

FIGHTER SQUADRON FOURTEEN
c/o FLEET POST OFFICE
NEW YORK, NEW YORK

VF-14/FF:ss
A9-3
Op Rep 50-1
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20 December 1949

From: Commanding Officer
To: Chief of Naval Operations, Aviation Historical Unit, Op-51 9B
Subj: Semi-annual Historical Report - submission of
Ref: (a) Aviation C/L 19-49
Encl: (1) VF-14 Historical Outline for period 1 July 1949 through
31 December 1949.

1. Enclosure (1) is herewith submitted in compliance with reference
(a).

L. E. Burke
L. E. BURKE

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*Change of designation
VF-14 to VF-14 on
19 Dec. 1949*

Fighter Squadron FOURTEEN was commissioned 12 May 1945 as Bombing Squadron FOUR. The squadron was redesignated Attack Squadron ONE ABLE on 15 November 1946, Attack Squadron FOURTEEN on 2 August 1948, and once again on 19 December 1949, Fighter Squadron FOURTEEN. The Commanding Officers since the date of commissioning are as follows:

12 May 1945 - 6 June 1945	LTJG Duncan H. McCADLEY, USNR
Hometown	[REDACTED]
6 June 1945 - 18 July 1947	LCDR Harold W. CALHOUN, USN
Hometown	[REDACTED]
18 July 1947 - 24 June 1948	LCDR John K. CLIFFORD, USN
Hometown	[REDACTED]
24 June 1948 - 27 July 1948	LCDR James W. WYRICK, USN
Hometown	[REDACTED]
27 July 1948 -	LCDR Louis E. BURKE Jr., USN
Hometown	[REDACTED]

1 July 1949	Attack Squadron FOURTEEN temporarily shore based at NAAS Cecil Field, Florida. Commanding Officer, Lieutenant Commander Louis E. BURKE Jr., USN of [REDACTED].
8 July 1949	Attack Squadron FOURTEEN completed one year without pilot caused accident. <u>4,165</u> Hours, <u>480</u> Carrier Landings.
12 September 1949	Attack Squadron FOURTEEN departed Cecil Field for NAS Quonset Point, R. I. to load aboard the USS PHILIPPINE SEA (CV-47).
14 September 1949	Attack Squadron FOURTEEN embarked aboard the USS PHILIPPINE (CV-47).
16 September 1949	Attack Squadron FOURTEEN, based aboard USS PHILIPPINE SEA (CV-47) underway for Haragansett Operating Area.
21 September 1949	Attack Squadron FOURTEEN, based aboard USS PHILIPPINE SEA (CV-47), returned to NAS Quonset Point, R. I.
26 September 1949	Attack Squadron FOURTEEN, based aboard the USS PHILIPPINE SEA (CV-47) underway for Guantanamo Bay, Cuba.
30 September 1949	Attack Squadron FOURTEEN, based aboard USS PHILIPPINE SEA (CV-47), arrived at Guantanamo Bay, Cuba and commenced a five week refresher training exercise under the surveillance of the Fleet Training Group.
14 October 1949	Attack Squadron FOURTEEN, based aboard USS PHILIPPINE SEA (CV-47), underway for Port-au-Prince, Haiti.
16 October 1949	Attack Squadron FOURTEEN, aboard USS PHILIPPINE SEA (CV-47), returned to Guantanamo Bay operating area.

25 October 1949 Attack Squadron FOURTEEN, aboard USS PHILIPPINE SEA (CV-47), underway for Culebra Island for live load drops.

30 October 1949 Attack Squadron FOURTEEN, aboard USS PHILIPPINE SEA (CV-47) returned to Guantanamo Bay Cuba.

4 November 1949 Attack Squadron FOURTEEN, aboard USS PHILIPPINE SEA (CV-47), underway for Jacksonville, Florida.

6 November 1949 Attack Squadron FOURTEEN flew 14 planes from USS PHILIPPINE SEA (CV-47) to NAAS, Cecil Field, Florida.

11 November 1949 Attack Squadron FOURTEEN flew 16 planes from NAAS, Cecil Field, Florida to the USS PHILIPPINE SEA (CV-47). The ship was underway for NAS Quonset Point, R. I.

13 November 1949 Attack Squadron FOURTEEN, based aboard the USS PHILIPPINE SEA (CV-47), arrived at NAS Quonset Point, R. I.

16 November 1949 Attack Squadron FOURTEEN, aboard the USS PHILIPPINE SEA (CV-47), departed Quonset Point for rendezvous with 2nd Task Fleet to participate in North Atlantic Exercises.

22 November 1949 Attack Squadron FOURTEEN flew 16 planes from the USS PHILIPPINE SEA (CV-47) to NAAS Cecil Field, Florida.

19 December 1949 Attack Squadron FOURTEEN's designation changed to Fighter Squadron FOURTEEN.

31 December 1949 Fighter Squadron FOURTEEN temporarily shore based at NAAS Cecil Field, Florida. Commanding Officer Lieutenant Commander Louis E. BURKE Jr. of [REDACTED]

The new fiscal year of 1950 opened with Fighter Squadron FOURTEEN temporarily based ashore at NAS Cecil Field, Florida under the command of LCDR Louis E. BURKE Jr. USN of [REDACTED]. The Squadron was an Attack Squadron at that time and continued to be until 19 December, when its designation and mission were changed to that of a fighter squadron.

Phase II of the training cycle was entered on 1 July and operations were normal, in keeping with the qualification requirements.

July 8th was a memorable day for the squadron in that it marked the end of one year without a pilot caused accident. From 8 July 1948 until 8 July 1949 VA-14's pilots flew a total of 4,165 hours and made 480 carrier landings with the only mishap a slight barrier crash caused by a malfunctioning wire which was engaged while it was still being retracted. The arresting hook failed and the plane continued slowly up the deck until stopped by the fence.

Early in September, the word was passed that Air Group ONE would embark aboard the USS PHILIPPINE SEA by 15 September for a training course in Caribbean waters. Though this announcement came as a surprise all hands turned to and on 12 September the squadron departed for NAS, Quonset Point, Rhode Island.

The Phil Sea departed from Quonset on 16 September to spend a week in the Narragansett Operating Area; and then after five days back at the dock, she set course for Guantanamo Bay, Cuba.

Arriving at Guantanamo on 30 September the ship, the Air Group and VA-14 commenced a five week refresher training course under the watchful eye of the Fleet Training Group based at Guantanamo Bay.

After two weeks of conscientious effort and the increasing monotony of the Guantanamo liberty, the ship sailed for Port-au-Prince, Haiti. All hands spent a delightful two day week-end in Port-au-Prince and brought back all kinds of beautiful Haitian mahogany.

The Phil Sea returned to the Guantanamo area on 16 October and training was resumed. The flights from the ship were mostly practice Air Support missions in preparation for strikes to be made on Culebra Island carrying live loads.

On 25 October the Philippine Sea with the fine squadrons of Air Group ONE aboard was enroute to Culebra Island. Three days of air support missions were flown with VA-14 planes carrying different loadings of 100#, 500#, and 1000# bombs, HVAR's and Tiny Tims. It was during this operation that VA-14 was struck by her first tragedy since May of 1948. Lieutenant Junior Grade Claude M. NICKS, USNT was lost on 29 October at sea when his plane failed to develop full power on take-off. At the time of the accident the Philippine Sea was cruising north of Culebra Island in latitude 18° 46.5'N, longitude 65° 11.3'W.

The training in the Guantanamo area was climaxed by an Operational Readiness Inspection on November third. The squadron performed admirably to help the Air Group receive praise from all observers and a mark of excellent on the inspection.

The Phil Sea departed Guantanamo Bay on 6 November with the pilots anxious to fly to the beach at Cecil Field as soon as the distance was practicably shortened. The Air Group departed the ship on 6 November for Cecil Field where they remained until 11 November when they returned aboard.

Quonset Point was the next stop on 13 November and on 16 November the Phil Sea was underway to join the 2nd Task Fleet in the cold North Atlantic. Weather conditions for the next week kept VA-14's planes on the deck and left all hands disappointed that the squadron was unable to participate in the big exercise.

On 22 November the planes of VA-14 took off for NAAS Cecil. After a gas stop at Norfolk Ensign [REDACTED] made a successful emergency landing after developing trouble on take-off. He was escorted back by LCDR [REDACTED] while the rest of the planes proceeded to Jacksonville.

On the 19th of December Attack Squadron FOURTEEN officially became Fighter Squadron FOURTEEN. The remainder of December was spent largely on gunnery and instrument hops and also in preparation for the transition from F4U-4 to F4U-5 aircraft.

During the period from July 1 through December 31, 1949 eight officers were detached from the squadron and nine officers reported for duty aboard. During the same period thirty enlisted men were transferred from the squadron and forty two enlisted men reported aboard.