



Kurt C. Schroeder, Captain USNR (Ret.)
 “Nazi II”

Date of Designation: 30 August 1963

Dates of Active Duty: June 1961 – August 1970

Total Flight Hours: 6,300

Carrier/Ship Landings: Fixed wing: 475

Approximate Flight Hours:

Jet: 5,800 Prop: 500 VF/VA: 5,800

Duty Assignment Chronology

- 9/56-6/61 Midshipman, University of Wisconsin Regular NROTC Program. Graduated with Bachelor of Science Degrees in Mechanical Engineering and Naval Science
- 6/61-6/62 Commissioned Ensign, USN Reported to USS *Buck* (DD-761). Assigned as Main Propulsion Assistant, qualified as CDO and OOD under way
- 6/62-9/63 U. S. Naval Air Training Command. Completed training in T-34, T-2A, TF-9F, AF-9F, and F-11. Designated Naval Aviator
- 9/63-12/63 VF-174, Crusader Replacement Air Wing. (F-8A,B,C,D,E).
- 12/63-12/66 VF-33, Air Wing Six aboard USS *Enterprise* (CVN-65) and USS *America* (CV-66). Initial deployment in the F-8E, subsequent deployments in F-4B. Participated in “Operation Sea Orbit”, circumnavigation of the globe by nuclear task force.
- 1/67-10/67 U. S. Naval Test Pilot School, Class 47 (TF-8A, T-2C, F-6A (F-4D), T-28, A-7A, H-13).



- 10/67-9/70 Carrier Suitability Branch, Flight Test Division, Naval Air Test Center. (RF-8A, RF-4C, F-8C/D/E/H/J, F-4B/J/K, A-4C/E/F, A-7E, C-1A, A-1H, QSRA).
- 9/70 Departed active duty.
- 6/71-1/72 F-8 Reserve Training Unit, NAS Miramar. (F-8J).
- 2/72-12/95 Grumman Aerospace Corporation. Experimental Test Pilot, Chief Test Pilot, Director Flight Operations, Director Flight Test, Director Test and Evaluation. (F-14A/B/D, KA-6, A-6A/E/F, EA-6B, F-4B, OV-1D, X-29, TIFS, Baron B-58, Beech Bonanza).

Summary of Significant Career Events

1. Performed the carrier-based all-weather fighter mission, initially flying the F-8E Crusader and subsequently the F-4B Phantom.
2. Graduate U. S. Navy Test Pilot School, Class 47. Assigned to the Carrier Suitability Branch, Flight Test Division, Naval Air Test Center.
3. Became Navy’s Carrier Suitability Project Pilot for the British Navy’s F-4K Phantom II. Project included integration of the afterburner-equipped turbofan Rolls Royce Spey engine, development of the carrier approach characteristics, and determination of the catapult minimum launch speed. The airplane’s specification requirement to launch over 20 knots slower than the U.S. Navy’s F-4J was accomplished.
4. Navy’s Carrier Suitability Project Pilot for numerous F-8 Crusader and F-4 Phantom projects, including catapult/arrestment structural demonstrations and Approach Power Compensator improvements.

Summary of Significant Career Events continued

5. Carrier Suitability Project Pilot for much needed improvements to the F-8J airplane. AFC-544 and an increased thrust J-57-P420 engine were required to improve inadequate wave-off performance. Project included documentation of improved wave-off performance and determination of the configuration's catapult minimum launch speed. Improvements to the Approach Power Compensator were included.
6. Participating project pilot for developing the Automatic Carrier Landing System for the F-4/A-7 aircraft. Project included fully automatic shore-based and ship approaches to touchdown.
7. After joining Grumman Aerospace Corporation, assigned as Project Pilot for the F-14 Carrier Suitability Structural Demonstration. Contractual requirements required demonstration of the basic airplane and full range of air-to-air and air-to-ground stores to aircraft limits for catapult launch and arrested landing. The catapult phase included maximum g launches, on-center and off-center, as well as a degraded catapult steam-ingestion demonstration. The arrested landing phase included high sink landings at three different attitudes, off-center arrestments, rolled and yawed arrestments and in-flight engagements. Included in the program was development of the F-14's Approach Power Compensator and Automatic Carrier Landing System.
8. Six-month tour in Iran as Grumman F-14 Instructor Pilot for the Imperial Iranian Air Force.
9. Grumman Project Pilot for departure/spin recovery investigation for the GE-F110 equipped F-14. Project included over 300 intentional departures from controlled flight to determine engine compatibility and validate a critical change to the NATOPS departure/spin recovery procedures. Program marked the first time NAVAIR approved this type of program without the requirement to equip the test airplane with emergency recovery systems.
10. Grumman Project Pilot for F-14A/B weapon system development at Point Mugu, CA.
11. Grumman Project Pilot for a classified program involving full envelope clearance for an advanced weapon on the A-6E.
12. A-6E Composite Wing Flight Test Program. Airplanes incorporating the new composite wing were coming off the production line, but Boeing's test program required for NAVAIR to clear the full flight envelope for Fleet use was well behind schedule. Boeing requested Grumman test pilot assistance. Program involved structural clearances, performance demonstrations, and weapon separation demonstrations.
13. Grumman Project Pilot for F-14D Pre-Deployment Update flight test program. Project involved full envelope clearances for all weapon configurations anticipated for the F-14D.
14. Grumman X-29 Technology Demonstrator Project Pilot. In addition to the forward swept wing, this experimental airplane incorporated eight other "cutting edge" technologies, which were being evaluated for the first time in a full-scale airplane. After performing the bulk of the critical fly-by-wire control system development in the simulator, became the second pilot to fly this highly unstable airplane.
15. Elected to Fellow, the highest level of membership in the Society of Experimental Test Pilots, an International organization.
16. Served as International President of the Society of Experimental Test Pilots in 1987.
17. Development and initial flight test of the A-6F Advanced Intruder, incorporating GE F-404 engines and other improvements. Program terminated by NAVAIR.
18. Development and initial flight test of the advanced EA-6B, incorporating aerodynamic strakes, higher thrust engines, and two additional store stations. Program terminated by NAVAIR.
19. Grumman career commenced as an Experimental Test Pilot, then in succession became Chief Test Pilot, Director of Flight Operations, Director of Flight Test, and finally Director of Test and Evaluation. Each advancement represented additional responsibility while retaining current duties.
20. Completed Naval career in the U.S. Naval Reserve, retiring as a Captain.