



Martin D. Carmody, Rear Admiral, USN (Ret.)
 “Red”

Date of Designation: January 1942 NA # 10911

Dates of Active Duty: March 1941 - August 1977

Total Flight Hours: 4,000+

Carrier/Ship Landings: Fixed wing: 376+

Approximate Flight Hours:

Jet: 230 Prop: 3,770

VF/VA/AEW/Misc: 3,522 VT: 248

Combat Tours:

WW II: VS-10 (SBDs) in USS *Enterprise* (CV-6); Santa Cruz, Guadalcanal, Rennell Island. Oct. 1942 - May 1943 - 4 missions.

WW II: VB-8 (SB2Cs) in USS *Bunker Hill* (CV-17); Palau Islands, Hollandia, Woleai, Yap, Truk, Saipan, Tinian, Guam, Philippine Islands, Manila, Subic Bay, Clark Field, Davao, Leyte, Negros, Cebu, Samar, Formosa, Okinawa, Iwo Jima, Chichi Jima. Feb. 1944 - Oct. 1944 - 54 missions.

Korea: VC-11 (AD4W) in USS *Valley Forge* (CV-45), USS *Antietam* (CV-36) and USS *Philippine Sea* (CV-47) in support of CTF-77 strikes. Dec. 1951 - 7 missions

Korea: VF-874 (F4Us) in USS *Oriskany* (CV-34); deep strikes against North Korean targets and close air support of Army and Marines. Oct. 1952 - May 1953. - 64 missions.

Vietnam: CO, USS *Kitty Hawk* (CV-63), May 1965 - Jun. 1966

Aviation Commands:

Interim CO, VB-8 (SB2C), May 1944, USS *Bunker Hill* (CV-17).

CO, VB-98 (SB2C), Sep. 1945 - May 1946, NAS Alamitos.



Aviation Commands (continued):

CO, VF-874/VF-124 (F4U), Aug. 1952 - May 1953, USS *Oriskany* (CV-34).

CAG-8, Aug. 1957 - Jul. 1958, NAS Oceana, USS *Ranger* (CV-62) and USS *Forrestal* (CV-59).

CO, USS *Kitty Hawk* (CV-63), May 1965 - Jun. 1966, Vietnam.

Commander, Carrier Division One, Sep. 1969 - Jan. 1971, directing strikes.

COMOPTEVFOR, 1971 - 1973. Directing VX-1, VX-4 and VX-5.

Combat Awards:

3 Legions of Merit

3 Distinguished Flying Crosses

9 Air Medals

Bronze Star with Combat “V”.

3 Presidential Unit Citations

Summary of Significant Career Events

- (1) In 1947, for a six month period as Staff Air and CIC Officer with COMCARDIV One, controlled the evaluation of the first AEW Unit (TBM-3Ws) to deploy in PACFLT.
- (2) In 1953-55, as Head of Attack Requirements Section of OPNAV (OP-55), wrote the first Operational Requirements for In-Flight Refueling; a multi-engine AEW aircraft; a multi-engine COD; a two-seat F9F-8 trainer. Wrote the first requirement for a two place attack version of F4H-1 called the AH-1. Responsible for the development of the EA3 (EW) configuration; forced the installation of in-flight refueling (IFR) in the A4D. Initiated the cancellation of the A7U and the A2D aircraft as unsuitable for CV combat operations.
- (3) In 1955-57, as Operations/Training Officer, COMFAIR Alameda, was responsible for the installation of first instrumented loft bombing range at NAS Fallon, NV.

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Developed the first all-up training syllabus to meet the special weapons delivery requirement for light attack aircraft. Campaigned to convert Fallon to a Master Jet Air Base vis Lemoore. Spearheaded effort to force the Air Force to share the nuke bombing range at Wendover, Utah, thus enhancing the training of AirPac light attack squadrons.

- (4) In 1958-59, as Head of Fleet Training, OPNAV (OP-56), drafted the Naval Flight Officer Program as it exists today. Helped Ralph Hanks in sponsoring the last Weapons meet at El Centro, CA.
- (5) In 1959, was Executive Officer of USS *Oriskany* (CV-34) and invented the metal rake-device to maintain distance between ships while conning during underway replenishment.
- (6) 1960-61 in NAVWEPs: First Program Manager for the A-6 Intruder and the RA5C/Carrier Integrated Operational Control Center (IOIC). Drafted a program to install EW passive receivers and counter measures in all attack aircraft, which was rejected by the NAVWEPS IBCC. Initiated the plan to develop the C-2 COD from a modified E2A.
- (7) In 1962-63, as OP-506, initiated plans for the multi-place EA6B. In coordination with Marine Air, persuaded the SECDEF of the need for the EA6B. Chaired the ADHOC group that supported the VSTOL concept. Initiated and managed the successful evaluation of the U-2 and the C-130 for carrier operations.
- (8) In 1965-66 as Commanding Officer, the USS *Kitty Hawk* (CV-63) received the highest Operational Readiness Inspection (ORI) marks awarded to any carrier during the Vietnam era. Coordinated the development of tactical combat requirements for the E2C and the RA5C on their first deployment in the Pacific. As CTG-76.6 initiated and directed the first strike on the pristine coaling station at Cam Pha, and survived the political and international repercussions when bomb debris landed on a Polish collier loading coal. The station was out of action for over eight months.
- (9) In 1966-67, as Program Manager for Electronic Warfare in the Naval Material Command, managed the "Shoe Horn" program to equip all carrier jet aircraft in Vietnam with a Passive and Active Countermeasures capability. The Shoe Horn program was conceived by Sam Brown and Julian Lake.
- (10) In 1968-69, as Director of Electronic and Command and Control in OPNAV, I campaigned to develop an Electronic Warfare infrastructure to equip and support our aircraft in Vietnam. As Head of the first Quick Reaction Committee (QRC), was able to expedite the delivery of EW equipment to our squadrons in WestPac. Unfortunately, we delivered too little - too-late to reduce our losses or to keep our people out of the Hanoi Hilton.
- (11) In 1970, as CarDiv Commander and CTF-70 in the Gulf of Tonkin, I witnessed the loss of many Air Crews as the result of the Navy's reluctance to embrace Electronic Warfare as an essential element of Warfare.
- (12) In 1971-74, as Commander, Operational Test and Evaluation Force (COMOPTEVFOR), continued the campaign to increase air weapons and ECM/DECM capability through VX-1, VX-4, and VX-5. Working with the 2nd Marine Air Wing, developed a viable evaluation criteria for the AV-8 Harrier. Validated the LAMPS concept for Destroyers. Evaluated the carrier, Sea Control Ship concept over a period of three years and had to disapprove the concept because it could not survive in the harsh realities of war.
- (13) In November 1942, was forced to ditch my SBD in the Coral Sea at night in heavy storm. My radioman, John Liska, and I managed to row and sail our rubber raft to an island where friendly natives led us to a coast-watcher who in turn radioed our position to the USS *Curtiss*. Five days later we were picked up by a Black Cat PBY. A year later while in USS *Intrepid* I was forced to ditch an SB2C in the Pacific and was rescued by a motor whale boat from the USS *Gatling*.
- (14) During my last year in service I had the honor to be the Gray Eagle.