

UNITED STATES ATLANTIC FLEET
NAVAL AIR FORCE
FIGHTER SQUADRON FOURTEEN

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From: Commanding Officer, Fighter Squadron FOURTEEN
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Subj: Command History; submission of OPNAV REPORT 5750-1

Ref: (a) OPNAVINST 5750.12A

Encl: (1) VF-14 Command History for Calendar Year 1968.

1. Enclosure (1) is forwarded as directed by reference (a).


J. B. BARNES

Copy to:
COMCVW ONE (w/o encl)

FIGHTER SQUADRON FOURTEEN (VF-14)

New Year's Day 1968 found the TOPHATTERS of Fighter Squadron FOURTEEN enjoying the pleasures of the holiday season in Cannes, France. Fighting FOURTEEN had departed the United States with Attack Carrier Air Wing ONE aboard the aircraft carrier USS FRANKLIN D. ROOSEVELT (CVA-42) on 24 August 1967. Now, as the holiday season drew to a close, the squadron was approaching the halfway mark of a projected nine month Mediterranean deployment.

Fighter Squadron FOURTEEN embarked upon the new year under the leadership of Commander Rudolf L. Kraus, U.S. Navy, who had assumed command on 26 October 1967. The Squadron consisted of 33 officers, and 223 enlisted personnel assisted by two civilian technical representatives in operating and maintaining 12 McDonnell F-4B Phantom II aircraft. The Squadron was assigned the primary mission of providing fighter--interceptor cover for fleet units with the two seat twin engine Phantom. The Squadron was assigned a secondary mission in the attack role utilizing the excellent conventional weapons capability of the Phantom.

On the morning of 4 January ROOSEVELT weighed anchor and departed Cannes to resume the cyclic flight training operations which would characterize the remainder of the deployment. Operations proceeded reasonably well, hampered to some extent by heavy winter seas. On the night of 6 January Lieutenant (junior grade) [REDACTED], accompanied by his Radar Intercept Officer Lieutenant (junior grade) [REDACTED], launched from ROOSEVELT for a night intercept training mission. Returning to the ROOSEVELT upon completion of the mission, Lieutenant (junior grade) [REDACTED] experienced a ramp strike while attempting to land the aircraft aboard ROOSEVELT's badly pitching flight deck. The aircraft's arresting hook and stabilator tips struck below the round down and the aircraft continued up the flight deck and boltered. Once safely airborne, Lieutenant (junior grade) Barto departed on an emergency divert to Capodichino airport at Naples, Italy. On arrival, Lieutenant (junior grade) [REDACTED] commenced an approach to a wet runway with crosswinds prevailing. After touchdown he was unable to maintain directional control of his damaged aircraft; the aircraft left the side of the runway and came to rest in soft earth. The crew escaped injury but the aircraft was extensively damaged. The crew returned to the ship the following day; the aircraft remained at Naples to undergo repair at the tenant U.S. Naval Air Facility.

Air wing readiness having been peaked up again, ROOSEVELT entered St. Paul's Bay on the island of Malta for a two day maintenance and training anchorage. On 22 January ROOSEVELT steamed around the island of Malta and anchored off the capital city of Valetta for a one week port call. Underway again on 30 January, the ship resumed flight operations while steaming eastward towards the Ionian Sea and Athens, Greece. On 5 February ROOSEVELT again entered a two day anchorage at Souhda Bay, Crete. ROOSEVELT anchored off Athens for a one week port call on 8 February; the first major American Naval vessel to visit the port since the political upheaval of the previous year.

February 15th, the ROOSEVELT was again at sea. The first scheduled flight operations consisted of an airshow and firepower demonstration for embarked Greek officials in the Aegean Sea south of Athens. Tragedy struck the squadron as the airshow commenced. Two Fighting FOURTEEN F-4's were to open the airshow with a low level supersonic flyby of ROOSEVELT. As the aircraft commenced their acceleration to supersonic speed the rear seat of the second aircraft in the section fired, ejecting the occupant Lieutenant (junior grade) F. J. Rauscher. The ejection occurred well outside the acceptable ejection envelope of the installed Martin-Baker ejection seat.

No cause for the fatal ejection was uncovered, despite extensive investigation by representatives of McDonnell Aircraft and Martin-Baker. After two days the search for Lieutenant (junior grade) Rauscher, by units of the American and Greek Navies was terminated; LTJG Rauscher's body was not recovered.

Departing the Aegean Sea, ROOSEVELT rounded the toe of Italy and entered Naples, Italy on 20 February for a one week visit. February 29th the ship was again at sea conducting cyclic flight operations.

Shortly after launching for a day combat air patrol training mission on 4 March, Lieutenant [REDACTED] and his Radar Intercept Officer, Lieutenant (junior grade) [REDACTED], began experiencing difficulties with the aircraft. Lieutenant [REDACTED] correctly diagnosed the emergency as a failure of the aircraft's boundary layer control system and commenced a divert to the Italian military field at Alghero, Sardinia. Lieutenant [REDACTED] reached the field but was unable to halt the damaged aircraft on the runway. The aircraft continued off the end of the runway, coming to rest in a drainage ditch. The crew exited uninjured and subsequent investigation revealed the aircraft had sustained repairable damages. A crew of squadron maintenance personnel were placed ashore at Alghero to affect the necessary repairs.

ROOSEVELT's next port of call was Valencia, Spain, on 14 March. The one week visit coincided with the Valencian Fallas Festival, equivalent to our Mardi Gras. The ship returned to sea on 22 March and conducted flight operations in the western Mediterranean area. Prior to entering the Italian port of Genoa on 28 March word was received that the damaged aircraft at Alghero, Sardinia has been restored to flyable, though not carrier suitable condition. A squadron aircrew was transported to Alghero and in turn, flew the aircraft to the Naval Air Station, Rota, Spain, to await further disposition.

April 5th the ship returned to sea. Cyclic flight operations were planned for the ensuing week, but were restricted by poor weather. ROOSEVELT entered port at Palma de Mallorca in the Spanish Balearic Islands for the final port visit of the deployment on 12 April. On 24 April, her catapults restored to operating condition, ROOSEVELT put to sea for the final sea period of the deployment. An exercise with French forces had been scheduled and subsequently cancelled, so the ship resumed cyclic flight operations. By 6 May, repairs to the squadron aircraft damaged in the landing accident of 6 January had been completed. A squadron aircrew was transported to Naples, Italy, and returned the aircraft aboard without incident.

On 9 May, ROOSEVELT was relieved by the USS INDEPENDENCE (CVA-62) in turnover ceremonies at Pollensa Bay, Mallorca. The following morning the ship anchored briefly off Rota, Spain. The damaged squadron aircraft flown there earlier in the year was barged out and hoisted aboard the ship for the return trip to the states. Following a rough Atlantic crossing squadron aircrews manned aircraft on 18 May and departed ROOSEVELT for home; Naval Air Station, Oceana, Virginia Beach, Virginia. The ship arrived pierside at Naval Station, Mayport, Florida, on 21 May. The remainder of Fighting FOURTEEN's personnel and equipment were offloaded and boarded transport aircraft for the flight to Oceana. The Mediterranean deployment had been completed, 272 days after it commenced.

The month of June passed rapidly as the squadron enjoyed a post-deployment stand-down period. The only flight operations conducted, concerned the transfer of aircraft. The aircraft employed on the deployment were due for rework and new, in the sense of having been recently reworked, F-4B's were being received. On 25 June the Executive Officer, Commander W. W. Stovall, U.S. Navy, departed under orders to assume command of Fighter Squadron TWENTY-ONE.

The month of July, with squadron personnel returning from leave, was devoted to "back in the saddle" flying with the emphasis on safety and regaining proficiency. The squadron performed a variety of service missions for commands located along the eastern seaboard.

In July the decision was made to change the manner in which the squadron insignia, the Black Top Hat was displayed upon the squadron's aircraft. The insignia had for some years been displayed on a white circle enclosed in a red dart on the sides of the aircraft's intake ducts. The dart was carry-over from the days when the squadron had operated the F3H Demon aircraft. The dart imposed a problem in trying to maintain neat appearing aircraft however, as a number of access panels it covered were frequently removed for maintenance. It was felt that an undue amount of maintenance effort was devoted to repainting the dart.

The decision was made to move the insignia to the vertical stabilizer where it would be displayed in a large red flash. The new position made the insignia easier to maintain, and made the aircraft easier to distinguish when airborne. As the new complement of aircraft arrived the new paint scheme was applied.

The emphasis in the first week of August was on day and night intercept training in preparation for the impending deployment to Naval Air Station Key West, Florida. During the week, on 6 August, the New Executive Officer Commander John B. Barnes, U.S. Navy, reported for duty. Fighter Squadron FOURTEEN proceeded to Key West and established Attack Carrier Air Wing ONE, Detachment FOURTEEN, on 10 August. The detachment, consisting of 16 officers, 76 enlisted, and 6 aircraft temporarily augmented the forces of Commander Fleet Air, Key West. The detachment from Fighting FOURTEEN returned to Oceana on 28 August, Fighter Squadron THIRTY-TWO having assumed the duty at Key West.

In September the squadron was functioning as a unit in its entirety at Oceana for the first time since the Mediterranean deployment. Aircrew training, interrupted by the channeling of resources to Key West, resumed.

September also saw the TOPHATTERS future home away from home join the Navy's active roles; the attack aircraft carrier bearing the name of the Nation's thirty-fifth president. As the commissioning pennant broke from the fore-peak of the USS JOHN F. KENNEDY (CVA-67) four Phantoms of Fighting FOURTEEN streaked low overhead in tight diamond formation, paying tribute to the man and the ship.

Throughout September and October the squadron continued training operations, utilizing the target complexes and air intercept training facilities available in the vicinity of Naval Air Station Oceana. The training was directed towards achieving and maintaining a high level of proficiency to enable the squadron to gain the maximum benefits from the projected deployment to Naval Station, Roosevelt Roads, Puerto Rico. October evenings were devoted to night field mirror landing practice to sharpen the pilot's skills. The squadron was slated to go directly from Roosevelt Roads to the USS JOHN F. KENNEDY.

In mid-October the squadron once again assumed responsibility for the Air Wing ONE detachment at Naval Air Station, Key West. The detachment this time was reduced in size to 12 officers, 55 enlisted, and 4 aircraft. On 28 October the squadron detachment returned to Oceana.

Fighting FOURTEEN's deployment to Roosevelt Roads commenced on 7 November, when maintenance personnel and support equipment were airlifted to Puerto Rico by C-141's of the Military Air Command. Squadron aircrews and aircraft followed, departing Oceana on 9 November. Only the calendar inspection branch remained behind; it was planned to ferry aircraft to Oceana for calendar inspection as they became due.

On 11 November the squadron commenced operations utilizing the facilities of the Atlantic Fleet Weapons Range. The purpose of the deployment was to qualify squadron aircrews in the firing of the Sparrow III AIM 7D and 7E and the Sidewinder AIM 9B air-to-air missiles against maneuvering targets. The target utilized was the BQM-34A Firebee drone, radar augmented and equipped with wingtip flares to assist in Sidewinder guidance. The target maneuver was a 5G level turn at 15,000 feet. In the course of the exercise the squadron expended 13 AIM 7D, 12 AIM 7E, Sparrow III's, and 13 AIM 9B Sidewinder missiles, downing two drones in the process. One squadron aircraft was damaged when a Sparrow missile fired from an aft fuselage cavity struck the firing aircraft. The aircraft sustained structural damage and the starboard engine was severely damaged by missile debris. The pilot landed the aircraft at Roosevelt Roads without further incident.

The proposed schedule for the deployment had also projected conventional weapons training utilizing the Culebra and Vieques Island target complexes within the Weapons Range. Day conventional weapons training proceeded as planned; the night efforts, however, were hampered by the frequent tropical rain showers in the area.

An advance party of two aircraft departed Roosevelt Roads for Naval Air Station, Leeward Point, Guantanamo Bay, Cuba on 22 November. The remainder of the squadron followed the next day to stage through Guantanamo Bay to the KENNEDY. KENNEDY entered the harbor at Guantanamo Bay on 24 November and squadron personnel and equipment were barged out to the ship and loaded aboard. KENNEDY departed early on the morning of the 25th to resume training exercises in the Guantanamo Bay operating area.

Commander Kraus and his Radar Intercept Officer, LCDR [REDACTED] led the TOPHATTERS aboard KENNEDY the following morning. It was a unique moment in Naval Aviation, as the Navy's oldest squadron, with forty-nine years of continuous active service, boarded the Navy's newest carrier. In their first day of shipboard operations squadron pilots logged a total of 103 arrested landings. In the following days, KENNEDY continued run-the-deck refresher operations, endeavoring to get Carrier Air Wing ONE and deck crews up to the required tempo of carrier aviation. On 26 November KENNEDY entered Montego Bay, Jamaica, for a brief Thanksgiving breather.

The KENNEDY left Montego Bay on the evening of 1 December and resumed operations on the 2nd. In the week that followed the ship endeavored to launch the maximum number of sorties and at the same time complete the ship's preliminary Operational Readiness Inspection in battle readiness. The emphasis remained on refresher operations with pilots making refresher landings whenever time and circumstances permitted.

Commander John B. Barnes, U.S. Navy, relieved Commander Rudolf L. Kraus, U.S. Navy, as Commanding Officer of the TOPHATTERS on 7 December. The ceremony took place on the flight deck of the KENNEDY at anchor in Guantanamo Bay. Commander Kraus returned to Norfolk, Virginia, and staff duty with the Commander, Operational Test and Evaluation Forces.

The KENNEDY remained in Guantanamo Bay over the weekend resuming her training activities on December 9th. The ship continued conducting exercises with the Fleet Training Group for five additional days, then began steaming homeward towards Newport News, Virginia. The embarked aircraft of Air Wing ONE flew off enroute, Fighter Squadron FOURTEEN returning to Naval Air Station Oceana on 15 December. The ship arrived at Newport News the following day and the offload of squadron personnel and equipment was completed.

Fighter Squadron FOURTEEN was now home for the Christmas holidays for the first time in three years. A fifty percent leave allowance was authorized by higher authority and the squadron relaxed to enjoy the pleasures of the season. There was still work to be done however and on 29 December the squadron reassumed the duties of the Air Wing ONE detachment at Naval Air Station, Key West, Florida. The detachment this time was minimal, however, consisting of 4 officers, 31 enlisted personnel, and 1 aircraft.

The foregoing narrative supplemented by the information in enclosures (1) through (10) presents an accurate picture of the movements and operational activities of Fighter Squadron FOURTEEN in calendar year 1968. A brief commentary on administrative proceedings throughout the year will conclude this history.

With an average onboard count of 220 enlisted personnel throughout the year, the squadron recorded 15 reenlistments. Of the fifteen, it is significant that slightly over half, eight individuals were reenlisting for the first time. There were four major casualties among squadron personnel during the year, two of which were fatal. The first, the unexplained ejection incident in which Lieutenant (junior grade) Frederick J. Rauscher lost his life was touched upon in this narrative. In July, after the Squadron's return, one person, AE3 [REDACTED] received temporarily disabling injuries in an automobile wreck when operating his

vehicle at excessive speeds. [REDACTED]'s injuries required approximately three month's treatment; he was transferred to the U.S. Naval Hospital Portsmouth, Virginia. The second fatality occurred on 25 August when ADJ3 Paul C. Rogers drowned while swimming with companions in an abandoned sand pit in Virginia Beach, Virginia. Petty Officer Rogers was recovered from the water too late to affect resuscitation. The final casualty was AME3 James H. Ellis who suffered disabling back injuries in a motorcycle accident near Boulder, Colorado, while on leave. Petty Officer Ellis was subsequently transferred to Fitzsimmons Army Hospital, Denver, Colorado, for treatment.

The squadron did not experience an undue amount of disciplinary problems during the year; 16 NJP cases were heard after returning from the deployment. The majority of these were simple violations resulting from unauthorized absences. The squadron had one summary court-martial during the year which arose out of an attempt to falsify a government identification card. Four informal JAG Manual investigations were convened; three to investigate the circumstances surrounding death or injury to members of the command, the fourth to investigate the circumstances surrounding the disappearance of accountable maintenance equipment.

At year's end, the squadron, based ashore at Naval Air Station Oceana, consisted of 32 officers, 222 enlisted personnel and 12 F-4B aircraft.

List of Enclosures

- (1) Chronology of events
- (2) Photograph and Biography of CDR R. L. KRAUS
- (3) Photograph and Biography of CDR J. B. BARNES
- (4) Roster of squadron officers
- (5) Roster of squadron enlisted personnel
- (6) Squadron organizational chart
- (7) Operational chart
- (8) Ordnance expenditures for 1968
- (9) Photograph of squadron aircraft illustrating old paint scheme
- (10) Photograph of squadron aircraft illustrating new paint scheme

Chronology of Events for 1968

1-3 January Inport Cannes, France

4-19 January ROOSEVELT operating in western Mediterranean, Tyrrhenian and Ionian Seas.

6 January Ltjg [REDACTED] and Ltjg [REDACTED] hit ramp on ROOSEVELT, divert to Capadichino Airport, Naples, Italy

20-21 January ROOSEVELT in anchorage, St. Paul's Bay, Malta

22-29 January Inport Valetta, Malta

30 January-4 February ROOSEVELT operating in Ionian and Aegean Seas

5-7 February ROOSEVELT at anchorage, Soudha Bay, Crete

8-14 February Inport Athens, Greece

15 February Ltjg Rauscher lost at sea following ejection from aircraft for undetermined reasons.

15-19 February ROOSEVELT operating in Aegean, Ionian and Tyrrhenean seas

20-28 February Inport Naples, Italy

29 February-11 March ROOSEVELT operating in western Mediterranean and Tyrrhenean seas.

4 March Lt [REDACTED] and Ltjg [REDACTED] experience BLC malfunction, divert to Alghero, Sardinia

12-13 March ROOSEVELT in anchorage Pollensa Bay, Mallorca

14-21 March Inport Valencia, Spain

22-27 March ROOSEVELT operating in western Mediterranean

28 March-5 April Inport Genoa, Italy

6-11 April ROOSEVELT operating in western Mediterranean

12-23 April Inport Palma, Mallorca

24 April-9 May ROOSEVELT operating in western Mediterranean

9 May ROOSEVELT relieved by INDEPENDENCE, depart for CONUS

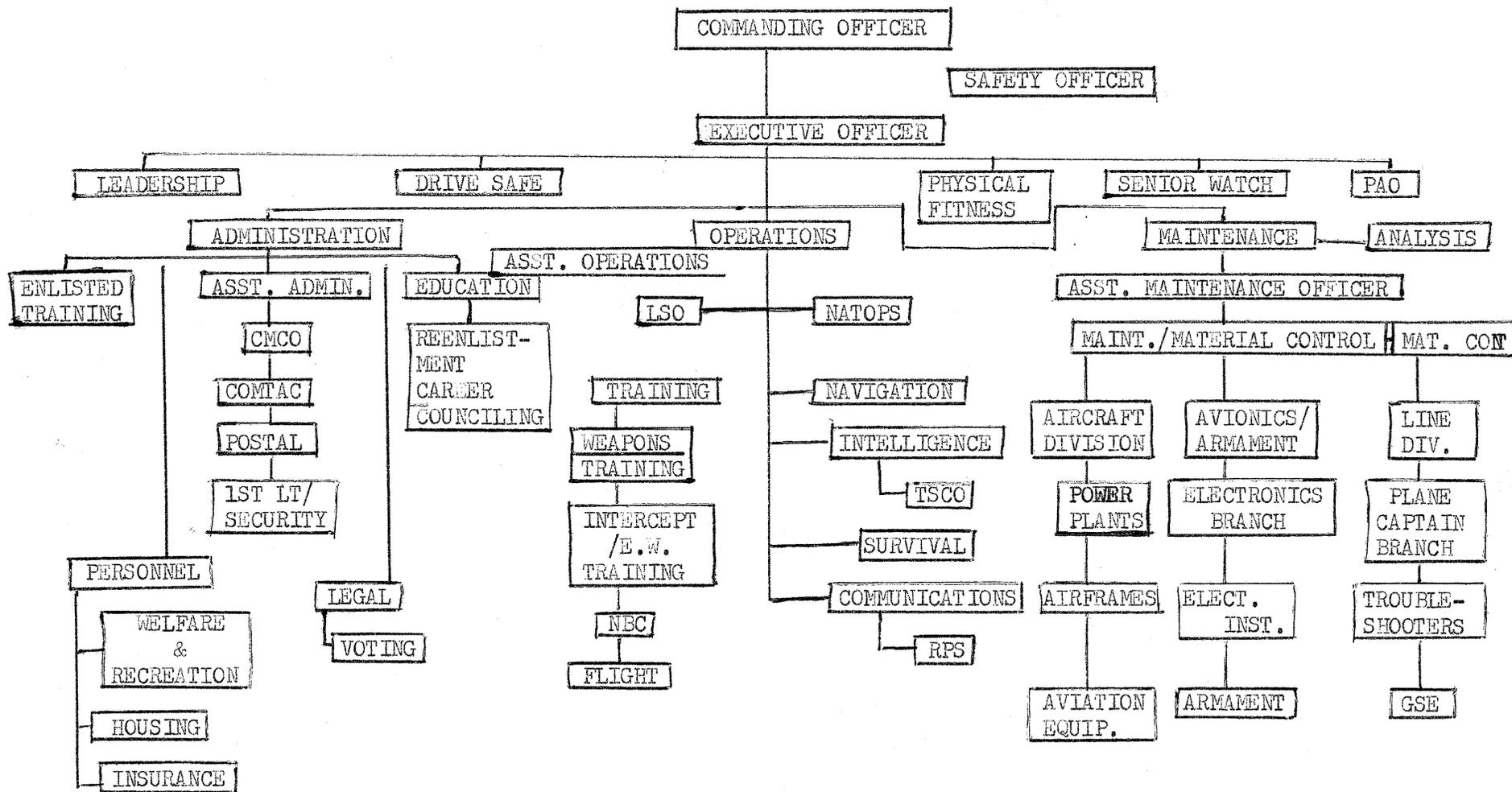
enclosure (1)

18 May Squadron departs ROOSEVELT for NAS Oceana, Va.
21 May ROOSEVELT arrive NS Mayport, Fla.
25 June CDR [REDACTED] departs for VF-21
6 August CDR J. B. BARNES reports as Executive Officer
10-28 August VF-14 Det 14 based at NAS Key West, Fla.
7 September VF-14 aircraft participate in Kennedy commissioning ceremonies
14-28 October VF-14 Det 14 based at NAS Key West, Fla.
9 November VF-14 departs for NS Roosevelt Roads, P. R.
23 November VF-14 departs Roosevelt Roads for NAS Leeward Point, Grantanamo Bay, Cuba
26 November VF-14 boards USS JOHN F. KENNEDY
28 November-1 December Inport Montego Bay, Jamaica
1-7 December KENNEDY operating in GITMO Op area
7 December CDR J. B. Barnes relieves CDR R. L. Kraus as Commanding Officer of VF-14
8-13 December KENNEDY operating in GITMO Op area
14 December KENNEDY enroute Norfolk, Va.
15 December VF-14 arrives NAS Oceana, Va.
16 December KENNEDY arrives NEWPORT NEWS, Va.
17 December Commence holiday standown period
29-31 December VF-14 Det 14 based at NAS Key West, Fla.

FIGHTER SQUADRON FOURTEEN OFFICER ROSTER

CDR John B. BARNES	Commanding Officer
LCDR Samuel A WAUGH, Jr.	Executive Officer (Acting) Administrative Officer
LCDR [REDACTED]	Operations Officer
LCDR [REDACTED]	Aircraft Maintenance Officer
LCDR [REDACTED]	Assistant Aircraft Maintenance Officer
LT [REDACTED]	Unassigned
LT [REDACTED]	Flight Surgeon
LT [REDACTED]	Safety Officer
LT [REDACTED]	Avionics/Weapons Officer
LT [REDACTED]	Aircraft Division Officer
LT [REDACTED]	Training Officer
LT [REDACTED]	Public Affairs Officer
LT [REDACTED]	Electronics Branch Officer
LT [REDACTED]	NATOPS Officer
LT [REDACTED]	Line Division Officer
LT [REDACTED]	Air Intercept Training Officer
LT [REDACTED]	Survival Branch Officer
LT [REDACTED]	Flight Officer
LT [REDACTED]	Enlisted Personnel Officer
LT [REDACTED]	Classified Material Control Officer
LT [REDACTED]	Material Officer
LT [REDACTED]	Airframes Branch Officer
LT [REDACTED]	Quality Assurance Officer
LTJG [REDACTED]	Communications Officer

LTJG [REDACTED] [REDACTED]	First Lieutenant
LTJG [REDACTED] [REDACTED]	Educational Services Officer
LTJG [REDACTED] [REDACTED]	Unassigned
LTJG [REDACTED] [REDACTED]	Legal Officer
LTJG [REDACTED] [REDACTED]	Air Intelligence Officer
LTJG [REDACTED] [REDACTED]	Weapons Officer
CWO-4 [REDACTED] [REDACTED]	Maintenance Control Officer



FIGHTER SQUADRON FOURTEEN COMMAND ORGANIZATION

FIGHTER SQUADRON FOURTEEN OPERATIONAL TOTALS FOR 1968

<u>MONTH</u>	<u>SORTIES</u>		<u>HOURS FLOWN</u>		<u>CARRIER LANDINGS</u>
	<u>TOTAL</u>	<u>DAY/NIGHT</u>	<u>TOTAL</u>	<u>DAY/NIGHT</u>	<u>DAY/NIGHT</u>
JANUARY	201	155/46	326.9	240.2/86.7	149/51
FEBRUARY	127	92/35	192.1	127.2/64.9	90/57
MARCH	153	121/32	250.6	200.6/50.0	120/32
APRIL	126	96/30	199.5	152.2/47.3	101/35
MAY	144	132/12	242.9	219.1/23.8	106/19
JUNE	40	39/1	49.5	47.5/2.0	-/-
JULY	136	130/6	161.2	153.9/7.3	-/-
AUGUST	130	102/28	182.1	141.8/40.3	-/-
SEPTEMBER	245	186/59	267.5	187.1/80.4	-/-
OCTOBER	290	174/116	281.4	182.6/98.8	10/-
NOVEMBER	228	203/25	247.4	224.1/23.3	128/15
DECEMBER	123	119/4	203.1	189.7/13.4	106/6
	1943	1549/394	2604.2	2066.0/538.2	810/215

FIGHTER SQUADRON FOURTEEN
1968 ORDNANCE EXPENDITURES

<u>NOMENCLATURE</u>	<u>DOD CODE</u>	<u>QUANTITY</u>
2.75" Rocket Motors	J102	91
2.75" Rocket Heads (INERT)	H835	91
5" Zuni Motors	J247	213
5" Zuni Heads INERT MK 32	H886	213
Signal, Prac. Bomb MK 4	F562	380
Practice, Bomb MK 76	E973	448
Practice, Bomb MK 86	E997	33
Bomb, GP MK 81	E465	96
Fin, MK 14	F656	96
Fuze, M904E2	F680	28
Fuze, M990	F679	68
MK 24 Para Flare	L379	1
20MM for MK 4 Gun Pod	A811	5780
LAU-10, Zuni, Pod	X528	1
Sparrow III	AIM7D	13
Sparrow III	AIM7E	12
Sidewinder	AIM9D	13