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X

UNITED STATES ATLANTIC FLEET  
AIR FORCE  
FIGHTER SQUADRON FOURTEEN

CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK

VF-14/WLC:ar  
Ser: 031  
31 July 1951



From: Commanding Officer  
To: Office of the Chief of Naval Operations  
(Attn: Aviation History & Research Section, Op-504F)

Subj: Semi-Annual Historical Report, submission of

Ref: (a) OpNav Instruction No. 575.2 of 12 June 1951

Encl: (1) VF-14 Historical Outline for period 1 January 1951  
through 30 June 1951

1. In compliance with reference (a) enclosure (1) is herewith  
submitted.

R. C. COATS

DECLASSIFIED - OPNAV INST 5500.30  
BY 91C DATE 1-2-04

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FIGHTER SQUADRON FOURTEEN

HISTORICAL REPORT

1 January 1951 - 30 June 1951

Historical Officer: ENS W. L. CLELAND, USNR

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HISTORICAL REPORT

FIGHTER SQUADRON FOURTEEN

Commanding Officer:  
LCDR R. C. COATS, USN  
Hometown:

10 June 1950  
Delhi, Louisiana

Executive Officer:  
LCDR F. B. CRADDOCK, USNR  
Hometown:

1 December 1950  
Van, Texas

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1 January 1951                      Fighter Squadron FOURTEEN temporarily shore based at N.A.S., Jacksonville, Florida, under the operational control of Commander Fleet Air, Jacksonville.

7 January 1951                      Flew eighteen (18) F4U-5's and transported remaining officers and men via government air to N.A.S., Norfolk, Virginia. Loaded eighteen (18) planes aboard the U.S.S. WRIGHT (CVL-49), moored at N.O.B., Norfolk.

10 January 1951                      Based aboard the U.S.S. WRIGHT (CVL-49), departed Norfolk for the Mediterranean Sea as part of Task Force 87.1, under the operational control of Commander SIXTH Fleet.

20 January 1951                      U.S.S. WRIGHT (CVL-49) arrived Gibraltar; departed 22 January 1951.

23 January 1951                      U.S.S. WRIGHT (CVL-49) arrived Oran, Algiers; departed 24 January as Task Unit 160.2.2.

31 January 1951                      U.S.S. WRIGHT (CVL-49) arrived Augusta, Sicily; departed 2 February 1951.

3 February 1951                      U.S.S. WRIGHT (CVL-49) arrived Naples, Italy; departed 5 February 1951.

6 February 1951                      U.S.S. WRIGHT (CVL-49) arrived Palermo, Sicily; departed 11 February 1951.

12 February 1951 -  
13 February 1951                      Participated in operations with the British Fleet.

16 February 1951                      Conducted fly-over of Greece.

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17 February 1951 U.S.S. WRIGHT (CVL-49) arrived Suda Bay, Crete; departed 21 February 1951.

22 February 1951 U.S.S. WRIGHT (CVL-49) arrived Rhodes Island, Greece; departed 26 February 1951.

2 March 1951 U.S.S. WRIGHT (CVL-49) arrived Beirut, Lebanon; departed 6 March 1951.

8 March 1951 U.S.S. WRIGHT (CVL-49) arrived Suda Bay, Crete; departed next morning.

13 March 1951 -  
14 March 1951 Conducted search for downed PB4Y-2 off the western coast of Italy.

16 March 1951 U.S.S. WRIGHT (CVL-49) arrived Golfe Juan, France; departed 19 March for U.S.A.

30 March 1951 Fighter Squadron FOURTEEN flew fifteen (15) Corsairs and transported remaining personnel via government air to Jacksonville, Florida; temporarily shore based at N.A.A.S., Cecil Field.

28 May 1951 Commander Fleet Air, Jacksonville held Operational Inspection of Fighting FOURTEEN.

8 June 1951 Flew seventeen (17) F4U-5's to N.A.S., Norfolk, Virginia and loaded aboard the U.S.S. SIBONEY (CVE-112), moored at N.O.B., Norfolk.

11 June 1951 Based aboard the U.S.S. SIBONEY (CVE-112), departed Norfolk for operations.

19 June 1951 -  
20 June 1951 Participated in operation AIRDEX EASY.

21 June 1951 Fighter Squadron FOURTEEN flew sixteen (16) Corsairs to Jacksonville, Florida; temporarily shore based at N.A.A.S., Cecil Field under the operational control of Commander Fleet Air, Jacksonville.

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The calendar year of 1951 opened with Fighter Squadron FOURTEEN temporarily shore based at N.A.S., Jacksonville, Florida. The Commanding Officer was Lieutenant Commander Robert C. COATS, USN of Delhi, Louisiana; the Executive Officer was Lieutenant Commander Felix B. CRADDOCK, USNR of Van, Texas. The squadron consisted of twenty-six (26) officers and one hundred twenty-one (121) men, with eighteen (18) F4U-5's on board.

During the period from 1 January 1951 to 30 June 1951, Fighting FOURTEEN was in Phase III of the training cycle.

Close air support exercises with Tactical Air Control Squadron FOUR comprised the first week in January, during which all pilots gained invaluable training and experience. (See Appendix I)

Leaving Jacksonville on the seventh of January, Fighting FOURTEEN departed for Norfolk, Virginia and commenced loading aboard the U.S.S. WRIGHT (CVL-49). Then on the tenth of that month, the WRIGHT, with Fighting FOURTEEN and detachments of Composite Squadrons FOUR, TWELVE, and THIRTY-THREE aboard, put to sea for a three (3) months cruise in the Mediterranean.

Only two (2) days of flying were feasible while crossing the Atlantic due to very rough seas.

Although the WRIGHT conducted quite intensive and varied operations while in the Mediterranean, it also made many liberty stops, including Gibraltar; Oran, Algiers; Augusta, Sicily; Naples, Italy; Palermo, Sicily; Suda Bay, Crete; Rhodes Island, Greece; Beirut, Lebanon; and Golfe Juan, France.

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Most of the flying done on the cruise consisted of CAP and strike operations, although the squadron was engaged in other operations that proved very beneficial to all concerned. On the twelfth and thirteenth of February, it took part in joint operations with the British Fleet north of Sicily. Then, on the sixteenth of February, Fighting FOURTEEN conducted four (4) sweeps over the country of Greece. Possibly the most interesting operation of all, however, was the conducting of a search for a downed PB4Y-2 off the western coast of Italy on the thirteenth and fourteenth of March.

Much needed experience was also gained by the officers of the squadron in standing deck watches in port and underway.

The squadron experienced a total of three (3) accidents during the cruise, all of which occurred on the same day, the thirtieth of January. During refresher landings, ENS W. L. CLELAND, USN, engaged number nine wire and crashed into the barriers, causing class C damage (VF-14 AAR 1-51); LTJG A. G. WELLONS, USN, crashed into the aft stack, causing class B damage (VF-14 AAR 2-51); and ENS C. P. MOORE, USNR, landed in a skid, shearing off his port gear and causing strike damage (VF-14 AAR 3-51). There was no injury to personnel.

Arriving back in the States on the thirtieth of March, the squadron flew its remaining sixteen (16) planes to Jacksonville, stopping overnight at N.A.S., Quonset Point, Rhode Island, and became temporarily shore based at N.A.A.S., Cecil Field, Jacksonville, Florida.

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From the first of April until the seventh of June, emphasis was placed on bringing all pilots up to a better state of readiness. Although very little gunnery was flown, it took very little time to again become fully qualified in bombing, rockets, GCA, etc. In addition, type instruments was given a larger part of the syllabus than before in the hope of making all aviators aboard good instrument pilots. We had learned while on the Mediterranean cruise that all naval aviators would be required to have a standard instrument card. Around the middle of June, we were assigned our own SNB-5 to aid in this program.

On the twenty-eighth of May, ComFAirJax held an operational readiness inspection of FOURTEEN and the squadron was awarded an over-all EXCELLENT on preparedness, even though it had been away from its air group for nearly six (6) months and had been operating as an individual unit since that time. (ComFAirJax ltr FF7-1/A23 ser 069 of 25 June 1951)

On the eighth of June, Fighting FOURTEEN departed for Norfolk to go aboard the U.S.S. SIBONEY (CVE-112) for a cruise of two (2) weeks duration. The first week was comprised of CAP and strike operations with the ship. Two (2) days of the next week were devoted to intercepts in operation AIRDEX EASY, from which all pilots gained much valuable experience.

Two (2) accidents occurred during this cruise which could be classed as unavoidable. LTJG J. B. MORIN, USN, sheared off both gear due to a pitching deck, causing strike damage (VF-14 AAR 4-51). ENS B. W. HALL, USNR, crashed into the barriers due to a pitching deck, causing class C damage (VF-14 AAR 5-51). Again there was no injury to personnel.

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Fighter Squadron FOURTEEN flew back to N.A.A.S., Cecil Field on the twenty-first of June to once more become temporarily shore based.

Fiscal 1951 ended with the Top-Hatters working hard rocketing and bombing in preparation for the competition that was to be held early in July. This, however, did not slow up the intensive instrument syllabus that by now was in full swing.

During the six (6) month period, six (6) officers were detached and six (6) officers reported aboard. At the end of the fiscal year, Fighter Squadron FOURTEEN was composed of twenty-six (26) officers and one hundred twenty-seven (127) men, with seventeen (17) F4U-5's and one (1) SNB-5 on board.

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CVG-1/P11/riw  
27-51

14 February 1951

THIRD ENDORSEMENT on CO, TACRON FOUR ltr RWS/Le P11 serial 20-51 dtd  
12 Jan 1951

From: Commander, Carrier Air Group ONE  
To: Commanding Officer, Fighter Squadron FOURTEEN

Subj: Air Support Training; report of

1. Forwarded with congratulations.

J. C. KELLY

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(APPENDIX I)

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TACGru TWO/(iy)  
P11  
Serial: 10  
20 Jan 1951

FIRST ENDORSEMENT on CO, TACRON FOUR ltr RWS/Le P11 serial 20-51  
dtd 12 Jan 1951

From: Commander Tactical Air Control Group TWO  
To: Commanding Officer, Fighter Squadron FOURTEEN  
Via: (1) Commander Fleet Air, Jacksonville, Florida  
(2) Commanding Officer, Carrier Air Group ONE

Subj: Air Support Training, report of

1. Forwarded. This command appreciate the interest displayed by your squadron in close air support training, and the cooperation afforded Tactical Control Squadron FOUR representatives while in the Jacksonville area.

NELSON M. HEAD

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(APPENDIX I)

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14:ncl  
P11  
Ser 148  
Jan 29 1951

SECOND ENDORSEMENT on CO, TAC~~Mon~~ FOUR ltr RWS/Le P11 serial 20-51 dtd  
12 Jan 1951

From: Commander Fleet Air, Jacksonville,  
To: Commanding Officer, Fighter Squadron FOURTEEN  
Via: Commander, Carrier Air Group ONE

Subj: Air Support Training; report of

1. Forwarded with pleasure.

A. E. MONTGOMERY

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(APPENDIX I)

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TACTICAL AIR CONTROL SQUADRON FOUR  
AMPHIBIOUS FORCE, U.S. ATLANTIC FLEET  
c/o Fleet Post Office  
New York, New York

RWS/Le  
P11  
Ser: 20-51  
12 JAN 1951

From: Commanding Officer  
To: Commanding Officer, Fighter Squadron FOURTEEN  
Via: (1) Commanding Officer, Tactical Air Control Group TWO  
(2) Commander Fleet Air, Jacksonville, Florida  
(3) Commanding Officer, Carrier Air Group ONE

Subj: Air Support Training, Report of

1. The performance of Fighting Squadron FOURTEEN in Air Support Training conducted at Switzerland Field, Florida, during the period 2-6 January 1951 was considered excellent to outstanding. The interest shown by the pilots during the airborne portion, the briefings and the critique following the exercise was very high as determined by the number and type of questions asked by officers of the squadron, both Senior and Junior.
2. During the airborne exercise all flight leaders demonstrated excellent ability to follow instructions as given by the controlling officer. All officers placed in a coordinating role and especially the leader of the squadron flight on the last day of training, demonstrated an excellent ability to coordinate and obtain split second timing in the remainder of their flight.
3. Communications, voice procedure and radio discipline were excellent to outstanding for the entire period.
4. Accuracy and tactics employed were not graded or evaluated. It is not considered that Tactical Air Control Squadrons have the qualified personnel or the prerogative to specify detailed gunnery tactics or grade "hitting" accuracy for all types of aircraft employed. However as per your verbal request and for your information the following was noted. The accuracy of VF-14 in this exercise was fair and good, considering that this was the squadrons first trial at close support missions, it is understandable that procedure took a great deal of their attention at first and their accuracy was not as good as it would have been had they only had to concentrate on hits. On practically every mission a near miss or hit was scored on the assigned target. But there were a great many shots and drops that missed their target over the desired maximum. Improvement in accuracy was very noticable each day and the final days exercise was very satisfactory in this respect. Direction of attacks and types of attacks were considered excellent for the entire period. In some instances, from transmissions overheard on the radio and from visual observations, the second section did not have time to spot the target prior to the start of their run. Division leaders must be sure that all members of his flight see the target before the run is started.

(APPENDIX I)

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TACTICAL AIR CONTROL SQUADRON FOUR  
AMPHIBIOUS FORCE, U.S. ATLANTIC FLEET  
c/o Fleet Post Office  
New York, New York

5. Statistics

Section Sorties

Average time from briefing until on target	4.94 min.	21
Shortest time from briefing until on target	2.00 min.	
Longest time from briefing until on target	10.00 min.	

Division Sorties

AM Average time from briefing until on target	4.25 min.	24
*PM Average time from briefing until on target	4.17 min.	
AM Shortest time from briefing until on target	1.00 min.	
*PM Shortest time from briefing until on target	1.00 min.	
AM Longest time from briefing until on target	12.00 min.	
*PM Longest time from briefing until on target	8.00 min.	

Squadron Sorties

Average time from briefing until on target	5.00 min.	10
Shortest time from briefing until on target	4.00 min.	
Longest time from briefing until on target	10.00 min.	

Total Sorties

\*Banner type targets used.

6. For the sincerity and seriousness with which VF-14 approached this problem they are to be commended. Their attitude and cooperation were greatly appreciated by the TACRON detachment.

/s/ R. W. SIYE  
R. W. SIYE

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(APPENDIX I)

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AIR FORCE  
FIGHTER SQUADRON FOURTEEN

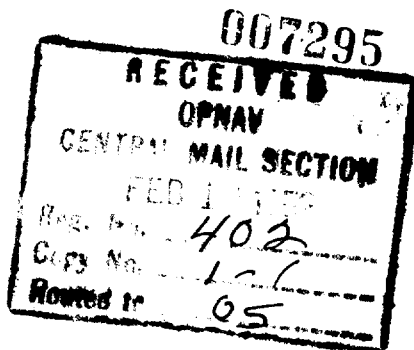
CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK

VF-14/EB:ar  
Ser: 001  
1 February 1952

**SECURITY INFORMATION**


From: Commanding Officer  
To: Office of the Chief of Naval Operations (Attn: Aviation History and Research Section, Op-504F)  
Subj: Semi-Annual Historical Report, submission of  
Ref: (a) OpNav Instruction 5750.2 of 12 June 1951  
Encl: (1) VF-14 Historical Outline for period 1 July 1951 through 31 December 1951  
1. In compliance with reference (a) enclosure (1) is submitted herewith.

*J. C. Kennedy*  
J. C. KENNEDY



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BY 711 DATE 1-2-64

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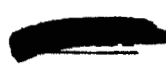
HISTORICAL REPORT

FIGHTER SQUADRON FOURTEEN

1 JULY 1951 THROUGH 31 DECEMBER 1951

HISTORICAL OFFICER

LT Emmet (n) BROWN, USNR



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SECURITY INFORMATION

HISTORICAL REPORT  
FIGHTER SQUADRON FOURTEEN

Commanding Officers:  
LCDR R. C. COATS, USN  
Hometown:

10 June 1950 - 27 December 1951  
Delhi, Louisiana

LCDR J. C. KENNEDY, USN  
Hometown:

28 December 1951  
Maplewood, New Jersey

Executive Officer:  
LCDR F. B. CRADDOCK, USNR  
Hometown:

1 December 1950  
Van, Texas

-----  
1 July 1951

Fighter Squadron FOURTEEN temporarily based ashore at N.A.A.S., Cecil Field, Jacksonville, Florida, under the operational control of Commander Fleet Air, Jacksonville.

11 July 1951

LTJG A. E. HANSEN, USN, involved in an accident (nose-up).

18 July 1951

Fighter Squadron FOURTEEN participated in AirLant Rocket-Bombing Competition.

20 July 1951

LTJG D. S. ROSS, USN, made a wheels up landing (material failure).

8 August 1951

Flew eighteen (18) F4U-5's and transported remaining officers and men via government air to N.A.S. Norfolk, Virginia. Loaded eighteen (18) aircraft aboard the U.S.S. SAIPAN (CVL-48) moored at N.O.B. Norfolk, Virginia.

11 August 1951

U.S.S. SAIPAN (CVL-48) with Fighter Squadron FOURTEEN embarked departed Norfolk, Virginia for operations off the coast of Argentina.

18 August 1951

Fighter Squadron FOURTEEN flew eighteen (18) F4U-5's and transported via government air remaining officers and men to Jacksonville, Florida to be temporarily based ashore at N.A.A.S. Cecil Field.





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- 4 September 1951  
Mid-air collision between LTJG C. P. MOORE, and LTJG D. R. TATE. LTJG TATE was fatally injured.
- 28 September 1951  
Flew eighteen (18) F4U-5's and transported remaining officers and forty three (43) men via government air to N.A.S. Norfolk, Virginia. Loaded eighteen (18) F4U-5's aboard U.S.S. KULA GULF (CVE-108).
- 1 October 1951  
U.S.S. KULA GULF (CVE-108) with Fighter Squadron FOURTEEN embarked departed Norfolk, Virginia for carrier qualifications off the coast of Virginia.
- 6 October 1951  
Flew eighteen (18) F4U-5's and transported remaining officers and forty three (43) men via government air to N.A.S. Jacksonville, Florida. Temporarily shore based at N.A.S. Jacksonville, Florida.
- 18 October 1951  
Departed N.A.S. Jacksonville, Florida with eighteen (18) F4U-5's for N.A.S. Norfolk, Virginia, remaining officers and men transported via government air. Eighteen (18) aircraft loaded aboard the U.S.S. KULA GULF (CVE-108) moored at N.O.B. Norfolk, Virginia.
- 22 October 1951  
The U.S.S. KULA GULF (CVE-108) with Fighter Squadron FOURTEEN embarked, departed Norfolk, Virginia as part of Task Group 27, for participation in LantFlex 52.
- 15 November 1951  
Flew eighteen (18) F4U-5's and transported remaining officers and men via government air to N.A.S. Jacksonville, Florida, temporarily shore based at N.A.S. Jacksonville, Florida.
- 28 November 1951  
Administrative and Material Inspection held this date.

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28 December 1951

LCDR R. C. COATS, USN, relieved as  
Commanding Officer of Fighter Squadron  
FOURTEEN by LCDR J. C. KENNEDY, USN.

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The fiscal year of 1952 opened with Fighter Squadron FOURTEEN temporarily based ashore at N.A.A.S. Cecil Field, Jacksonville, Florida. The Commanding Officer was Lieutenant Commander Robert C. COATS, USN, from Delhi, Louisiana; the Executive Officer was Lieutenant Commander Felix B. CRADDOCK, USNR, of Van, Texas. The squadron consisted of twenty four (24) officers and one hundred thirty seven (137) enlisted men, with eighteen (18) F4U-5 Corsairs on board.

LTJG A. E. HANSEN, USN, nosed-up on the runway to avoid a collision with another aircraft on 11 July 1951 (VF-14 AAR 6-51).

After ten (10) days of extensive training in rocket and bomb firing, Fighter Squadron FOURTEEN participated in AirLant Competition exercises on 18 July 1951. Four (4) officers qualified for the Navy "E". They are as follows:

LTJG A. G. WELLONS, USN - Rockets

LTJG C. P. MOORE, USN - Rockets and Bombs

LTJG J. H. WACHTEL, USN - Bombs

ENS B. W. HALL, USNR - Bombs

LTJG ROSS returning from an escort hop on 20 July 1951, found that he was unable to lower his landing gear. The gear lever had broken loose from the rest of the actuating linkage, preventing either normal or emergency extension of the gear. A perfect wheels-up landing was effected and damage to the aircraft was minor. A "Well Done" was earned by LTJG D. S. ROSS (VF-14 AAR 7-51).

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On 8 August 1951, eighteen (18) F4U-5's departed N.A.A.S. Cecil Field, for N.A.S. Norfolk, Virginia to board the U.S.S. SAIPAN (CVL-48). The U.S.S. SAIPAN (CVL-48) departed Norfolk with Fighter Squadron FOURTEEN embarked for the North Atlantic area. This operation was conducted to test the effectiveness of the Radar Defense Barrier along the Eastern Sea Frontier. A total of seventy two (72) radar penetrations were flown during five (5) days of operation. Upon completion of this operation, eighteen (18) Corsairs were flown to N.A.A.S. Cecil Field, Jacksonville, Florida where the squadron remained temporarily shore based.

On 4 September 1951, a fatal accident occurred as a result of a mid-air collision. LTJG D. R. TATE, USNR, was fourth man in a four (4) plane division on a bomber intercept flight. Upon completion of an attack against a B-29, LTJG TATE overran the division leader, LTJG C. P. MOORE. LTJG MOORE was able to parachute to safety, however, LTJG TATE evidently received injuries about the head which rendered him unconscious. LTJG TATE's body was found in the cockpit of his crashed aircraft (VF-14 AAR 8-51).

On 19 September 1951, the Commanding Officer received a dispatch ordering Fighter Squadron FOURTEEN to the U.S.S. KULA GULF (CVE-108) for a week of refresher landings. During the two (2) weeks prior to departure, field carrier landings had priority over all other hops. On 28 September 1951, the squadron departed for N.A.S. Norfolk, Virginia, with eighteen (18) Corsairs. The remaining officers and forty three (43) men were transported via

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government air. On 1 October 1951 the U.S.S. KULA GULF (CVE-108) with Fighter Squadron FOURTEEN embarked departed Norfolk to operate along the Virginia Coast. This operation was hindered by a hurricane, which was moving up the Florida Coast. Two (2) days of refresher landings were all that were possible as the hurricane was threatening the ship and its accompanying destroyer. The remainder of the week was spent attempting to out run the storm.

On 6 October 1951, the squadron departed the U.S.S. KULA GULF (CVE-108) with eighteen (18) Corsairs for N.A.S. Jacksonville, Florida, to again be temporarily based ashore. The remaining officers and forty three (43) men were transported via government air.

Shortly, orders were received to participate in LantFlex 52 aboard the U.S.S. KULA GULF (CVE-108). On 18 October 1951, Fighter Squadron FOURTEEN departed with eighteen (18) F4U-5's for N.A.S. Norfolk, Virginia, the remaining officers and men transported via government air. The U.S.S. KULA GULF (CVE-108) with Fighter Squadron FOURTEEN embarked departed Norfolk, Virginia, on 22 October 1951, as part of Task Group 27.1 for Operation LantFlex 52. The officers and men gained much needed experience during twenty eight (28) days of operation with the fleet. The early part of the cruise ran very smoothly but during the latter part, a series of five (5) accidents occurred. On 4 November 1951, LTJG A. G. WELLONS, USN, caught a late cross deck pendant (number six) and engaged the number one barrier (VF-14 AAR 9-51).

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Two (2) days later, 6 November 1951, two (2) more accidents occurred. LTJG C. P. MOORE, USN, a little high at the cut, dove for the deck, causing a slight bounce which resulted in a barrier crash. The aircraft sustained "Charlie" damage (VF-14 AAR 10-51). Shortly after the wrecked aircraft was cleared from the deck and the barriers repaired, the second accident occurred. ENS ELLIS, turning into the groove, did not answer the "low" and "slow" signals given by the Landing Signal Officer. The wheels of his aircraft hit the round-down of the ramp, followed by the tail section. After the initial impact the tail was thrown high and the aircraft proceeded up the deck on the wheels, with the propeller digging into the deck. The aircraft had enough momentum to continue up the deck and nose-up into the barriers. The aircraft sustained strike damage, no injuries to personnel (VF-14 AAR 11-51).

The following day, 7 November 1951, ENS F. (n) BLECHMAN, USNR, dove for the deck, bounced, engaged number eight (8) cross deck pendant and also the barriers. "Dog" damage to the aircraft (VF-14 AAR 12-51).

On 13 November 1951, the fifth and final accident of the cruise occurred. LTJG J. R. HOPKINS, USNR, made a normal landing but experienced a hook skip as the hook bounced over two (2) cross deck pendants (numbers 4 & 5). At this time LT HOPKINS felt he could not catch a later pendant so he raised his tail slightly to assure contact with the barriers. The aircraft sustained "Charlie" damage, no injury to personnel.

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Although there were no personnel injuries sustained in any of the five (5) accidents, the loss of four (4) aircraft curtailed operations during the last days of Operation LantFlex 52.

On 15 November 1951, Fighter Squadron FOURTEEN departed with fourteen (14) F4U-5's, for N.A.S. Jacksonville, Florida, the remaining officers and men were transported via government air. The squadron was again temporarily based ashore at N.A.S. Jacksonville, Florida. The remainder of this calendar year was spent in preparation for the forthcoming cruise on the U.S.S. WASP (CV-18).

Fighter Squadron FOURTEEN received a mark of "Good" as a result of the Administrative and Material Inspection held by Commander Fleet Air, Jacksonville on 28 November 1951.

LCDR R. C. COATS, USN, was relieved as Commanding Officer of Fighter Squadron FOURTEEN by LCDR J. C. KENNEDY, USN, on 28 December 1951. Ceremonies consisted of a Personnel Inspection conducted by both officers and a reading of their orders.

During the period of this report Fighting Squadron FOURTEEN flew a total of 5192.1 hours and made carrier landings. There were eight (8) accidents involving nine (9) aircraft, one (1) fatal accident, the rest no injuries. Of the eight (8) accidents, five (5) were carrier landing accidents aboard a CVE type carrier. The officers and men of Fighter Squadron FOURTEEN gained invaluable knowledge and experience while operating on CVL and CVE type carriers both with the fleet and singly.

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