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UNITED STATES ATLANTIC FLEET  
AIR FORCE  
FIGHTER SQUADRON FOURTEEN

CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK

VF-14/EB:ds  
Serial: 238  
29 July 1952

From: Commanding Officer  
To: Chief of Naval Operations, Aviation History and Research Section  
Subj: Historical Report (OPNAV 575-1), submission of  
Ref: (a) OPNAV Instruction 5750.2  
Encl: (1) Subject report for period 1 January to 30 June 1952  
1. In accordance with reference (a) enclosure (1) is herewith submitted.

  
J. C. KENNEDY

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**UNITED STATES ATLANTIC FLEET  
AIR FORCE  
FIGHTER SQUADRON FOURTEEN**

CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK

HISTORICAL REPORT (OPNAV 575-1)

1 JANUARY 1952 TO 30 JUNE 1952

HISTORICAL OFFICER: LT [REDACTED], USNR

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## HISTORICAL REPORT

### FIGHTER SQUADRON FOURTEEN

Commanding Officer:  
LCDR J. C. KENNEDY, USN  
Hometown:

28 December 1951  
[REDACTED]

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

1 December 1950  
[REDACTED]

- 
- 1 Jan 1952      Fighter Squadron FOURTEEN temporarily based ashore at N.A.S., Jacksonville, Florida, with Carrier Air Group ONE, under the operational control of Commander Fleet Air, Jacksonville.
- 3 Jan 1952      Transported five officers, personnel and gear via government transportation to N.A.S., Norfolk, Virginia, to board the U.S.S. WASP (CV-18).
- 4 Jan 1952      ENS [REDACTED] and ENS [REDACTED] departed squadron.
- 6 Jan 1952      Departed N.A.A.S. Cecil Field, Jacksonville, Florida, with 18 Officers and 18 F4U-5's for the U.S.S. WASP (CV-18) to fly aboard off the coast of Mayport, Florida. Departed on shakedown cruise off Guantanamo, Cuba.
- 11 Jan 1952     LT [REDACTED] involved in deck crash aboard U.S.S. WASP (CV-18).
- 7 Feb 1952      Fighter Squadron FOURTEEN night carrier qualified.
- 11 Feb 1952     ENS R. S. KAPP killed during practice bombing flight.
- 18 Feb 1952     LCDR [REDACTED] (CVG-1 Staff) taxied into another aircraft.
- 19 Feb 1952     Operational Readiness Inspection of Carrier Air Group ONE.
- 27 Feb 1952     Fighter Squadron FOURTEEN participated in Operational Inspection of U.S.S. WASP (CV-18).
- 28 Feb 1952     Sixteen (16) F4U-5's launched from U.S.S. WASP (CV-18) for departure to N.A.A.S. Cecil Field, Jacksonville, Fla.

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29 Feb 1952 Remaining officers, personnel and equipment departed the U.S.S. WASP (CV-18) via lighter, to N.A.A.S. Mayport, Florida, for transportation to N.A.A.S. Cecil Field, Jacksonville, Florida.

29 Feb 1952 Fighter Squadron FOURTEEN, with Carrier Air Group ONE, temporarily based ashore at N.A.A.S. Cecil Field, Jacksonville, Florida.

1 March 1952 ENS [REDACTED] rejoined squadron.

18 March 1952 ENS [REDACTED] rejoined squadron.

20 March 1952 LTJG [REDACTED] and LTJG [REDACTED] received regular navy appointments.

11 April 1952 LTJG [REDACTED] and ENS [REDACTED] received orders.

11 April 1952 Flew fifteen (15) F4U-5's and transported remaining officers and men via railroad to N.A.S. Norfolk, Va., to board the U.S.S. LEYTE (CV-32).

12 April 1952 Fighter Squadron FOURTEEN loaded aboard the U.S.S. LEYTE (CV-32) moored at N.O.B. Norfolk, Va.

14 April 1952 U.S.S. LEYTE (CV-32) with Fighter Squadron FOURTEEN embarked, departed Norfolk, Va., for carrier landing refresher operations off the coast of Virginia.

17 April 1952 Flew fifteen (15) F4U-5's from U.S.S. LEYTE (CV-32) to N.A.S. Norfolk, Va., to load aboard the U.S.S. WASP (CV-18).

18 April 1952 Fighter Squadron FOURTEEN loaded aboard the U.S.S. WASP (CV-18) from the air station and the U.S.S. LEYTE (CV-32) moored at N.O.B. Norfolk, Va.

19 April 1952 LTJG [REDACTED] joined squadron.

22 April 1952 The U.S.S. WASP (CV-18) with Fighter Squadron FOURTEEN embarked, departed Norfolk, Va., to join the Sixth Fleet in CinCNELM area.

26 April 1952 The U.S.S. WASP (CV-18), during night maneuvers, collided with and sank the U.S.S. HOBSON (DMS-26) in the North Atlantic.

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27 April 1952 U.S.S. WASP (CV-18) returns to Bayonne, N.J., for repairs.

4 May 1952 Fifteen (15) F4U-5's departed the U.S.S. WASP (CV-18) for N.A.A.S. Cecil Field, Jacksonville, Florida, via Quonset Pt., R.I., and Norfolk, Va.

9 May 1952 Remaining officers and men departed the U.S.S. WASP (CV-18) via government transportation for N.A.A.S. Cecil Field, Jacksonville, Florida.

10 May 1952 Fighter Squadron FOURTEEN, with Carrier Air Group ONE, temporarily based ashore at N.A.A.S. Cecil Field, Jacksonville, Florida.

21 May 1952 Flew fifteen (15) F4U-5's and transported remaining officers and men via government rail to N.A.S. Norfolk, Va.

22 May 1952 Fighter Squadron FOURTEEN loaded aboard the U.S.S. WASP (CV-18) moored at N.O.B. Norfolk, Va.

23 May 1952 ENS [REDACTED] received orders.

24 May 1952 U.S.S. WASP (CV-18), with Fighter Squadron FOURTEEN embarked, departed Norfolk, Va., to join the Sixth Fleet in the CinCNELM area.

30 May 1952 LTJG [REDACTED] involved in barrier crash.

2 June 1952 U.S.S. WASP (CV-18) arrived at Gibraltar to relieve the U.S.S. TARAWA (CV-40).

6 June 1952 U.S.S. WASP (CV-18) arrived in Augusta, Sicily.

10 June 1952 U.S.S. WASP (CV-18) departed Augusta, Sicily, to join CTG 160.2 for participation in "Operation Beehive II."

16 June 1952 U.S.S. WASP (CV-18) arrived in Genoa, Italy.

23 June 1952 Departed Genoa, Italy, to rejoin Sixth Fleet for maneuvers.

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## NARRATIVE

The calendar year 1952 opened with Fighter Squadron FOURTEEN temporarily based ashore at N.A.S. Jacksonville, Florida. The Commanding Officer was Lieutenant Commander John C. KENNEDY, USN, from Maplewood, New Jersey; the Executive Officer was Lieutenant Commander Felix B. CRADDOCK, USNR, of [REDACTED]. The average squadron complement during the period of the report was twenty-two (22) officers and 108 enlisted personnel, with eighteen (18) F4U-5 Corsairs assigned early in the period, later reduced to fifteen (15) F4U-5's.

Fighter Squadron FOURTEEN rejoined its parent air group late in 1951 after having been detached for a period of almost one year. The advent of the forthcoming "shake down" cruise with Carrier Air Group ONE aboard the U.S.S. WASP (CV-18) caused a curtailment of holiday leave periods, and during the two weeks prior to departure emphasis was placed on air group tactics and field carrier landing practice.

On 3 January 1952, five (5) officers, ninety-five (95) enlisted men and squadron gear departed N.A.S. Jacksonville, Florida by train to board the U.S.S. WASP, moored at N.O.B. Norfolk, Virginia. Upon completion of loading, the WASP departed for the Florida Coast, where the air group aircraft landed aboard on 6 January.

In the interim, on 4 January, ENS [REDACTED] was transferred to Commander, Fleet Air Jacksonville Staff awaiting disposition of request for termination of flight status and request for inactive duty, and ENS [REDACTED] departed for Air Intelligence School, at Norfolk, Va.

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LT [REDACTED], USNR, after returning from a routine flight on 11 January, dove for the deck after the cut, which resulted in a deck crash. The port landing gear collapsed after a crossdeck pendant was engaged, (VF-14 AAR 1-52).

After one week of extensive night field carrier landing practice, twenty-two (22) Fighter Squadron FOURTEEN pilots qualified at night aboard the U.S.S. WASP (CV-18) on 7 February 1952. Only three of these pilots had previously night qualified some time in 1944, and all adapted themselves rapidly for the new task at hand. A total of forty-four (44) night landings were made without mishap.

A few days later, 11 February 1952, ENS Richard S. KAPP was killed during a routine bombing hop. ENS KAPP entered his dive close behind his section leader to bomb a towed spar. After releasing his bomb and commencing his pull-out, ENS KAPP experienced slip stream and turbulence, which suddenly rolled his aircraft to an inverted position. ENS KAPP succeeded in righting his aircraft, but in a nose-low attitude, and because of insufficient altitude he was unable to complete his pull-out. The aircraft crashed into the sea and was lost. ENS KAPP was an excellent officer and aviator, and his death was indeed a great loss to the Navy and his shipmates, (VF-14 AAR 2-52).

On 18 February 1952, LCDR [REDACTED] (CVG-1 Staff), while operating an aircraft of Fighter Squadron FOURTEEN, taxied out of the arresting gear too fast and was unable to stop before colliding with another aircraft of the squadron (VF-14 AAR 3-52).

Fighter Squadron FOURTEEN received a mark of "Good" for the Operational Readiness Inspection conducted on 19 February 1952, at

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Culebra Island. "Tiny Tims," 5 inch HVAR Rockets, 500# and 1000# bombs, and 20M.M. ammunition were expended with a creditable degree of accuracy.

Fighter Squadron FOURTEEN participated in the Operational Readiness Inspection of the U.S.S. WASP (CV-18) on 27 February.

After completion of the Operational Readiness Inspection, the U.S.S. WASP departed for Norfolk, Virginia, via Mayport, Florida, to off-load Air Group ONE. The following day, 28 February, sixteen (16) F4U-5's were launched and departed for N.A.A.S. Cecil Field, Jacksonville, Florida.

On 29 February, the U.S.S. WASP anchored two (2) miles off the coast of Mayport where the remaining officers, men, and equipment departed via lighter to Mayport for transportation to N.A.A.S. Cecil Field, Jacksonville, Florida. On the afternoon of 29 February, Fighter Squadron FOURTEEN was once again temporarily shore based at N.A.A.S. Cecil Field.

On 1 March, ENS [REDACTED] rejoined Fighter Squadron FOURTEEN for duty involving flying.

On 18 March, ENS [REDACTED], USNR, reported aboard for duty not involving flying.

On 20 March, LTJG [REDACTED] and LTJG [REDACTED] received their regular navy commission and were sworn in.

During the period from 1 March to 11 April, the TOPHATTER squadron made preparations for a forthcoming extended Mediterranean Cruise.

On 11 April, LTJG [REDACTED], USN, was detached with orders to the Naval Air Advanced Training Command at Corpus Christi, Texas, and ENS [REDACTED] USNR, was transferred to FASRON SIX, N.A.S. Jacksonville,



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On the morning of 4 May 1952, during light wind conditions and with reduced ship's speed, Fighter Squadron FOURTEEN, with Air Group ONE, was launched for return to N.A.A.S. Cecil Field, Jacksonville, Florida. Departure was taken from a position approximately 250 miles east of N.A.S. Quonset Point, Rhode Island. The remaining officers and men departed the WASP at Bayonne on 9 May, via train for N.A.A.S. Cecil Field, arriving late on the night of 10 May.

On 10 May 1952, Fighter Squadron FOURTEEN was once again temporarily based ashore at N.A.A.S. Cecil Field, Jacksonville, Florida.

On the evening of 20 May 1952, a dispatch was received ordering Carrier Air Group ONE to depart Cecil Field at 0800 the next morning, and proceed to the U.S.S. WASP (CV-18), moored at N.O.B. Norfolk, Virginia. The arrival of this dispatch was several days sooner than had been anticipated, and therefore necessitated an all-night job preparing for departure.

Fifteen (15) F4U-5 Corsairs departed N.A.A.S. Cecil Field, on 21 May 1952, for N.A.S. Norfolk, Virginia; the remaining officers and men were transported via rail. Aircraft and equipment were loaded aboard the WASP on 23 May.

ENS ■. ■. ■ received orders on 23 May for transfer to FASRON SIX, N.A.S. Jacksonville, Florida, to await separation from active duty.

The WASP, with Fighter Squadron FOURTEEN embarked, departed Norfolk, Virginia, on 24 May 1952, to join the Sixth Fleet in the Mediterranean Area.

The voyage across the Atlantic was peaceful and expeditious, and

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Florida, to await separation. On the same afternoon, fifteen (15) F4U-5's were flown to N.A.S. Norfolk, Virginia, with the remaining officers and men transported via train.

On 12 April, Fighter Squadron FOURTEEN, as part of Air Group ONE, loaded aboard the U.S.S. LEYTE (CV-32) moored at N.O.B. Norfolk, Virginia, and two (2) days later departed for carrier landing refresher operations off the Virginia Coast. Few landings were possible because of weather conditions in the operating area.

Fifteen (15) F4U-5's departed the U.S.S. LEYTE for N.A.S. Norfolk, Virginia, on 17 April 1952. The following day, the LEYTE arrived at N.O.B. Norfolk, Virginia, where Air Group ONE, including Fighter Squadron FOURTEEN, was transferred to the U.S.S. WASP (CV-18).

LTJG [REDACTED], USNR, reported aboard for duty not involving flying as Air Intelligence Officer, on 19 April 1952.

On 22 April 1952, the WASP with Fighter Squadron FOURTEEN embarked, departed Norfolk, Virginia, to join the Sixth Fleet in the Mediterranean Area. This trip was interrupted however, when the highly-publicized accident between the WASP and the U.S.S. HOBSON (DMS-26) occurred. Personnel of Fighter Squadron FOURTEEN assisted in the rescue of the seventy-six (76) HOBSON survivors.

On the morning of 27 April 1952, the WASP departed the scene of the collision to return to the states for repairs. The return trip was hampered by heavy seas which threatened the torn bow, and on occasions, forced the WASP to back-down while proceeding to Bayonne, New Jersey for repairs.

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included daily flight operations.

LTJG ■■■■■ was involved in a barrier crash on 30 May 1952, as a result of a bad hook bounce, (VF-14 AAR 4-52).

Upon arrival in the Mediterranean Sea, on 2 June 1952, the U.S.S. WASP anchored at Gibraltar to receive fuel and relieve the U.S.S. TARAWA (CV-40).

The afternoon of the same day the WASP departed Gibraltar for Augusta Bay, Sicily. During the interim, a few days of air operations were allotted to increase the air group's operating efficiency. The WASP arrived in Augusta Bay on 6 June, where the officers and men enjoyed their first Mediterranean liberty.

On 10 June 1952, the WASP, with Fighter Squadron FOURTEEN embarked, departed Augusta Bay, Sicily, to join Carrier Task Group 160.2 for participation in "Operation Beehive II."

"Operation Beehive II" consisted of strikes on Catania, Sicily, and the airfields on the Island of Malta; also an amphibious assault on the Northern Beaches of Malta. The operation was conducted from 10 to 14 June 1952. Fighter Squadron FOURTEEN flew a total of eighty (80) sorties against all targets destroying "enemy" aircraft on the ground and in the air, as well as inflicting theoretical damage to shipping, airfields and harbor facilities. On "D-day", close air support and target combat air patrols were the mainstay of the days operations. Invaluable knowledge and experience was gained by all officers in working with a Task Group against "enemy" (British) targets, and in the actual support of an Amphibious Landing.

After completion of "Beehive II" the WASP departed CTG 160.2 and headed for Genoa, Italy, arriving there on 16 June 1952.

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On 23 June, departure was taken to rejoin CTG 160.2 for Fleet Manuevers. During the remaining days of June the WASP, in company with CTG 160.2, conducted heavy air operations and fleet maneuvers. The work was hard and the hours long, but with a fifteen (15) day layover anticipated on the French Riviera at completion of maneuvers, morale was excellent.

During the period of this report, Fighter Squadron FOURTEEN flew a total of 4079.5 hours and made 1163 carrier landings. There were four (4) accidents involving five (5) aircraft resulting in one (1) fatality.

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UNITED STATES ATLANTIC FLEET  
AIR FORCE  
FIGHTER SQUADRON FOURTEEN

CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK

VF-14/JBV:bn  
Serial: 39  
1 February 1953

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 1952 through  
31 December 1952

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

  
V. E. BINION

Copy to:  
CVG-1  
Historical File  
Admin File

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UNITED STATES ATLANTIC FLEET  
AIR FORCE  
FIGHTER SQUADRON FOURTEEN

CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK

HISTORICAL REPORT

FIGHTER SQUADRON FOURTEEN (VF-14)

1 JULY 1952 THROUGH 31 DECEMBER 1952

HISTORICAL OFFICER  
LT [REDACTED] [REDACTED] USNR

ENCLOSURE (1)

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HISTORICAL REPORT

FIGHTER SQUADRON FOURTEEN

Commanding Officers:

LCDR J. C. KENNEDY, USN

28 December 1951-24 December 1952

Hometown: [REDACTED]

LCDR V. E. BINION, USN

24 December 1952

Hometown: [REDACTED]

Executive Officer:

LCDR F. B. CRADDOCK, USNR

1 December 1950-8 November 1952

Hometown: [REDACTED]

LCDR J. R. HOPKINS, USNR

8 November 1952

Hometown: [REDACTED]

- 
- 1 July 1952: Fighter Squadron FOURTEEN based aboard the U.S.S. WASP (CV-18, operating in the Mediterranean Sea as part of Task Group 160.2, under the operational control of Commander, Sixth Fleet.
- 2 July 1952: U.S.S. WASP arrived in Port de Marseille, France.
- 7 July 1952: U.S.S. WASP departed Port de Marseille, France.
- 8 July 1952: U.S.S. WASP arrived in Golfe Juan, France.
- 15 July 1952: U.S.S. WASP departed Golfe Juan, France to join Task Group 160.2 for Sixth Fleet maneuvers.
- 16 July 1952: Fighter Squadron FOURTEEN flew twelve (12) F4U-5s to Halfar, Malta.
- 18 July 1952: Twelve (12) F4U-5s returned aboard U.S.S. WASP from Halfar, Malta.
- 24 July 1952: U.S.S. WASP arrived in Phaleron Bay, Athens, Greece.
- 27 July 1952: U.S.S. WASP departed Phaleron Bay, Athens, Greece for Suda Bay, Crete.
- 30 July 1952: U.S.S. WASP departed Suda Bay, Crete, underway enroute to Istanbul, Turkey.
- 30 July 1952: Fighter Squadron FOURTEEN received one (1) F4U-5 from Port Lyautey, French Morocco.
- 1 August 1952: U.S.S. WASP anchored in Bosphorus Straits, Istanbul, Turkey.
- 6 August 1952: U.S.S. WASP departed Istanbul, Turkey to join Task Group 160.2 in the Mediterranean Sea for Sixth Fleet Operations.

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- 11 August 1952: Fighter Squadron FOURTEEN flew four (4) F4U-5s to Halfar, Malta. U.S.S. WASP arrived in Valetta Harbor, Malta.
- 18 August 1952: U.S.S. WASP departed Valetta Harbor, Malta for operations in the Mediterranean Sea. Recovered four (4) F4U-5s from Halfar.
- 23 August 1952: U.S.S. WASP arrived in Palermo, Sicily.
- 24 August 1952: Fighter Squadron FOURTEEN acted as host, aboard the U.S.S. WASP, for fifty-five (55) orphans from Palermo, Sicily.
- 29 August 1952: U.S.S. WASP arrived in Taranto, Italy.
- 1 September 1952: U.S.S. WASP underway for Gibraltar.
- 5 September 1952: U.S.S. WASP arrived in Gibraltar Harbor to be relieved by the U.S.S. LEYTE (CVA-32).
- 6 September 1952: U.S.S. WASP departed Gibraltar underway for Glasgow, Scotland.
- 10 September 1952: U.S.S. WASP arrived in the Firth of Clyde, Greenoch, Scotland.
- 13 September 1952: U.S.S. WASP departed Greenoch, Scotland, as part of Task Group 175.2 to participate in "OPERATION MAINBRACE".
- 16 September 1952: U.S.S. WASP crossed the Artic Circle at Longitude 06° 04' East.
- 26 September 1952: U.S.S. WASP arrived in Portsmouth, England.
- 29 September 1952: U.S.S. WASP departed Portsmouth, England, as part of Task Group 155.1 engaged in "OPERATION EMIGRANT" enroute to Norfolk, Virginia.
- 6 October 1952: U.S.S. WASP detached from Task Group 155.1, underway enroute to United States.
- 10 October 1952: U.S.S. WASP arrived in Hampton Roads, Norfolk, Virginia.
- 11 October 1952: Three (3) officers, ninety (90) men with squadron and personnel gear departed the U.S.S. WASP, via government transportation, for N.A.S. Cecil Field, Jacksonville, Florida. Sixteen (16) F4U-5s of Fighter Squadron FOURTEEN were off loaded at NOB, Norfolk, Virginia.
- 12 October 1952: Departed N.A.S. Norfolk, Virginia with sixteen (16) F4U-5s for N.A.S., Cecil Field, Jacksonville, Florida. Temporarily shore based at N.A.S., Cecil Field, Jacksonville, Florida.
- 31 October 1952: LTJG [REDACTED] was detached from Fighter Squadron FOURTEEN.



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- 8 November 1952: LCDR F. B. CRADDOCK was detached from Fighter Squadron FOURTEEN. LCDR J. R. HOPKINS assumed the duties of Executive Officer.
- 13 November 1952: ENS [REDACTED] and [REDACTED] joined the squadron.
- 24 November 1952: LT [REDACTED]. [REDACTED] joined the Squadron.
- 25 November 1952: LT [REDACTED]. [REDACTED] was detached from the squadron.
- 28 November 1952: LT [REDACTED]. [REDACTED] joined the squadron.
- 2 December 1952: An administrative and material inspection of Fighter Squadron FOURTEEN was held this date.
- 4 December 1952: LTJG [REDACTED]. [REDACTED] bailed out of disabled aircraft, 30 miles E.N.E. of Mayport, Florida.
- 5 December 1952: LT [REDACTED]. [REDACTED] and LT [REDACTED]. [REDACTED] detached.
- 8 December 1952: LTJG [REDACTED]. [REDACTED] joined the squadron.
- 13 December 1952: ENS [REDACTED]. [REDACTED] joined the squadron.
- 15 December 1952: ENS [REDACTED]. [REDACTED] joined the squadron.
- 22 December 1952: LTJG [REDACTED]. [REDACTED] detached.  
LT [REDACTED]. [REDACTED] involved in crash while practicing FCLP at Whitehouse Field. No injury to pilot. Plane blew tire, rolled off runway, and nosed over onto back.
- 24 December 1952: LCDR J. C. KENNEDY, USN, relieved as Commanding Officer of Fighter Squadron FOURTEEN by LCDR V. E. BINION, USN.

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## NARRATIVE

The fiscal year of 1953 opened with Fighter Squadron FOURTEEN based aboard the U.S.S. WASP (CV-18), operating in the Mediterranean Sea under the operational control of Commander, Sixth Fleet. The Commanding Officer was Lieutenant Commander John C. KENNEDY, USN, from [REDACTED]; the Executive Officer was Lieutenant Commander Felix B. CRADDOCK, USNR, of [REDACTED]. The Squadron consisted of twenty one (21) officers and one hundred two (102) enlisted men, with fifteen (15) F4U-5 Corsairs on board.

From 2 July until 15 July the WASP was anchored in Port de Marseille, France, and Golfe Juan, France, where the men and officers of Fighter Squadron FOURTEEN enjoyed excellent liberty in the cities of Marseille, Cannes, and Nice, France.

On 15 July the WASP rejoined Task Group 160.2. To facilitate carrier qualifications of several AJ's from Port Lyautey, French Morocco, Fighter Squadron FOURTEEN flew twelve (12) Corsairs to Halfar, Malta, on 16 July and returned 18 July. From 18 to 24 July the squadron flew eighty seven (87) sorties which consisted of strikes on Tripolis and Agrinian Airfields in Greece, utilizing the maximum range of the F4U-5 Corsair. Also, during this period flights of type instruments, rockets, bombing, and strafing were conducted to maintain the combat efficiency of the squadron.

From 24 July to 30 July the WASP, with Fighter Squadron FOURTEEN on board, was anchored in Phaleron Bay at Athens, Greece, and Suda Bay, Crete. Tours of the Acropolis were conducted in Athens, and the opportunity to participate in outdoor athletics and recreation was made possible in Suda Bay.

After enjoying a period of six days liberty in Istanbul, Turkey, the WASP once again rejoined Task Group 160.2 on 6 August for Fleet Manuevers. The period from 7 August to 11 August, Fighter Squadron FOURTEEN flew sev-

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enty six (76) sorties consisting of CAP and strikes on Malta. The air opposition, consisting of the British Vampires and Sea Furies on Malta, was very intense, and valuable experience was gained from the realistic wartime air operations conducted during this period. On 11 August, just prior to anchoring in Valetta Harbor for seven days, four (4) F4U-5s of Fighter Squadron FOURTEEN were flown to Halfar Field, Malta, to permit each pilot of the Squadron to obtain four (4) hours of night flying for the month. This operation was successful in accomplishing the desired mission.

Normal Air operations were conducted from 18 August to 23 August with emphasis on the squadron maintaining its qualifications in gunnery, bombing, rockets, strafing, and type instruments. During this period Fighter Squadron FOURTEEN flew one hundred nineteen (119) sorties.

From 23 August to 28 August the WASP was anchored in Palermo, Sicily. In Palermo Fighter Squadron FOURTEEN acted as host aboard the WASP for fifty five (55) orphans in a spontaneous gesture of compassion and friendship.

The period 29 August to 1 September found the WASP in Taranto, Italy, after which all hands bade farewell to Italy. A westerly course was then set for the Pillars of Hercules where not only the Rock but the U.S.S. LEYTE (CV-32), our Mediterranean relief, awaited us. We arrived 5 September. Air operations enroute consisted of gunnery and simulated instrument let-downs. This, in preparation for the inclement weather expected during the forthcoming "OPERATION MAINBRACE".

On 6 September the WASP departed Gibraltar enroute to the Firth of Clyde, Scotland, joining the Armada of ships of Task Group 175 there on 10 September. On 13 September the WASP departed Greenoch, Scotland, as part of Task Group 175.2 to participate in "OPERATION MAINBRACE." The mission

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of the Task Force was to provide air support for our forces ashore which were defending an allied country against enemy aggression. Air operations of Fighter Squadron FOURTEEN were limited to sixty one (61) sorties by extremely bad weather and very rough seas. On 23 September "OPERATION MAINBRACE" ended. The WASP proceeded to Portsmouth, England, arriving there on 26 September. WASP departed Portsmouth 24 September as part of Task Group 155.1, engaging in "OPERATION EMIGRANT" enroute to Norfolk, Virginia. Fighter Squadron FOURTEEN was part of an anti-raider force protecting a convoy against enemy attacks. During the operation thirty five (35) sorties of CAP, anti-submarine patrol, DRECCO, and strikes against surface raiders were flown.

On 6 October the WASP was detached from Task Group 155.1, and proceeded enroute to Norfolk, Virginia, arriving there on 10 October. The next day three (3) officers and ninety (90) men with the squadron and personal gear left by train for N.A.S., Cecil Field, Jacksonville, Florida. The sixteen (16) F4U-5's were off loaded at N.O.B. Norfolk. Bad weather prevented them from being flown to Jacksonville until 12 October, at which time Fighter Squadron FOURTEEN became temporarily shore based at N.A.S., Cecil Field.

On 8 November the Executive Officer, LCDR Felix B. CRADDOCK received orders to the Training Command at Corpus Christi, Texas, and LCDR Jesse R. HOPKINS, the next senior naval aviator in the squadron, became our new Executive Officer.

Fighter Squadron FOURTEEN received a mark of "Good" as a result of the Administrative and Material Inspection conducted by Commander Fleet Air, Jacksonville on 2 December 1952.

On 4 December 1952, LTJG ■. ■. ■■■■■, while on a gunnery flight at

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15,000 feet, lost his port stabilizer and elevator in a normal gunnery run. Since he was unable to control the aircraft, he successfully bailed out over water approximately 30 miles east of Mayport, Florida (AAR 5-52). He was picked up four hours later by a crash boat with minor injury.

On 22 December 1952, LT [REDACTED], while engaged in FCLP at Whitehouse Field (outlying field near Cecil Field) experienced a blown tire on a field carrier landing. The plane swerved off the runway into soft sand, went up on the nose, and continued over onto its back. The pilot escaped with no injuries, but the plane received class Baker damage (AAR 6-52).

LCDR John C. KENNEDY, USN, was relieved as Commanding Officer of Fighter Squadron FOURTEEN by LCDR Vernon E. BINION, USN, on 24 December 1952. Ceremonies consisted of a personnel inspection by the new Commanding Officer, and a reading of his orders. LCDR John C. KENNEDY, USN, was in the N.A.S., Jacksonville Hospital at the time, under going treatment for impairment of sight in one of his eyes.

During the period of this report Fighter Squadron FOURTEEN flew a total of 2,491 hours and made five hundred and thirty (530) carrier landings with no accidents aboard a carrier. The two (2) accidents while shore based resulted in minor and no injuries to the pilots. Seven (7) officers were detached, and eight (8) officers reported aboard for duty involving flying, ending the calendar year with twenty two (22) officers, one hundred forty six (146) enlisted men, and seventeen (17) F4U-5 Corsairs on board.