETH G.	LT	RIO Training Officer
GOLIGHTLY, NIEL L.	LT	Line Division Officer
HAFEY, JOHN R.	LT	RIO Training Officer
LANDRY, HENRY G.	LT	Maintenance Control Officer
LAMBERT, ROBERT C.	LT	LSO
LESLIE, STEPHEN W.	LT	Schedules Officer
LITTLETON, MARK S.	LT	Air Intelligence Officer
MARCHIONE, ANTHONY M.	LT	First LT Officer
MORSE, EDWARD A.	LT	Power Plants Branch Officer
MYERS, ALLEN G.	LT	Asst Maintenance Officer
OKA, ALAN K.	LT	Material Control Officer
PRITCHARD, ALDEN D.	LT	Aircraft Division Officer
SCHOLL, JAMES K.	LT	Aircraft Division Officer
SHEAIRS, JAMES R.	LT	Pilot Training Officer
SKOGSBERG, JOHN P.	LT	Pilot Training Officer
SOTTUNG, MICHAEL K.	LT	AV/WPS Division Officer
TUTHILL, WARREN E.	LT	Maintenance Control Officer
WHITEHEAD, ALLAN P.	LT	AV/WPS Division Officer
WILSON, ROBERT J.	LT	Quality Assurance Officer
BRANDT, THOMAS E.	LTJG	Airframes Branch Officer
DOYLE, PATRICK W.	LTJG	Legal Officer
GORGONE, RUSSELL S.	LTJG	Supply Officer
KIIL, HARRY J.	LTJG	SUPPLY OFFICER
RICH, MARKHAM K.	LTJG	AE Branch Officer
VALEN, MICHAEL J.	LTJG	Educational Services Officer
HAUSER, RICHARD M.	ENS	Air Intelligence Officer
MLIKAN, MARK E.	ENS	Line Division Officer
STRAIGHT, WILLIAM D.	CWO3	Ordnance Officer

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PILOT/NFO FLIGHT HOUR SUMMARY

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(January - December 1985)

MONTH	PILOT	NFO
JAN	463.1	463.5
FEB	21.8	21.8
MAR	218.5	216.5
APR	195.5	201.3
MAY	254.8	249.9
JUN	378.8	352.2
JUL	227.5	224.9
AUG	288.9	272.8
SEP	440.5	452.5
OCT	269.5	270.5
NOV	463.5	429.0
DEC	223.2	243.7
TOTAL FLIGHT HOURS:	3418.6	3398.6

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Enclosure (5)

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WEAPONS EXPENDED - 85

MONTH	TYPE ORDNANCE	AMOUNT
JAN	20MM HEI	2052 rds
	RR-129 Chaff	722 rds
	LW-62 Flare	181 rds
	Cart. MD-48	722 rds
	Cart. MK-131	181 rds
FEB	NONE	
MAR	RR-129 Chaff	104 rds
	Cart. MD-48	104 rds
APR	AIM-9 Sidewinder	1 ea
	AIM-7 Sparrow	1 ea
	Cart. MK-124	2 ea
MAY	AIM-9 Sidewinder	1 ea
JUN	AIM-7 Sparrow	1 ea
	Cart. MK-124	2 ea
JUL	RR-129 Chaff	90 rds
	LW-62 Flare	38 rds
	Cart. MD-48	90 rds
	Cart. MK-131	38 rds
AUG	AIM-9 Sidewinder	1 ea
	AIM-7 Sparrow	3 ea
	Cart. MK-124	6 ea
	RR-129 Chaff	155 rds
	LW-62 Flare	122 rds
	Cart. MD-48	155 rds
	Cart. MK-131	122 rds
SEP	20MM TP	4906 rds
	AIM-9 Sidewinder	1 ea
	AIM-7 Sparrow	1 ea
	Cart. MK-124	2 ea
OCT	20MM TP	699 rds
NOV	20MM TP	405 rds
DEC	20MM TP	731 rds
	RR-129 Chaff	173 rds
	Cart. MD-48	173 rds

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Enclosure (6)

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