

1984



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON FOURTEEN
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IN REPLY REFER TO:

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From: Commanding Officer, Fighter Squadron FOURTEEN
To: Chief of Naval Operations (Op-052D)

Subj: 1984 COMMAND HISTORY (OPNAV 5750-1); SUBMISSION OF

Ref: (a) OPNAVINST 5750.1B

- Encl:
- (1) Fighter Squadron FOURTEEN History (1919 - 1984) (C)
 - (2) Summary of Operations (C)
 - (3) Squadron Schedule 1984 (C)
 - (4) Officer Billet Summary
 - (5) Pilot/NFO Flight Hour Summary
 - (6) Weapons Expended Summary (C)
 - (7) Biography of CO (CDR C. W. SCHANTZ)
 - (8) Biography of XO (CDR P. W. BOWER)

1. In accordance with reference (a), enclosures (1) thru (8) are forwarded.

C. W. Schantz
C. W. SCHANTZ, R.

Copy to:
Director of Naval History

Logan

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**TOPHATTERS
FIGHTER SQUADRON FOURTEEN
1919-1984**

(U) The history of Fighter Squadron FOURTEEN dates back almost to the origin of Naval Aviation. Its record of continuous active service began in September 1919 making it the Navy's oldest active squadron. Since this early beginning the squadron has flown twenty-two different type aircraft, had its designation changed fourteen times, operated from seventeen different aircraft carriers plus several battleships, and has been commanded by fifty-nine Naval Officers.

(U) During its career the squadron has been assigned many missions including patrol and observation in its early years and scouting, attack and fighter in the years that followed when carrier based.

(U) Its carrier career began with the U.S. Navy's first carrier, USS LANGLEY (CV-1) in 1926. The squadron, then Fighter Plane Squadron One, established a record for carrier landings in a single day. Flying TS-1 aircraft, one hundred twenty-seven landings were completed by the end of flight operations.

(U) The TOPHATTERS proved to be a formidable foe during World War II. While embarked in USS RANGER the squadron provided air support for the invasion of North Africa in November 1942. During the four days of November 8-11, pilots destroyed sixteen enemy aircraft. Flying the SBD Dauntless dive bomber, the squadron participated in the first American naval air strike against German forces in Norway in October 1943. They destroyed 40,000 tons of enemy shipping in Norway's inner channel.

(U) In November 1944, the squadron transferred to the Pacific Fleet and participated in the Leyte Campaign aboard the USS BUNKER HILL (CV-17). Transferring to the USS ESSEX (CV-9), the squadron bombed fortifications on Formosa in January 1945, supported the assault on Iwo Jima in February, participated in the first naval carrier strikes on Tokyo, and completed Pacific combat operations with strikes on Okinawa in early March 1945.

(U) In 1949, the TOPHATTERS received their current designation as VF-14 with an all weather intercept mission. In May 1963 the TOPHATTERS transitioned to the F-4B Phantom II and on 23 January 1964 they became the first Phantom squadron to operate aboard USS FRANKLIN D. ROOSEVELT (CVA-42).

(U) In June 1966, the TOPHATTERS again joined the Pacific Fleet and conducted air strikes and supporting missions against military targets in North Vietnam. During this combat deployment, the squadron flew 1688 hours on 967 combat sorties and delivered 651,624 pounds of ordnance in addition to fulfilling its traditional combat air patrol and fighter escort missions.

(U) With the commissioning of the USS JOHN F. KENNEDY (CVA-67) in September 1968, the Navy's oldest squadron found itself on the newest carrier. After four highly successful Mediterranean deployments aboard KENNEDY, the squadron transitioned to the Navy's newest fighter, the F-14A TOMCAT in January 1974.

(U) Between June 1975 and January 1976, the TOPHATTERS were embarked in USS JOHN F. KENNEDY for the first Atlantic fleet deployment of the F-14. In October 1978, TOPHATTER aircrews set an all time, one month, F-14 flight hour record of 977

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hours while deployed to the Mediterranean.

(U) Commencing local carrier operations in February 1980, Fighting FOURTEEN continued its tradition of excellence, winning the "Fighter Olympics" with the highest grades ever awarded by the VF-43 adversaries and recording a perfect (100%) kill rate with all missiles fired during Type Training and readiness inspections. In August 1980 the TOPHATTERS deployed to the Mediterranean Sea with Carrier Air Wing ONE aboard the USS JOHN F. KENNEDY.

(U) In July 1981 the TOPHATTERS became a member of Carrier Air Wing SIX. The squadron deployed in June 1982 aboard USS INDEPENDENCE (CV-62), and in July was named "Best Fighter Squadron" by Commander Fighter Wing ONE for their superb performance again in the Atlantic Fleet Fighter ACM Readiness Program (FFARP) against VF-43 adversaries.

(U) October and early November 1983 found the TOPHATTERS logging combat time in support of operation URGENT FURY in Grenada. This was the squadron's first combat since Vietnam and the first in the F-14A Tomcat. After playing an integral part in the liberation of Grenada from Cuban insurgents, VF-14 proceeded east to the Mediterranean Sea with CVW-6 to participate in contingency operations off the coast of Lebanon. In early December 1983, the TOPHATTERS were again called upon to provide combat air patrol and fighter escort support for elements of the Multinational forces in Beirut, proving once again, that the oldest active squadron is always ready to fulfill its traditional mission.

(U) From April to July 1984, the TOPHATTERS participated in numerous outstanding readiness training exercises. Of particular note was the most successful series of ACM competitive exercises (FFARP) ever conducted in the Atlantic Fleet which resulted in the highest kill ratio ever recorded. During the final phase of ORE, in preparation for the 1984-85 deployment, the squadron attained a 100% missile firing success and sortie completion rate.

(C) In mid October the TOPHATTERS departed Norfolk for the Mediterranean Sea and Indian Ocean. CVW-6 and Fighter Squadron FOURTEEN participated in operation SEAWIND in November and received first hand experience fighting Soviet built MIG-21 aircraft of the Egyptian Air Force. After transiting the Suez Canal and entering the Indian Ocean the Battle Group became a Seventh Fleet asset. On station in the North Arabian Sea CVW-6 participated in Operation BEACON FLASH, a training exercise with the Sultan of Oman's Air Force. The Battle Group departed the North Arabian Sea in late December for an unscheduled visit to Singapore. This was to be considered a test case; one that would possibly open up a needed port facility for Atlantic fleet ships deployed to the Indian Ocean.

(U) The TOPHATTERS of Fighter Squadron FOURTEEN closed out another year deployed. With the vast amount of experience gained from exercises completed throughout the year and indepth knowledge of outer air battle tactics, the pilots and RIOs of Fighter Squadron FOURTEEN were prepared to go In Harm's Way.

(U) Among the many awards held by the TOPHATTERS are two Presidential Unit Citations, Navy Unit Commendation, Meritorious Unit Commendation, five battle stars, and an unprecedented three year hold on both the CNO Aviation Safety Award and CNAL Battle Efficiency "E" for the years 1959, 1960, and 1961. Fighting FOURTEEN received the CNO Safety award for 1978 and the CNAL Battle Efficiency "E" for 1979 and 1980, establishing a two year hold on the coveted award.

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SUMMARY OF OPERATIONS

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MISSION

(U) The mission of Fighter Squadron FOURTEEN is to intercept and destroy enemy aircraft and anti-ship cruise missiles in all weather conditions and to establish and maintain local air superiority.

CONCEPT

(U) Historically, a fighter squadron is tasked with opposing enemy aircraft. However, with the threat of potent long range missiles in the enemy arsenal, the multi-track and ECM capabilities of the F-14A/AWG-9 Phoenix Weapons System have received added importance. Consequently, the Maritime Air Superiority role of the TOMCAT and its crew has received added emphasis. During 1984, VF-14 has continued training for both threats.

RECAP

(U) 1 January 1984 found the TOPHATTERS on station in the Eastern Mediterranean off the coast of Lebanon, flying combat air patrol and TARPS escort missions with VF-32 in support of the multi-national forces. The flights often took them over unfriendly territory near the city of Beirut. On 7 February the USS INDEPENDENCE CV-62 pulled into Istanbul, Turkey for a port visit which was cancelled after twelve hours. The INDEPENDENCE Battle Group steamed back to the coast of Lebanon to protect the multi-national force withdrawal from Beirut. Departing the eastern Mediterranean MODLOC the Battle Group proceeded west for the North Atlantic and outchopped from the Mediterranean on 7 March.

(U) 12 March the INDEPENDENCE was on station in the North Atlantic and commenced the training exercise TEAMWORK 84. The exercise included the NATO countries of Great Britain, West Germany, Norway, Denmark, Holland and Spain. The exercise was to practice the defense of the GIUK gap from Soviet Naval and Air Forces. There were over 60 actual Soviet Bear/Badger aircraft intercepts and VF-14 operated north of the Arctic Circle for over eleven days. During these flight operations the TOPHATTERS also practiced intercepts on helicopters simulating a low, slow threat. Tactics found to be effective were forwarded to FITWING ONE. Following a port visit to Portsmouth, England, the TOPHATTERS turned west towards Norfolk, Virginia.

(U) The shore routine was fast paced beginning with Fleet Air Superiority Training. The TOPGUN Det departed 7 May, the crew was LT [REDACTED] and LT [REDACTED]. On 31 May a detachment of TOPHATTERS flew to MCAS Beaufort and participated in joint U.S. Navy/Marine AAW exercises. The F-14s provided escort for Marine Corps A-4 and AV-8 aircraft while on simulated strike missions. On 29 June FFARP training commenced for twenty four TOPHATTERS. By its completion 14 aircrewmembers earned "E's" and 10 aircrewmembers were quailed. The following aircrewmembers were not "killed" by the completion of the FFARP syllabus: CDR Terrill/LT [REDACTED], CDR Schantz/LCDR [REDACTED], LT [REDACTED]/LT [REDACTED], LT [REDACTED]/LT [REDACTED], LT [REDACTED]/LCDR [REDACTED]. In the process the aircrews earned a 6.21:1 kill ratio, the highest score ever achieved in the competition. For the first time TCS was employed which enhanced the forward quarter weapons capabilities of the Tomcat.

(U) Phase I began on 31 July with CQ in the VACAPES operating area. 21 August began CQ and Phase II/ORE Training for the squadron in the VACAPES and Puerto

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Rican Operations areas. CVW-8 acted as the Orange Force along with VAQ-33. By the final day of ORE the TOPHATTERS had achieved a 100% sortie completion rate, a 100% FMC rate and had all seven embarked aircraft airborne at one time. The overall grade for the TOPHATTERS was "low outstanding." Independence steamed back into Norfolk on 7 Sep for a short rest prior to deploying.

(U) 13 September was a scheduled DACT detachment to Nellis, AFB, however, five aircraft hurrevaced out one day early due to an incoming storm. The desert background of the DACT ranges proved to be extremely challenging. The F-5Es and F-5Fs blended in well with their desert paint schemes but the crews were still able to register multiple kills during each engagement.

(U) On 16 October USS INDEPENDENCE departed Norfolk for her deployment. After entering W-72 the airwing began CARQUALS which continued well into the night. On 27 October the USS INDEPENDENCE and CVW-6 inchooped into the Mediterranean set anchor just outside Palma and spent the next five days in port.

(U) 1-7 November INDEPENDENCE was transiting the Mediterranean Sea. On 3 Nov CDR T.J. Terrill turned over the TOPHATTERS to CDR C. W. Schantz in a short and direct 30 second ceremony in the Ready Room. CAG Refo awarded CDR Schantz his command pin. Just after assuming command, CDR Schantz logged his 700th INDEPENDENCE arrestment. During the period of 5-7 November CVW-6 participated in operation SEAWIND in which the assets of the Battle Group opposed the assets of the Egyptian Navy and Air Force. This exercise gave the newly matched crews a chance to hone low level escort procedures as well as sharpen their ACM skills against Egyptian MIG-21 aircraft. LT [REDACTED] and his RIO LT [REDACTED] along with LT [REDACTED] and his RIO LCDR [REDACTED] brought back outstanding TCS video footage of ACM engagements with FISHBEDS in uncompromisingly defensive positions. The tapes were subsequently copied and sent to TOPGUN and FITWING ONE for instructional purposes.

(U) CVW-6 inchooped to the Seventh Fleet on 12 November. From 13 November to 28 December the battle group was modlocked in the North Arabian Sea and began a series of battle exercises. Operations GLAD CUSTOMER, MULTIPLEX and ASUWEX kept the TOPHATTERS in the highest state of preparedness.

(C) 15 December was the beginning of a rigorous four day exercise known as Beacon Flash with the Sultan of Oman's Air Force. The crews flew low level flights and fought Omani Hunters and Jaguars from coastal defense squadrons. The exercise was a complete success and the Omanis proved to be an extremely capable opponent. During the course of the exercise Camelot 112 developed wingsweep difficulties and could not move the wings forward of 50 degrees. This resulted in divert to Mashirah Airbase, an island off of Oman. LT [REDACTED] and LCDR [REDACTED] handled the divert expertly and due to the maintenance effort they were airborne and back on INDEPENDENCE the following day.

(U) The INDEPENDENCE threw a party for herself on 22 December. The day included a picnic on the flight deck along with sports competitions. That same day the CO of INDEPENDENCE, Capt Carlson, announced that the battle group was on a course to Singapore for a well deserved port visit. 29 December the TOPHATTERS were in Singapore.

(U) The year had been a complete success for the TOPHATTERS, one that many could look back on and feel a great sense of pride and accomplishment. The training was superb, tactics had been maintained and refined through numerous exercises and morale was at an all time high.

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(U) The TOPHATTERS finished out 1984 with 220 days at sea and had flown over 4039 hours, 2850 hours were flown while embarked and all were accident free. The crews amassed 1348 carrier arrestments of which 33% were night arrestments.

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SQUADRON SCHEDULE - 1984:

1 JAN - 29 FEB:	DEPLOYED EASTERN MED
1 - 12 MAR:	ENROUTE NORTH ATLANTIC
7 MAR:	OUTCHOP MED
12 MAR:	ON STATION NORTH ATLANTIC
12 - 23 MAR:	OPERATION TEAMWORK '84, NORTH ATLANTIC, NORTH OF ARCTIC CIRCLE
25 - 31 MAR:	INPORT PORTSMOUTH, ENGLAND
1 - 10 APR:	ENROUTE CONUS
23 - 27 APR:	FAST TRAINING
7 MAY - 8 JUN:	TOPGUN DETACHMENT
15 - 18 MAY:	SEABAT, VCOA
31 MAY - 1 JUN:	MCAS BEAUFORT AAWEX
21 - 22 JUN:	CQ USS INDEPENDENCE, VCOA
26 JUN:	MISSILEX, VCOA AIM-7E, AIM-9H
29 JUN - 20 JUL:	FFARP
11 - 13 JUN:	SEABAT, VCOA
14 - 15 JUN:	CQ USS INDEPENDENCE, VCOA
25 JUL:	NO NOTICE MISSILEX, VCOA, AIM-7F
31 JUL - 10 AUG:	PHASE I USS INDEPENDENCE, VCOA
21 AUG - 7 SEP:	PHASE II/ORE USS INDEPENDENCE, GITMO OP AREA, PROA
23 - 31 AUG:	READEX 2-84, PROA
24 - 25 AUG:	MISSILEX, AFWTF PROA, AIM-54A, AIM-7F, AIM-7E-4, AIM-9H, AIM-9L
3 SEP:	NO NOTICE MISSILEX,AFWTF, PROA, AIM-7E-4
13 - 21 SEP:	NELLIS AFB DACT DETACHMENT
25 SEP:	MISSILEX VCOA, AIM-9H
16 OCT:	UNDERWAY USS INDEPENDENCE, MED/IO/MED DEPLOYMENT
16 - 26 OCT:	ENROUTE MED
27 OCT:	INCHOP MED
27 - 31 OCT:	INPORT PALMA DE MALLORCA, SPAIN
1 - 7 NOV:	TRANSIT MED
3 NOV:	CHANGE OF COMMAND
5 - 7 NOV:	OPERATION SEAWIND, EGYPTIAN OP AREA, EASTERN MED
8 - 11 NOV:	TRANSIT SUEZ CANAL AND RED SEA
12 NOV:	INCHOP INDIAN OCEAN/7TH FLEET
13 NOV - 28 DEC:	ON STATION, NORTH ARABIAN SEA
16 NOV:	OPERATION GLAD CUSTOMER, NORTH ARABIAN SEA
17 - 20 NOV:	OPERATION MULTIPLEX, NORTH ARABIAN SEA
3 - 5 DEC:	OPERATION ASUW, NORTH ARABIAN SEA
(C) 15 - 19 DEC:	OPERATION BEACON FLASH, OMANI OP AREA, NORTH ARABIAN SEA
29 - 31 DEC	IN PORT SINGAPORE

OFFICER BILLET SUMMARY

NAME	RANK	BILLET
SCHANTZ, CURTISS W.	CDR	COMMANDING OFFICER
BOWER, PHILLIP W.	CDR	EXECUTIVE OFFICER
[REDACTED]	LCDR	ADMINISTRATIVE OFFICER
[REDACTED]	LCDR	AMO
[REDACTED]	LCDR	SAFETY OFFICER
[REDACTED]	LCDR	OPS OFFICER
[REDACTED]	LCDR	ASST OPERATIONS MAINTENANCE OFFICER
[REDACTED]	LCDR	PERSONNEL OFFICER
[REDACTED]	LT	LEGAL OFFICER
[REDACTED]	LT	AE BRANCH OFFICER
[REDACTED]	LT	LSO/NATOPS
[REDACTED]	LT	HUMAN RESOURCES OFFICER
[REDACTED]	LT	PAO
[REDACTED]	LT	RIO TRAINING
[REDACTED]	LT	AME/PR BRANCH OFFICER
[REDACTED]	LT	SCHEDULES
[REDACTED]	LT	ESO/LSO
[REDACTED]	LT	AIR INTELLIGENCE
[REDACTED]	LT	UNASSIGNED
[REDACTED]	LT	MATERIAL CONTROL OFFICER
[REDACTED]	LT	AIRFRAMES DIVISION OFFICER
[REDACTED]	LT	A/C DIVISION OFFICER
[REDACTED]	LT	LINE DIVISION OFFICER
[REDACTED]	LT	PILOT TRAINING
[REDACTED]	LT	IWT BRANCH OFFICER
[REDACTED]	LT	MAINTENANCE CONTROL OFFICER
[REDACTED]	LT	AV/WP DIVISION OFFICER
[REDACTED]	LT	QUALITY ASSURANCE
[REDACTED]	LTJG	ASST NATOPS OFFICER
[REDACTED]	LTJG	FIRST LT
[REDACTED]	ENS	SUPPLY OFFICER
[REDACTED]	CW02	ORDNANCE OFFICER

PILOT/NFO FLIGHT HOUR SUMMARY

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(January - December 1984)

MONTH	PILOT	NFO
JAN	423.0	419.2
FEB	439.8	440.1
MAR	374.8	374.9
APR	55.9	46.4
MAY	264.1	282.0
JUN	348.2	298.0
JUL	326.5	311.7
AUG	533.0	529.9
SEP	284.8	280.8
OCT	187.1	188.2
NOV	416.0	424.9
DEC	386.2	393.6
TOTAL FLIGHT HOURS:	4039.4	3989.7

(C) WEAPONS EXPENDED - 84

MONTH	TYPE ORDNANCE	AMOUNT
JAN 84	20 MM HEI	1155 rds.
	RR129 Chaff	150 ea.
	RR144	60 ea.
	MK 46 Flare	112 ea.
	POET (Jammer)	12 ea.
	Cart. MD-48	210 ea.
	Cart. MK-131	124 ea.
FEB 84	20MM HE1	611 rds.
	RR-129 Chaff	117 ea.
	RR-144	18 ea.
	MK-46 Flare	82 ea.
	POET (Jammer)	7 ea.
	Cart. MD-48	135 ea.
	Cart. MK-131	89 ea.
MAR 84	RR-129 Chaff	7 ea.
	Cart. MD-48	7 ea.
APR 84	NONE	NONE
MAY 84	20MM TP	2236 rds.
JUN 84	20MM TP	3981 rds.
	AIM 9G Sidewinder	1 ea.
	AIM 7E-4 Sparrow	1 ea.
	Cart. MK-1 24	2 ea.
JUL 84	MJU-8 Flares	112 ea.
	Cart. MK-131	112 ea.
AUG 84	20MM TP	1314 rds.
	20MM HEI	5735 rds.
	AIM 9L Sidewinder	1 ea.
	AIM 9H Sidewinder	1 ea.
	AIM 7F Sparrow	1 ea.
	AIM 7E-4 Sparrow	1 ea.
	AIM 54A Pheonix	1 ea.
	Cart. MK-124	4 ea.
	Cart. MK-107	1 ea.
	SEP 84	20MM HEI
AIM 9H Sidewinder		1 ea.
AIM 7E-4 Sparrow		1 ea.
MK-46 Flare		1 ea.
Cart. MK-131		1 ea.
RR-129 Chaff		9 ea.
Cart. MD-48		9 ea.
OCT 84	20MM HEI	1453 rds.