



DEPARTMENT OF THE NAVY  
FIGHTER SQUADRON FOURTEEN

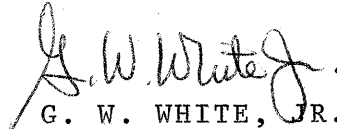
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From: Commanding Officer, Fighter Squadron FOURTEEN  
To: Chief of Naval Operations (OP 05D2)  
Subj: Command History; submission of OPNAV Report 5750-1  
Ref: (a) OPNAVINST 5750.12B  
Encl: (1) VF-14 Command History for Calendar Year 1974  
with enclosures (1) through (11)

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

  
G. W. WHITE, JR.

Copy to:  
Director of Naval History (OP 09B9)  
President, NAVWARCOL  
Superintendent, USNA

VF-14 COMMAND HISTORY FOR CALENDAR YEAR 1974

Calendar Year 1974 was a challenging year for Fighter Squadron FOURTEEN. Following an extended eight and one-half month Mediterranean deployment aboard the USS JOHN F. KENNEDY (CVA-67), Fighter Squadron FOURTEEN returned to NAS Oceana, Virginia Beach, Virginia in December 1973.

The "TOPHATTERS" within one month after returning from their Mediterranean cruise were faced with the task of transferring all twelve F-4B aircraft and ancillary support equipments to other commands and all two-hundred and thirty squadron personnel to either other commands or to the F-14 replacement training squadron at NAS Miramar, San Diego, California.

The New Year immediately presented the "TOPHATTERS" with a change of homeport from the East Coast to the West Coast which was promulgated by CNO message DTG 291940Z JUN 73 and authorized by CHNAVPERS message DTG 150022Z OCT 73. For the next six months the "TOPHATTERS" of Fighter Squadron FOURTEEN were wholly involved with all aspects of transitioning to the Navy's newest fighter, the Grumman built F-14 TOMCAT. During this period the maintenance personnel received classroom instruction under the Fleet Readiness Aviation Maintenance Program (FRAMP) with additional hours of on-the-job training in the maintenance departments at Fighter Squadron ONE-TWO-FOUR (VF-124). Simultaneously, the aircrews were receiving classroom academic training on the complex systems of the F-14A preparing them for the demanding exactness their new aircraft would require. "TOPHATTER" aircrews received an average of 50 flight hours in the TOMCAT before returning to the East Coast.

As early as 29 May 1974 members of Fighter Squadron FOURTEEN were enroute to NAS Oceana, Virginia Beach, Virginia to make ready for the squadrons move back to the East Coast. The official homeport change from the West Coast to the East Coast was promulgated by CNO message DTG 151457Z FEB 74 and authorized by CHNAVPERS message DTG 021143Z MAY 74, with thirty-three (33) officers and two-hundred and fifty-six (256) enlisted personnel assigned.

The "TOPHATTERS" received their first TOMCAT, BUNO 159019 on 21 June 1974 which was then flown to the Grumman facility at NAS Point Mugu, California where it underwent the UP-II Program during which certain modifications were incorporated into the airplane. On 26 July 1974, CDR J. T. MCHUGH, Commanding Officer of FITRON FOURTEEN and LTJG [REDACTED] [REDACTED] [REDACTED] flew the first squadron TOMCAT to NAS Oceana, Virginia Beach, Virginia marking the beginning of a new ERA for Naval Aviation on the East Coast.

The squadron continued to build on the East Coast while facing the unique task of monitoring and managing the complex delivery schedule of the airplanes. Aircraft once assembled by the manufacturer at Long Island, New York were ferried by squadron crews to the manufactures site at NAS Point Mugu, California. While at NAS Point Mugu the airplanes underwent an extensive six weeks modification program prior to being ferried again by squadron crews and ultimately arriving at NAS Oceana, Virginia Beach, Virginia.

An extensive training program to get the squadron combat ready for their upcoming deployment to the Mediterrean was aggressively undertaken in September 1974. Of extreme importance was the E2C/F14 data link cross training conducted.

Since the squadron received virtually no data link instruction while in the replacement training squadron, Fighter Squadron ONE-TWO-FOUR, a comprehensive data link exercise was undertaken at Fighter Squadron FOURTEEN between the new E2C and F14A to exercise and validate the interfacing of both systems. On 21 September 1974 the aircrew members from VAW-125, the air wings E2C squadron, and VF-14 met to exercise their respective systems on the ground with the two airplanes positioned side-by-side. The airborne phase of the data link training commenced on 26 September 1974, during which VF-14 crews rapidly reached the stage of "Zip-Lip" data link intercepts. These training sessions marked the first time these two new airplanes which had only resently been introduced to the fleet had actually worked successfully together.

The end of September 1974 was highlighted by the squadron Change-of-Command. Onboard NAS Oceana, Commander George W. WHITE, JR., relieved Commander John T. MCHUGH on 30 September 1974 and became the FIFTY-FIRST distinguished Naval Aviator to command the "TOPHATTERS".

During the months of October and November 1974, Fighter Squadron FOURTEEN continued to pursue its goal of becoming 100% combat ready. Another major milestone was accomplished on 13 November 1974 as AB100 (BUNO 159007), flown by LCDR [REDACTED] [REDACTED] and LT [REDACTED] [REDACTED] became the first Atlantic Fleet TOMCAT aircrew to land aboard the USS JOHN F. KENNEDY (CV-67).

As the "TOPHATTERS" began their last month of calendar year 1974, the tempo of operations was beginning to rapidly build to a crescendo. Both maintenance and aircrew personnel were functioning harmoneously together, and polishing the rough edges of a newly transitioned F-14A squadron.

A first for the "TOPHATTERS" of VF-14 and the entire East Coast was marked on 3 December 1974 when CDR G. W. WHITE, JR., Commanding Officer, Fighter Squadron FOURTEEN became the first to fire the M-61A1 20mm Vulcan Cannon against an air-to-air target, attaining a respectable scoring rate on a banner towed by a TA-4 aircraft of Fleet Composite Squadron TWO. These air-to-air gunnery sorties were the first on the East Coast since the old F-8 era.

The East Coast and Fighter Squadron FOURTEEN carrier qualified their first F-14 pilot, LT [REDACTED], onboard USS KITTY HAWK (CVA-63) 7 December 1974 through 12 December 1974. In addition to day and night carrier qualifying, LT [REDACTED] also became fully LSO qualified for the F-14 community - again a first on the East Coast.

Calendar year 1974 concluded with VF-14 enjoying a most successful ten day dissimilar ACM (Air Combat Maneuvering) detachment to NAS Jacksonville, Florida. The detachment, under the superb leadership of LCDR [REDACTED], was composed of all squadron aircrew members and ninety-five enlisted "TOP-HATTERS" with five of VF-14's TOMCATS. The deployment was conducted from 9 through 19 December 1974.

This operational deployment allowed the detachment to function as a separate entity in a highly demanding operational atmosphere without pursuant administrative workloads, thus enabling the aircrews to concentrate on ACM training. In addition to day and night air refueling, intercepts, flights through the Electronic Warfare range at Pinecastle, and simulated "ALPHA" strike type missions were successfully conducted.

The "TOPHATTERS" team spirit and total dedication to duty enabled the squadron to fly one-hundred and twenty-four (124) sorties and one-hundred and eighty-five point two (185.2) hours during the ten day deployment. These figures represent a tremendous accomplishment considering that the first F-14 to arrive at NAS Oceana was only four months prior to the detachment itself. The ACM conducted during the Jacksonville detachment with the F5E's presented the first opportunity any East Coast Fighter Squadron had to fly against the F-5E.

In reflection Fighter Squadron FOURTEEN can be extremely proud of its performance and accomplishments during the highly complex and challenging calendar year of 1974, and look with even greater anticipation to the challenges of 1975.

COMMAND HISTORY LIST OF ENCLOSURES

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- (11) PHOTOGRAPH OF SQUADRON AIRPLANE - F-14A TOMCAT

1974 CHRONOLOGY OF EVENTS

01 JAN - 25 JAN Based ashore at NAS Oceana, Va.

26 JAN - 04 JUL Based ashore at NAS Miramar, California

21 JUN Squadron received first F-14A "TOMCAT",  
BUNO 159019

05 JUL - 31 DEC Based ashore at NAS Oceana, Va.

24 JUL Squadron entered new hangar spaces. Hangar  
404, Module 3.

26 JUL Squadron's first F-14A "TOMCAT", BUNO 159019,  
flown by CDR J. T. MCHUGH, the Commanding Officer,  
and LTJG [REDACTED] arrived NAS Oceana.

01 AUG Flew first day mission from NAS Oceana.

14 AUG Squadron received second F-14A, BUNO 159007.

16 AUG Squadron assigned three (3) F-14A airplanes.

21 AUG Squadron assigned four (4) F-14A airplanes.

22 AUG CDR MCHUGH, the Commanding Officer, and Rear  
Admiral J. C. DIXON flew local familiarization  
flight.

27 AUG Squadron flew first night mission.

30 AUG Squadron assigned five (5) F-14A airplanes.

30 AUG Squadron conducted an open-house ceremony in  
Hangar 404, Module 3.

01 SEP Homeport change to East Coast effective.

13 SEP VF-14 assigned six (6) F-14A airplanes.

17 SEP CDR MCHUGH, Commanding Officer, and CAPT W. A.  
GURECK, Commanding Officer, USS JOHN F. KENNEDY  
(CV-67), flew local familiarization flight.

30 SEP CDR G. W. WHITE, JR., relieved CDR J. T. MCHUGH  
as Commanding Officer of Fighter Squadron FOURTEEN.

1974 CHRONOLOGY OF EVENTS (CONT'D)

02 OCT Squadron assigned seven (7) F-14A airplanes.

08 OCT Squadron assigned eight (8) F-14A airplanes.

11 OCT Squadron assigned nine (9) F-14A airplanes.

23 OCT Squadron assigned ten (10) F-14A airplanes.

02 NOV Squadron assigned eleven (11) F-14A airplanes.

13 NOV F-14A BUNO 159009, flown by LCDR [REDACTED] and LT [REDACTED] made first F-14A carrier landing aboard the USS JOHN F. KENNEDY (CV-67).

21 NOV Squadron assigned a full complement of F-14A airplanes - twelve (12).

03 DEC VF-14 aircrew members led by CDR G. W. WHITE, JR., Commanding Officer, made first air-to-air gunnery shoot against a towed banner. First in history on East Coast since old F-8 days.

09 DEC Detachment flown to NAS Jacksonville, Florida to concentrate on dissimilar ACM, day and night air refueling, intercepts, and Electronic Warfare training.

12 DEC LT [REDACTED] became the first East Coast and Fighter Squadron FOURTEEN pilot to day and night carrier qualify. LT [REDACTED] also became fully LSO qualified for the F-14 East Coast Community.

19 DEC Highly successful detachment to NAS Jacksonville, Florida returned to NAS Oceana.

FIGHTER SQUADRON FOURTEEN 1974 FLIGHT STATISTICS

TOTAL TIME	963.4
NITE TIME	249.4
AVG/PILOT	68.8
TOTAL CV LANDINGS	2 (Day)
TOTAL INTERCEPTS	891
AVG/CREW	63.6
ACM ENGAGEMENTS	410
AVG/CREW	22.2
GUN SORTIES	9
AVG/CREW	.6
INFLIGHT REFUELINGS	189



FIGHTER SQUADRON FOURTEEN 1974 HOURS/LANDINGS PER PILOT

NAME	TOTAL HOURS	DAY HOURS	NIGHT HOURS	FIELD LANDINGS	
				DAY	NIGHT
CDR WHITE	37.4	33.9	3.5	52	19
CDR LAVINDER	60.0	42.7	17.3	47	17
LCDR [REDACTED]	71.8	53.9	17.9	70	27
LCDR [REDACTED]	100.8	76.8	24.0	73	45
LCDR [REDACTED]	91.2	72.5	18.7	87	69
LCDR [REDACTED]	50.8	41.8	9.0	47	24
LT [REDACTED]	75.2	51.7	23.5	72	41
LT [REDACTED]	65.4	44.8	20.6	45	43
LT [REDACTED]	86.1	58.6	27.5	85	59
LT [REDACTED]	69.8	40.6	29.2	61	37
LT [REDACTED]	64.1	47.7	16.4	52	39
LT [REDACTED]	51.9	35.4	16.5	28	34
LT [REDACTED]	61.0	48.8	12.2	70	31
LTJG [REDACTED]	60.0	42.4	17.6	40	44

FIGHTER SQUADRON FOURTEEN 1974 NFO HOURS

<u>NAME</u>	<u>TOTAL HOURS</u>
LCDR [REDACTED]	61.3
LCDR [REDACTED]	47.9
LCDR [REDACTED]	82.3
LT [REDACTED]	59.4
LT [REDACTED]	52.4
LT [REDACTED]	75.4
LT [REDACTED]	68.8
LT [REDACTED]	91.0
LT [REDACTED]	75.7
LTJG [REDACTED]	76.5
LTJG [REDACTED]	98.5
LTJG [REDACTED]	62.0
LTJG [REDACTED]	61.2
LTJG [REDACTED]	62.5

FIGHTER SQUADRON FOURTEEN 1974 ORDNANCE EXPENDITURES

NOMENCLATURE

QUANTITY

20MM TP

2,331 Rounds

FIGHTER SQUADRON FOURTEEN OFFICERS AND BILLETS HELD 31 DEC 74

<u>NAME</u>	<u>BILLET</u>
CDR G. W. WHITE, JR.	COMMANDING OFFICER
CDR C. L. LAVINDER	EXECUTIVE OFFICER/LEADERSHIP
LCDR [REDACTED]	OPERATIONS OFFICER/HURRICANE EVACUATION
LCDR [REDACTED]	MAINTENANCE OFFICER
LCDR [REDACTED]	ADMINISTRATIVE OFFICER
LCDR [REDACTED]	ASS'T OPERATIONS/TRAINING/STATS OFFICERS
LCDR [REDACTED]	NATOPS/FIGHTER TRNG/INSTRUMENT OFFICER
LCDR [REDACTED]	SAFETY/DRIVE SAFE OFFICER
LCDR [REDACTED]	WEPS/NFO TRAINING OFFICER
LT [REDACTED]	ASS'T MAINTENANCE/SENIOR WATCH OFFICER
LT [REDACTED]	AIRCRAFT DIVISION/CORROSION CONTROL OFF.
LT [REDACTED]	PERSONNEL/HOUSING OFFICER
LT [REDACTED]	LSO/OPERATIONS ADMIN OFFICER
LT [REDACTED]	QUALITY ASSURANCE/MAINT SAFETY OFFICER
LT [REDACTED]	LINE DIVISION/TROUBLESHOOTER/GROUND SUPPORT EQUIPMENT OFFICER
LT [REDACTED]	MAINT/MATERIAL CONTROL/ANALYSIS OFFICER
LT [REDACTED]	MATERIAL CONTROL
LT [REDACTED]	AVIONICS/ARMAMENT DIVISION OFFICER
LT [REDACTED]	FLIGHT OFFICER
LT [REDACTED]	ELECTRONICS BRANCH OFFICER
LT [REDACTED]	AVIATORS EQUIPMENT/LSO(UNDER TRAINING)
LT [REDACTED]	AIRFRAMES BRANCH OFFICER
LT [REDACTED]	COMMUNICATIONS/CMS OFFICER
LT [REDACTED]	ASS'T PERS/PAO/COMTAC/CSM OFFICER

FIGHTER SQUADRON FOURTEEN OFFICERS AND BILLETS HELD 31 DEC 75

<u>NAME</u>	<u>BILLET</u>
LTJG [REDACTED]	MAINTENANCE CONTROL/WEIGHT & BALANCE OFF.
LTJG [REDACTED]	POWER PLANTS BRANCH/FOD PREVENTION OFF.
LTJG [REDACTED] [REDACTED]	NAV/SURV/FAS/EW OFFICER
LTJG [REDACTED]	ELEC/INSTRUMENT OFFICER
LTJG [REDACTED]	FIRST LIEUTENANT/TRANS/ATHLETIC OFFICER
LTJG [REDACTED]	LEGAL OFFICER/WELFARE & RECREATION OFF.
LTJG [REDACTED]	ED SERVICES/RETENTION/DRUG EXEMPTION OFF.
ENS [REDACTED]	AIR INTELLIGENCE/NBC/TS CONTROL/OFFICER MESS TREASURER
CWO2 [REDACTED]	ARMAMENT BRANCH/HERO OFFICER