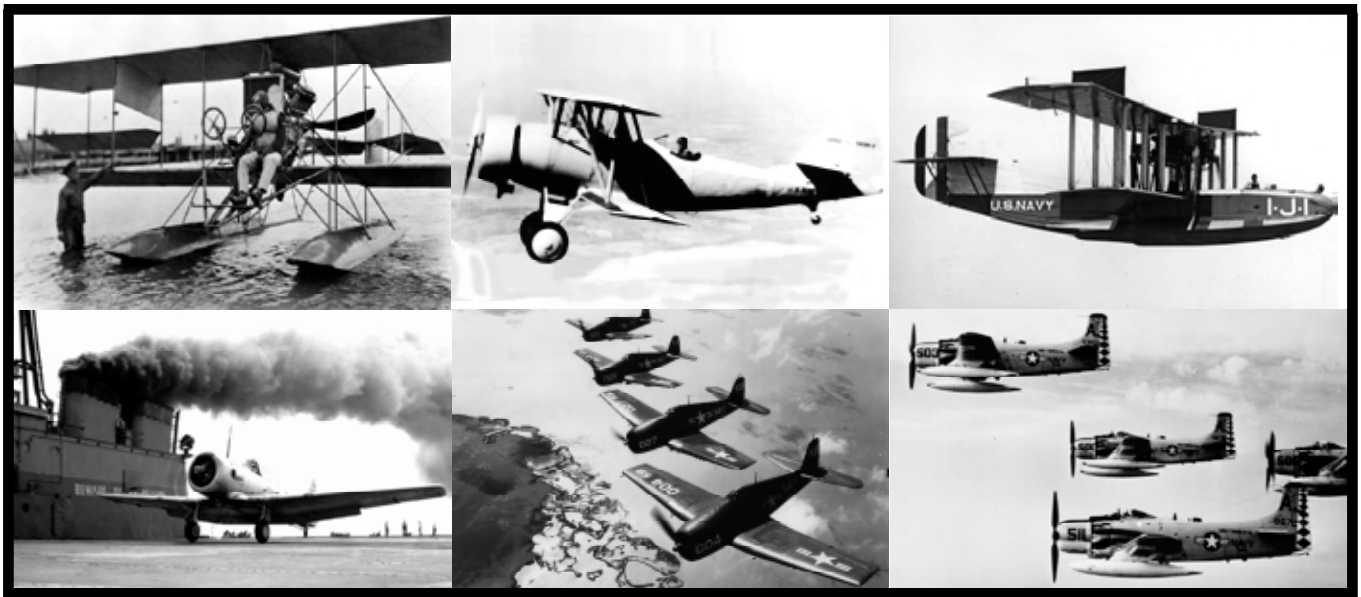



The Early and Pioneer Naval Aviators Association

*"The Golden Eagles®"*

# Chronolog



# Forward

The Early and Pioneer Naval Aviators Association, better known as "The Golden Eagles," founded in 1956, functions as a living memorial to those early Naval Aviators who pioneered and provided the leadership for the development of this unique military aviation force. Originally, the membership was limited to one hundred whose designation as Naval Aviators for the most part were within the first 1,900 who qualified for their wings. Membership was later expanded to include pioneer jet and helicopter pilots and aviators who qualified for carrier landings during the period when the USS Langley (CV-1) was the only airplane carrier. Over the years the membership limitation has been expanded to two hundred regular members because of the growth of Naval Aviation. Due to the advancing age of the early pioneers', membership qualifications were broadened, but qualifications remained highly restrictive. To perpetuate the spirit of the earlier members, selection for membership is made from those who are pioneers in some new aspect of Naval Aviation, or who are respected by their peers as leaders because of their outstanding skills as a pilot, their wide experience, good judgement, personal character, and their dedication to flying.

This Chronolog is provided for the support and preservation of Naval Aviation and in honor of the members, their spouses and other members of their families whose support and sacrifices made Naval Aviation the unique force that it is today. The material provided herein is not a definitive history, but is an assembly of individual biographies which cover most of the advancements and milestones of events and accomplishments of Naval Aviation since its beginning.

Finally, it is important to recognize that the planning, organization, assembly, editing, and printing of this Chronolog was accomplished almost single-handed by Captain Jerry M. Zacharias, USN (Ret.), a Golden Eagle. For this massive effort all the Golden Eagles are deeply grateful. Col Raymond R. Powell, USMC, MGen Kenneth W. Weir, USMCR and CAPT John F. Manning have continued this effort.

Noteworthy accomplishments of the current Golden Eagle membership include:

- Participants in the Battles of Coral Sea, Midway, Guadalcanal and other significant WW II, Korean, Vietnam and Desert Shield/Desert Storm campaigns;
- 4 Congressional Space Medal of Honor recipients who were Navy astronauts;
- 33 Navy Crosses (some multiple awards), 59 Silver Star awards, 36 Purple Hearts, 373 Distinguished Flying Crosses, 105 Bronze Stars, and 3,474 Air Medals;
- 81 enemy aircraft shot down. Group includes 8 Fighter "Aces";
- 14 holders of world speed, altitude, distance, endurance, time-to-climb or other records;
- 12 former leaders or members of the Blue Angles Flight Demonstration Team;
- 8 Navy astronauts who flew in Mercury, Gemini, Apollo, Discovery, Challenger and/or Endeavor space flights;
- 2 former Chief of Naval Operations;
- 1 Korean War and 5 former Vietnam Prisoners of War;
- 69 graduates of the Navy Test Pilot School;
- 52 graduates of the U. S. Naval Academy;
- Collectively this group represents over 1.39 million flight hours, 40,665 combat missions, 135,387 carrier arrested landings, and 11,642 ship rotary wing/VSTOL ship landings.

In addition, for deceased Golden Eagles, 9 were Medal of Honor recipients, and others held 92 Navy Crosses, 70 Silver Stars and 34 Purple Heart awards. A total of 36 deceased Golden Eagles were "Fighter Aces" and shot down 353 enemy aircraft. Eleven deceased were world record holders.



# Chronolog 2010 Edition

Biographies of current members missing from this edition of the Chronolog are:

Regular Members (4)
MGen Charles Bolden, USMC (Ret.)
RADM William Pickavance, USN (Ret.)
LtCol David Vest, USMC (Ret.)
CAPT John Young, USN (Ret.)

Emeritus Members (0)

Honorary Members (0)

Their biographies will be added as they become available.



THE EARLY AND PIONEER NAVAL AVIATORS
ASSOCIATION
*"The Golden Eagles®"*

# Regular Members


USAF TPS 1975


2000

## Charles S. Abbot ADM USN (Ret)

"Steve"

Date of Designation: February 4, 1972 NA#V-32321

Dates of Active Duty: June 1966 - November 2000

Total Flight Hours: 3,600

Carrier/Ship Landings: Fixed wing: 750

Approximate Flight Hours:
Jet: 3,200 Prop: 400 VF/VA: 3,000
VS: 20 VT: 300

Combat Tours:
Vietnam: USS *Henry B. Wilson* (DDG-7) Nov. 1966-May 1967,
VA-27, Jan.-Apr. 1973 (A-7E)
VA-27, Oct. 1974-Apr. 1975 (A-7E)
Iraq: USS *Theodore Roosevelt*, Jan.-Mar. 1991,
Total Combat Missions: 8 (A-7E)

Aviation Commands:
CO, VA-86, Jun. 1982 - Jun. 1983 (A-7E )
CO, USS *Caloosahatchee* (AO-98). Aug. 1987 - Feb. 1989
CO, USS *Theodore Roosevelt* (CVN- 71) Feb. 1990 - Aug.1992
Commander Carrier Group EIGHT, May 1994 - Jul. 1995
Commander SIXTH Fleet/Commander Naval Striking and Support Forces, Southern Europe Jul. 1996 - Jul. 1998

Awards:
2 Defense Distinguished Service Medals
Distinguished Service Medal
Defense Superior Service Medal
4 Legion of Merit
Bronze Star Medal
Defense Meritorious Service Medal
3 Meritorious Service Medals

Awards continued:
Air Medal with Numeral "1"
Navy and Marine Commendation Medal with Combat "V" and one Gold Star

### Duty Assignment Chronology

| | |
|---|---|
| 6/62-6/66 | U.S. Naval Academy, Midshipman. |
| 6/66-9/66 | Tartar Missile School, U.S. Naval Schools. Command, Mare Island, Vallejo, CA DUINS. |
| 9/66-9/67 | USS *Henry B. Wilson* (DDG-7)(Missile Officer). |
| 9/67-7/70 | New College, Oxford University, England (Rhodes Scholar). |
| 8/70-2/72 | Flight Training Pensacola, Meridian, Kingsville (T-34B, T-2A/B/C, TA-4). |
| 2/72-12/72 | VA-122, NAS Lemoore, Fleet Replacement Pilot (A-7E). |
| 1/73-7/75 | VA-27 (A-7E). |
| 7/75-7/76 | USAF Test Pilot School, Edwards AFB Exchange Pilot (T-38, T-1, F-4, KC-135, A-7D, T-37, C-141, 737) |
| 7/76-9/79 | Naval Air Test Center, Patuxent River, MD Project Test Pilot and Test Operations Coordinator (A-7, TA-7, F-4, OV-10, T-34C, F/A-18). |
| 9/79-2/80 | VA-174 Ready Replacement Pilot (A-7E). |
| 2/80-5/81 | VA-46 Operations Officer (A-7E ). |
| 5/81-7/81 | VA-174 Ready Replacement Pilot (A-7E). |
| 7/81-6/82 | XO, VA-86 (A-7E). |
| 6/82-12/83 | CO, VA-86 (A-7E). |
| 6/83-12/83 | Naval Nuclear Power School, NTC, Orlando, FL. |
| 12/83-6/84 | Naval Nuclear Power Training Unit, Idaho Falls, ID. |
| 6/84-9/84 | Naval Reactors, DOE, Washington, DC. |
| 9/84-2/87 | XO, USS T*heodore Roosevelt* (CVN-71). |
| 3/87-8/87 | Surface Warfare Officers School Command |
| 8/87-2/89 | CO, USS *Caloosahatchee* (AO-98). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 2/89-2/90 | Commander, SECOND Fleet, Chief of Staff for Operations. |
| 2/90-8/92 | CO, USS *Theodore Roosevelt* (CVN-71). |
| 8/92-2/93 | Office of CNO Director, Carrier & Air Station Programs Division (N885). |
| 2/93-5/94 | Deputy Director for Operations (Current Operations) J-33, Joint Staff. |
| 5/94-7/95 | Commander Carrier Group EIGHT, USS *Theodore Roosevelt* (CVN-71). |
| 7/95-7/96 | U.S. European Command Director, J-3. |
| 7/96-7/98 | Commander SIXTH Fleet/Commander Naval Striking and Support Forces, Southern Europe. |
| 7/98-8/00 | Deputy Commander in Chief, U.S. European Command. |
| 11/1/2000 | Retired from active duty. |
| 11/00-9/01 | Senior Fellow, Center for Naval Analysis. |
| 9/01-6/03 | Deputy Homeland Security Advisor. |
| 6/03- | President, Navy-Marine Corps Relief Society. |

## Summary of Significant Career Events

(1) Evaluation flight of the YF-17, Sep 1976, Pax River F/A-18 Project Pilot, ’77-’79, Pax River.

(2) T-34C NPE Test Director, Wichita, KS, ‘78.

(3) Commander, Operation Silver Wake, Non-combatant evacuation of Albania, 1997.


1955


1997 Margaret

## James L. Abbot, Jr., Rear Admiral, USN (Ret.)

"Doc"

Date of Designation: 29 August 1941 NA # 8529

Dates of Active Duty: June 1935 - April 1974

Total Flight Hours: 4,404

Carrier/Ship Landings: Fixed wing: 146

Approximate Flight Hours:
Jet: 10 Prop: 4,394 VF/VA: 1,000
VR/VP: 500 VS: 1,000 VU/VFP: 500 VT 1,000

Combat Tours:
WW II: VS Squadron in South Pacific - not considered combat.

Aviation Commands:
CO, VS-66, Mar. 1943 - Mar. 1944 (LT)
CO, VF-42, Oct. 1946 - Dec. 1948 (LCDR)
CO, VU-4, Jan. 1951 - Jul. 1952 (CDR)
CO, USS *Valcour* (AVP-55), Sep. 1960 - Mar. 1961 (CAPT)
CO, USS *Intrepid* (CVA-11), Mar. 1961 - Jun. 1962 (CAPT)
Director of Naval Warfare Analyses (OP-91), Jul. 1966 - Feb. 1967 (RADM)
Commander U. S. Naval Support Force, Antarctica, Feb. 1967 - Jun. 1969 (RADM)
Commander Carrier Division SIXTEEN, Jun. 1969 - Oct. 1970 (RADM)
Inspector General, U. S. Atlantic Fleet, Oct. 1970 - Jul. 1972 (RADM)
Director of Naval Educational Development, Nov. 1972 - Apr. 1974 (RADM)

Decorations:
2 Legions of Merit
Air Medal
Navy Commendation Medal, and various Service, Area, and Victory medals.

## Duty Assignment Chronology

Midshipman/Ensign/LT(jg) and Lieutenant Assignments:

| | |
|---|---|
| 6/35-6/39 | U.S. Naval Academy, Midshipman. |
| 6/39-9/39 | USS *Enterprise* (CV-6), Assistant Navigator. |
| 9/39-3/41 | USS *Gilmer* (DD-233), all billets except CO and XO. |
| 4/41-12/41 | Flight Training, (Pensacola and Miami). |
| 12/41-11/42 | Advanced Carrier Training Group, Pacific. |
| 12/42-3/43 | Operations Officer, Scouting Squadron 1-D14 (VS 1-D-14). |
| 3/43-3/44 | CO, Scouting Squadron SIXTY SIX (VS-66). |

Lieutenant Commander and Commander Assignments:

| | |
|---|---|
| 3/44-7/46 | Staff, Chief of Naval Air Training. |
| 7/46-10/46 | Fighter Refresher Training (Miami). |
| 10/46-12/48 | CO, Fighter Squadron FORTY TWO (VBF 75/VF 4B/VF-42). |
| 1/49-1/51 | OPNAV (OP-542, Aviation Training Division). |
| 1/51-7/52 | CO, Utility Squadron FOUR (VU-4). |
| 7/52-1/53 | Student, Armed Forces Staff College, Norfolk. |
| 1/53-7/55 | Plans and Operations Officer, CNABATRA, Pensacola, FL. |
| 7/55-7/56 | Operations Officer, then XO, USS *Lake Champlain* (CVA-39). |
| 7/56-8/57 | Operations Officer, Carrier Division TWO. |

Captain Assignments:

| | |
|---|---|
| 8/57-8/60 | Ass't. Commandant then Executive Officer, Bancroft Hall, U. S. Naval Academy. |
| 9/60-3/61 | CO, USS *Valcour* (AVP-55). |
| 3/61-6/62 | CO, USS *Intrepid* (CVA-11). |
| 7/62-7/63 | Chief of Staff, Carrier Division FIVE. |
| 8/63-8/64 | Student, National War College (Night School at George Washington University). |
| 8/64-7/66 | Director Mid-Range Studies, OPNAV, OP-912 |

Flag Officer Assignments:

| | |
|---|---|
| 7/66-2/67 | Director of Naval Warfare Analyses (OPNAV, OP-91). |

- Continued -

Flag Officer Assignments continued:

| | |
|---|---|
| 2/67-6/69 | Commander, U. S. Naval Support Force, Antarctica. |
| 6/69-10/70 | Commander Carrier Division SIXTEEN. |
| 10/70-6/72 | Inspector General, U. S. Atlantic Fleet. |
| 11/72-4/74 | Director of Naval Educational Development (CNET staff). |

## Summary of Significant Career Events

(1) **Airplanes flown include**;
N3N-1/3, 03U-1, SU-2/3/4, SBU-1, NJ-1, SNJ-1/2/3/4, SBC-3/4, SBD-4/5, F3F-2, BT-1, SNV-1, F4F-3A/4, XF4F-4, OS2U-3, OS2N-1, J2F-5, PV-1, F4U-1/4/4B/ and 5, F6F-3/5/5K, GB-2, JD-1, SNB-2/2C/4/5, R4D/R4D-5R/6R/8, JRB-3/4/5/6, TF-1, TBM-3U, F7F-2D, PBM-5A, F8F-1B, TV-2/2D, C-1A, T-28B, T-34A, F9F-2, AD-1/3Q/5N, UF-1/1T/2 and LC130-F/130-R

(2) **First Schedule Winter Flight to Antarctica.**
It happened in June, 1967, out of Christchurch, NZ., and had been schedule several months ahead. We took in mail, replacement personnel, and fresh provisions, and brought back mail and relieved personnel. It was dark black and hairy, but went off like clockwork.

(3) **Personal and Family.**
Born 26 June 26 1918, in Mobile. Son of Helen (Taylor) Abbot and Captain J. Lloyd Abbot, USNR (USNA '12). Married 21 June 1941 to Marjorie Grubbs of Norfolk, VA., who passed away on 26 Aug 1974. Three children: Captain (Ret.) J. Lloyd Abbot III, USN, (USNA '65); Vice Admiral Charles S. Abbot, USN, (USNA '66); and Mary Neville Abbot , Dickinson College (1971).

This is an all-navy family. Like their father, Admiral Abbot's sons are Naval Aviators and "Tail Hookers". Admiral Abbot's brother is the Rev. R. Taylor Abbot, CDR (Ret.) USNR, and his sister is LCDR(W) (Ret.) Helen T. Abbot USNR. His nephew, (USNA '84), is LCDR John F. Abbot, USNR. His grandson, Spencer Abbot, graduated from the Naval Academy as the Brigade Commander ("six striper") in '95; is currently pursuing a Doctorate at Tufts University; and expects to enter flight training at Pensacola in October, 1997. His grandson Matthew Abbot is just finishing his plebe year as a member of the Naval Academy class of 2000.

On 27 Sep. 1975, Admiral Abbot married a widow, his high school classmate, Margaret (Pratt) White. This marriage increased the number of children from three to five. Grandchild count is presently thirteen; ten boys and three girls.

(4) **Post Active Duty**:

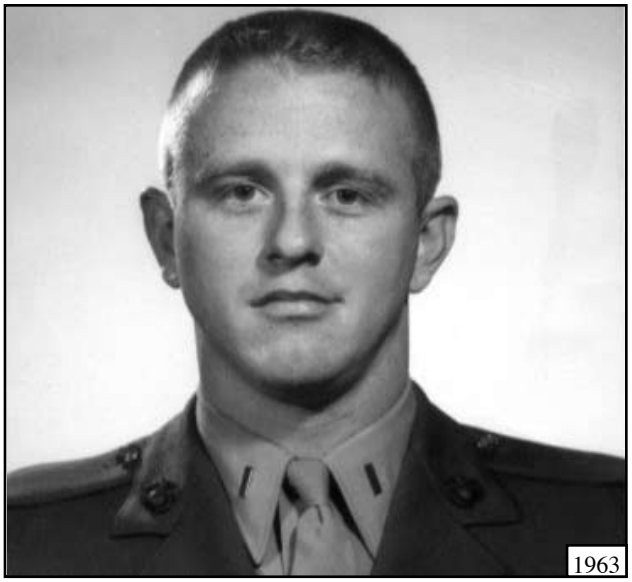
- Boards of Directors completed hitches:
Mobile Chapter, American Red Cross; Mobile Kiwanis Club; Mobile Chapter, Freedoms Foundation; Friends of the Library; SecNav Advisory Committee for Retired Personnel; The Retired Officers' Association (TROA, First Vice Chairman of the Board); Board of Control, U.S. Naval Institute; Mobile Area Chamber of Commerce (Vice Chairman for Military Affairs); Naval Academy Alumni Association; USS *Alabama* Battleship Commission (Chairman '95-'96)

- Boards of Directors. current:
Mobile Council, Navy League (Past President); Naval Aviation Museum Foundation (Southeast Regional Director); Mobile Bay Area Veterans' Day Commission (President, from 7/91); USS *Alabama* Battleship Foundation (Chairman from 10/96); Mobile Maritime Museum Foundation.

- Sports/hobbies:
Tennis, golf, boating, swimming, photography, fishing.

- Special qualifications:
Commercial Pilot's license; Ocean Operator's ("Hundred Ton") license. Has made 57 boat deliveies since 1975, most of them being new BERTRAM's brought from the factory, in Miami, to Mobile. Two power boats were delivered from Florida to Tulsa, Oklahoma; one from Cape May to Ft. Lauderdale; A 60' ketch was sailed from North Haven Maine to Corner Brook, Newfoundland; from San Juan to Camden, Maine; from Greenwich, Ct. to Oxford, Md; and from Antigua to Newport, RI. More recently, a 75' sloop was sailed from Oxford, Md to Savannah, GA, in Nov. '91; from Miami to Newport in May '92; from Guatemala to Newport in April '93; and from Greenwich to Annapolis in October '93. (Data current 4 March 1997).

- Recent Event:
On August 14th, 1997, Admiral Abbot was summoned to appear before the Assembled Mayor and City Council of the City of Mobile. The Mayor then read a Proclamation naming Admiral Abbot as Mobile's FIRST SEA LORD.


1963


2002 Karen

**John L. Adkinson, Jr. Colonel, USMC (Ret.)**
"Larry"

Date of Designation: 28 December 1963 NA# V-20646

Dates of Active Duty: June 1962 – August 1988

Total Flight Hours: 5,100+

Carrier/Ship Landings: Fixed wing: 38

Approximate Flight Hours:
Jet: 4,400 Prop: 700 VF/VA: 4,000
VT: 300 Other: 800 (Varga, Cessna, Citabria)

Combat Tours:

| | |
|---|---|
| Vietnam: | VMA-211, Oct.-Dec. 1965, Chu Lai RVN (A-4E) |
| Vietnam: | VMA-224, Dec. 1965-May 1966, Chu Lai RVN (A-4E) |
| Vietnam: | VMA-211 , Sep. 1968-Jan. 1969 Chu Lai RVN (A-4E) |
| Vietnam: | H&MS -11, Feb. 1969-Oct. 1969 Danang RVN (TA-4F, F-100F) |

Total Combat Missions: 681 (1,117 Hours)
(300 (A-4E), 376 (TA-4F), 5 (F-100F – "Misty FACs)

Aviation Commands:
CO, VMA-331, July 1981-Feb. 1983 (A-4M)

Combat Awards:
Distinguished Flying Cross
2 Single Mission Air Medals
44 Strike/Flight Air Medals
Navy Commendation Medal w/Combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 6/62-12/63 | Flight School. |
| 1/64-2/64 | VMT-3, MCAS El Toro. |
| 3/64-12/65 | VMA-211, El Toro/WP, Chu Lai (A-4E). |
| 12/65-5/66 | VMA-224, Chu Lai (A-4E). |
| 7/66-8/67 | 1st ANGLICO, MCAS Kaneohe (T-1A). |
| 9/67-6/68 | VMF 212, MCAS Kaneohe (F-8B). |
| 7/68-8/68 | VMAT 203/VMA-331. A-4 Refresher. |
| 9/68-2/69 | VMA 211, Chu Lai (A-4E). |
| 2/69-10/69 | H&MS-11, Danang (T-A4F - Fast FAC). |
| 11/69-2/70 | VMA-331, MCAS Beaufort (A-4E). |
| 3/70-2/71 | H&MS-31, Beaufort (TA-4F) – Flt Officer. |
| 3/71–5/72 | VMA-331, (A-4E/M) Wep & Tac. Officer |
| 2/72 | Light Attack Wpns School- Lemoore (A-4M). |
| 6/72-5/75 | MARTD Atlanta (F-8K) Ops. Officer. |
| 6/75-7/76 | MWSG-17, Iwakuni S-3 (T/OA-4F/M). |
| 8/76-5/77 | Air University, Maxwell AFB – DIFDEN. |
| 7/77-8/80 | USNA Leadership Instructor – DIFDEN. Spring-Summer '80 VTNA Flt Prog at USNA – Flew Mid'n Orientations in Varga Kachina /Citabria. |
| 9/80-6/81 | 2d MAW, MCAS Cherry Pt. G-1 (OA-4M). |
| 7-81-2/83 | CO, VMA-331, Cherry Pt /WestPac (A-4M). |
| 3/83-7/84 | HQMC, PP&O – Command Center and Operations Sec Head & Branch Head. |
| 8/84-8/86 | OPNAV-954, Strike and Amphibious Warfare – Non-nuclear Ordnance Rqmts. |
| 8/86-8/88 | Chief, Firepower Division, Marine Corps Development Center, Quantico, VA. |
| 8/88-Present | Employment in private sector; except for 15 months raising for Special Olympics International, I have been a DOD contractor. |

## Summary of Significant Career Events

(1) 1965-66. Flew 141 air-ground missions in A-4E with VMA-211 and VMA-224 from Chu Lai SATS field.

(2) 1968-69. Flew 159 air-ground missions in A-4E from Chu Lai.

(3) 1969 (Feb-Oct). Conceived and developed highly successful advanced tactics for use of the TA-4F as high speed, low level visual reconnaissance and strike control aircraft in Central Laos (Steel Tiger) in 1969. Flew 50-80 flight hours per month in the TA-4F as

- Continued -

Summary of Significant Career Events continued

"Playboy" Fast FAC during this period. Flew five Fast FAC combat missions in F-100F with USAF "Misty" to cross fertilize effective tactics. Wrote the initial content in the A-4/TA-4 Tactical Manual on this subject. Many of these "SCAR" tactics still in use today by Navy and Marine TACAIR. LtGen Duane Wills and Gen Rich Hearney were "Playboy" FastFACs – both are Golden Eagles.

(4) 1972-75. As MARTD Atlanta Ops Officer led six and eight plane F-8K Dets to USAF College Dart (3x), Green Flag and many 2-4 plane ACM Dets to active duty USMC F-4 squadrons in CONUS.

(5) 1980. While on the faculty of the US Naval Academy, and in response to a national fuel shortage and associated training overload in the Naval Air Training Command, was a prime mover to form and develop a hands-on flight orientation program called VTNA. It was comprised of leased aircraft, some full time civilian flight instructors and three Naval Aviators with their FAA pilot licenses we operated five aircraft from Fort Meade Air Field, in MD to provide hands-on familiarization flights to all midshipmen during their junior year/2nd class summer training. that would have not otherwise happened due to its cancellation by the Naval Training Command for that summer. As Ops Officer, personally flew 35-40 hours a week for 10 weeks, principally in the Varga Kachina 2150-A. This single engine plane proved effective for a military aviation orientation because it had tandem seating, a control stick (vice yoke) and tricycle landing gear. Flew 3-4 "acrobatic" flights a week in the Citabria with midshipmen volunteers who earned it through various drawings and competitions.

(6) 1981. Recipient of the 4000 hours accident free miltary aviation safety certificate.

(7) 1981 - 1983. As CO, VMA-331, MCAS Cherry Pt. Led a 20-plane A-4M squadron through successful operations on both coasts of the US and six-month deployment to the Western Pacific that: 1) was first in the entire Marine Corps in monthly fixed wing flight hours; 2) maintained a perfect safety record; and, 3) tested the original Family Readiness Program. Group CO was MajGen Dick Gustafson – Golden Eagle.

(8) 1984 - 1986. Division of Strike and Amphibious Warfare/Directorate of Naval Warfare, Pentagon, Senior Military Requirements Officer. Assembled, coordinated and analyzed strategic and tactical factors constituting the Non-Nuclear Ordnance Requirements (NNOR) for the Navy and Marine Corps. Worked successively for RADM Tom Brown and RADM Jim Flatley – both Golden Eagles.

(9) 1986 – 1988. Chief, Firepower Division, Marine Corps Development Center, Quantico, VA. Division Chief. Managed research and development of new Marine Corps ground combat systems.

(10) 1988 – 1998. Program Support to various DOD and Marine Corps systems. Fifteen month hiatus in 1995/6 to raise funds for Special Olympics International.

(11) 1998-Present (2007). Director, Synthesis Center, Marine Corps Warfighting Laboratory, Quantico, VA. We gather, organize and synthesize knowledge from experiments and pre-experiment training to clearly describe tactics, techniques and procedures (TTPs), and some enabling technologies that can help Marines fight and win battles. We write and publish all final experiment After Action Reports (AARs). We combine observed results, participant feedback and post experment analysis to develop, write and publish focused, easy-to-read documents titled: X-Files. There are more than 250,000 copies of forty three (43) different X-Files delivered to the Operating Forces.

(12) Assisted my wife, Karen, from my home town of Geneva, NY, in raising a daughter and two sons – one of whom is a Cobra pilot in the USMC. We have three grandchildren.




1960


1991

**George A. Aitcheson, RADM, USN (Ret.)**
"George"

Date of Designation: 18 December 1953 NA # T-3928

Dates of Active Duty: 12 June 1952 - 1 July 1985

Total Flight Hours: 6,751

Carrier/Ship Landings: Fixed wing: 782

Approximate Flight Hours:
Jet: 6,000 Prop: 500 Helo: 28
VR/VP: 150 VT: 300

Combat Tours:
Vietnam: XO, VF-191 aboard USS *Oriskany,* Jun. 1969 - Nov. 1969. - 62 combat missions.
Vietnam: CO, VF-191 aboard USS *Oriskany,* May 1970- Dec. 1970. - 86 combat missions.
Vietnam: Commander CVW-15 aboard USS *Coral Sea* (CV-43), Mar. 1973- Sep. 1973. - 23 combat missions.

Aviation Commands:
CO, VF-191, May 1970 - May 1971.
CO, CVW-15, Mar. 1973 - Apr. 1974.
CO, USS *Sacramento* (AOE-1), Mar. 1975 - Jul. 1976.
CO, USS *Coral Sea* (CV-43), Mar. 1977 - May 1978.
Commander, Carrier Group 7, Jun. 1981 - Jul. 1983.

Combat Awards: (Vietnam)
7 Air Medals
Bronze Star with Combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 6/52-12/53 | Flight Training ( NAS Pensacola, Kingsville, and Corpus Christi). |
| 1/54-5/54 | Jet Transition Training, NAS Kingsville, TX. |
| 5/54-2/56 | VF-192, USS *Oriskany*, NAS Moffett Field. |
| 2/56-6/56 | Flight Instructor, Fleet All Weather Training Unit, NAS Moffett Field, CA. |
| 6/56-2/58 | USN Reserve Squadron, NAS Alameda, CA. |
| 2/58-10/58 | Flight Instructor, Fleet All Weather Training Unit, NAS Moffett Field, CA. |
| 10/58-6/59 | Student, USN Test Pilot School, Naval Air Test Center (NATC) Patuxent River, MD. |
| 6/59-6/61 | Test Pilot, Weapons Systems Test, NATC Patuxent River, MD. |
| 6/61-11/61 | VF-124, F-8 Crusader Training, NAS Miramar, CA. |
| 11/61-2/64 | VF-141 and VF-53, NAS Miramar. |
| 2/64-8/64 | Flight Instructor, VF-124, NAS Miramar. |
| 8/64-7/65 | Student, U.S. Naval War College, Newport, RI. |
| 7/65-10/67 | Instructor, USN Test Pilot School, NATC Patuxent River, MD. |
| 10/67-12/69 | USS *Intrepid*, NAS Norfolk, VA. |
| 1/69-5/69 | F8 Refresher Training, VF-124, NAS Miramar |
| 5/69-5/71 | XO and CO, VF-191, NAS Miramar and USS *Oriskany.* |
| 5/71-8/71 | Staff, COMFAIRMIRAMAR, NAS Miramar. |
| 8/71-6/72 | Student, U.S. Army War College, Carlisle, PA. |
| 6/72-1/73 | CAG Refresher Training. |
| 2/73-3/74 | Commander, CVW-15, NAS Miramar and USS *Coral Sea*. |
| 3/74-3/75 | Staff, COMNAVAIRPAC, NAS North Island, CA. |
| 4/75-8/76 | CO, USS *Sacramento* (AOE-1), Bremerton, WA. |
| 9/76-2/76 | Ship Engineering Training, Idaho Falls, ID. |
| 3/77-5/78 | CO, USS *Coral Sea* (CV-43), NAS Alameda, CA. |
| 6/78-10/79 | Staff, CINCPAC, Camp Smith, HI. |
| 10/79-5/81 | Staff, CINCPACFLT, Honolulu, HI. |
| 5/81-7/83 | Commander, Carrier Group SEVEN, Alameda and North Island, CA. |
| 7/83-7/85 | OPNAV Staff (Pentagon), Washington, D. C. |
| 7/1/85 | Retired from active duty. |

- Continued -

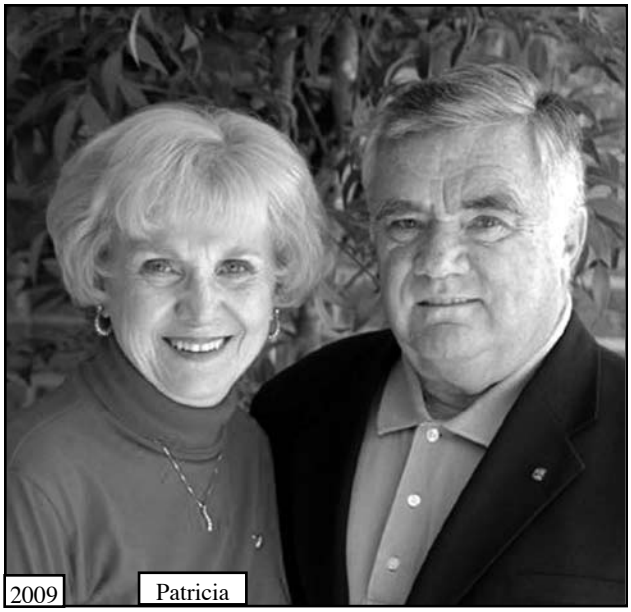
## Summary of Significant Career Events

(1) Graduate of Navy Test Pilot School, Class 22. During tour as project pilot/project manager , 1958-1961, flew over 25 different aircraft. Evaluations included F-3H, F-4, A-4 series, FJ-4B, S-2, T-2J and F-8.

(2) On second tour at Naval Air Test Center, taught flying qualities and performance. Flew single engine prop aircraft, multi-engine prop, turbo-prop, jet and helicopters. Ran Navy “Quick EVAL” on the F-5E. Visited European test centers and flew British, French and Swedish aircraft. Member of Swedish DRAKEN Order.

(3) After Navy career, spent two years (1990-1991) as civilian test pilot. Aircraft utilized include F-4C and F-4D, F-100, F-86, and “T-bird” (T-33). Flew project for Navy, Air Force and civilian aerospace contractors.


1966


2009 Patricia

## John Allen, CAPT, USN (Ret.)

"Frog"

Date of Designation: 24 May 1963 NA# V-20275

Dates of Active Duty: September 5, 1958-November 1, 1988

Total Flight Hours: 5,461

Carrier/Ship Landings: Fixed wing: 1,033

Approximate Flight Hours:
Jet: 5,106 Prop: 355 VF/VA: 4,556 VT: 290
Other: 615

Combat Tours:
Vietnam: USS *Hancock* (CV-19), Feb. 1965-May 1965 and Dec. 1965- May 1966
POW: 02/65 - 02/73
Total Combat Missions: 129 (F-8s)

Commands:
O-in-C, VF-101 Det, Key West, July 1976-Dec. 1977
CO, VF-33, June 1978-Dec 1979
CO, Naval Air Station Oceana, June 1986-Sept. 1988

Combat Awards:
10 Air Medals
Navy Commendation with Combat V

### Duty Assignment Chronology

| | |
|---|---|
| 9/58-12/58 | Boot Camp. |
| 12/58-6/59 | NAS Pensacola, FL. |
| 6/59-3/60 | TD (A) School, Millington, TN. |
| 3/60-11/61 | FAETULANT, NAS Norfolk, VA. |
| 11/61-5/63 | NavCad, Flight Training, (T-34B, T-2A, F-9, F-11). |
| 6/63-11/63 | VF-124, Fleet Replacement Pilot, (TF-9, F-8A/B/C/D/E). |
| 11/63-10/66 | VF-24, Line, Schedules, LSO, (F-8C), one deployment in USS *Midway* (CVA-41), two deployments in USS *Hancock* (CV-19). |
| 10/66-12/69 | Blue Angels, Left Wing, Slot, Lead Solo, (F-11, F-4J). |
| 1/70-12/70 | VF-201, LSO, PAO, (F-8K). |
| 1/71-8/71 | VF-101, Fleet Replacement Pilot, (F-4B, F-4J) |
| 8/71-12/73 | VF-14, Ops, Maintenance, (F-4B), two deployments in USS *John F Kennedy* (CV-67) |
| 1/74-6/76 | VF-101, Admin, Maintenance, Instructor, (F-4J, F14A) |
| 6/76-12/77 | VF-101/171 ACM DET Key West, FL, Officer-in-Charge, (F-4N, A-4E/T). |
| 1/78-6/78 | VF-33, XO, (F-4J). |
| 6/78-12/79 | VF-33, CO, (F-4J), worked up four carriers and then deployed in USS *Independence* (CV-62) |
| 1/80-10/81 | COMFITWING One, Chief of Staff, (F-4J, F-14A, A-4E/T). |
| 10/81-11/83 | USS *John F Kennedy (*CV-67), Operations Officer, (F-14A). |
| 11/83-6/85 | COMNAVAIRLANT, Training Officer, ( F-14A). |
| 6/85-6/86 | OPNAV 954, Strike Warfare. |
| 6/86-9/88 | NAS Oceana, VA, Commanding Officer, (F-14A/B, A-4E/T, C-12). |
| 11/88 | Retired from active duty |

### Summary of Significant Career Events

(1) As an Ensign, completed the F-8 replacement training syllabus and deployed in less than five months.

(2) Made one deployment in Midway and two more in *Hancock* in 33 months. The two deployments in *Hancock* involved combat flights over North/South Vietnam. I was the junior pilot in VF-24 for two and one half deployments.

- Continued -

Summary of Significant Career Events continued

(3) Landed an F-8C on *Hancock* at night after experiencing an attitude instrument failure. No backup instrment in that airplane.

(4) Fully qualified as LSO during first tour. Had orders to VF-124, F-8 RAG as an LSO, when selected for the Blue Angels.

(5) Flew three different positions in three years on the Blue Angels. Left Wing and Slot in the F-11 (1967-1968), and Lead Solo in 1969, the first year we flew the F-4.

(6) First pilot to perform the "dirty" roll on takeoff in the F-4.

(7) First pilot to perform the outside one half Cuban eight in the F-4. It required pushing three and one half to four negative Gs.

(8) Was deployed to the Med 19 months of the 28 months I was in VF-14. A member of the CVW-1 airshow team. Traveled to Greece and Italy to brief their Air Forces on war at sea.

(9) Aided Admiral "Bad" Fred Lewis in establishing the F-14 Replacement Training Squadron at NAS Oceana.

(10) As XO and CO of VF-33, worked up four carriers prior to working up and deploying in *Independence*. Had all five carrier's names painted on the tail of my airplane.

(11) As OPS officer in *John F Kennedy*, I remained current in the F-14 and flew with the air wing on work ups and deployment.

(12) From the time I first flew the T-34 in flight training in 1962 until I retired, 1 Nov 1988, the only time I did not fly was during my one year tour in OPNAV.

(13) After retirement from the Navy, I taught F-14 simulators at NAS Oceana for 13 years. I also flew Lear Jets for Flight International for three years.

(14) During my retired life, I was elected to the Chesapeake, VA city council for a four term and appointed to fill a portion of another term.


1969


2007

**Joseph T. Anderson, Maj Gen USMC (Ret.)**
"Joe"

Date of Designation: 14 August 1970 NA# T-13278

Dates of Active Duty: June 1968 - January 2003

Total Flight Hours: 4,200

Carrier/Ship Landings: Fixed wing: 25 Rotary wing 20
VSTOL: 534

Approximate Flight Hours:
Jet: 4,000 Prop: 45 VMA/VMFA: 4,000
VT: 30 Rotary: 155

Combat Tours:
Vietnam: VMFA-115 DaNang, RVN (F-4B)
VMFA-115 Nam Phong, Thailand (F4B)
Total Combat Missions: 187 (F-4B)

Commands:
OIC, VMA-231 Det A Kadena, Okinawa (AV-8A)
CO, VMA-331 MCAS Cherry Point, NC (AV-8B)
CO, MAG -13 MCAS Yuma, AZ (AV-8B)
CG, 1st MAW Okinawa, Japan

Combat Awards:
13 Air Medals
Vietnamese Cross of Gallantry

## Duty Assignment Chronology

| | |
|---|---|
| 6/64- 6/68 | U. S. Naval Academy. |
| 7/68-12/68 | The Basic School MCB, Quantico, VA |
| 1/69-12/69 | USAF Undergraduate Pilot Training, Craig AFB, AL (T-41/ T-37/ T-38). |
| 1/70-8/70 | VMAT-103 MCAS Yuma, AZ (TA-4). |
| 9/70-6/71 | VMFAT-101 MCAS Yuma, AZ (F-4B). |
| 7/71-5/72 | VMFA-314 MCAS El Toro, CA (F-4B). |
| 6/72-1/73 | VMFA-115 DaNang, RVN (F-4B). |
| 2/73-6/73 | VMFA-115 Nam Phong, Thailand (F-4B). |
| 7/73- 8/74 | VMA-231 MCAS Cherry Point, NC (AV-8A). |
| 9/73- 5/74 | VMA-542 MCAS Cherry Point, NC (AV-8A). |
| 6/74-12/74 | VMAT-203 MCAS Cherry Point, NC (AV-8A) |
| 1/75-12/75 | Class 70, USN TPS, NAS Patuxent River, MD (T-38/ T-2/ B-26/U-1/ A-37/ U-6/T-2/ H-58/ P-3/A-4). |
| 1/76-6/79 | Strike Aircraft Test Directorate, NAS Patuxent River, MD (AV-8A/ YAV-8B/A-3/ X-22/A-7/A-4/ H-47/ T-33/ T-34/OV-10). |
| 7/79-8/79 | VMA-231 MCAS Cherry Point, NC, AMO (AV-8A). |
| 9/79-5-80 | VMA-231 Det B, Kadena AFB, Okinawa Japan, OIC (AV-8A). |
| 6/80-5/82 | VMA-231, XO (AV-8A). |
| 6/82-5/83 | South Atlantic Study Group, Institute for Defense Analysis, VA. |
| 6/83-7/85 | AV-8 APM Systems & Engineering, Naval Air Systems Command, VA. |
| 8/85-6/86 | National War College, Ft. McNair, DC. |
| 6/87-7/87 | VMA-331 MCAS Cherry Point, NC, CO (AV-8B). |
| 8/88-8/90 | APW-21 HQMC, Washington, DC. |
| 9/90-5/9 | MAG 13, CO (AV-8B) |
| 6/93-6/94 | OUSD Tactical Warfare Programs, Pentagon. |
| 6/94-6/95 | Director of Operations, HQMC, DC. |
| 7/95-7-97 | Vice Commander, Naval Air Systems Command, VA. |
| 8/97-1/98 | C4I, HQMC, DC. |
| 2/98-12/00 | CG, 1st Marine Aircraft Wing, Okinawa, Japan (AV-8B/F-18/C-130/UH-1/H-1/CH-46/ H-53/EA-6/F-15). |

## Summary of Significant Career Events

(1) Designated USAF Aviator in December 1969.

(2) Designated Naval Aviator in August 1970.

(3) Ski Jump Evaluator, Farnborough, UK 1978.

- Continued -

Summary of Significant Career Events continued

(4) YAV-8B Navy Preliminary Evaluator.

(5) AV-8A/ LHA Shipboard Compatibility Evaluator.

(6) Deputy Director National Air and Space Museum.



Carrier Qualifications, USS *Cabot* (CVL-27) - 1950



1996

## Mr. Neil A. Armstrong

"Neil"

Date of Designation: 1950

Dates of Active Duty: 1949 - 1954

Total Flight Hours: 7,000

Carrier/Ship Landings: Fixed wing: 112

Combat Tours:

Korea: VF-51 aboard USS *Essex* (CVA-9). Flew 78 combat missions in F9F-2 during 1951-52 tour in Sea of Japan. Received damage to aircraft over North. Made it to vicinity of Marine airstrip just below bomb line (King K3) and ejected. Returned to the ship and completed the tour.

Combat Awards:

3 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 1946 | U.S. CAA Pilots License. |
| 1949-50 | NATC Pensacola/Corpus Christi, Student. SNJ, F8F-1. |
| 1950 | Designated U. S. Naval Aviator FASRON 7, NAS North Island, CA., SNJ, F8F-2. |
| 1950-52 | VF-51, NAS North Island and USS *Essex*. Korean action, F9F-2. |
| 1952 | VR-32, NAS North Island, F6F, F8F, F9F, TBM/TBD, AD, F4U, SNJ, SNB, PV-2, TV-2, R4D. |
| 1954 | Aeronautical Engineer, Carrier Suit, Branch, Naval Air Test Center, Patuxent River, MD. |
| 1952-55 | VF-724, NAS Glenview, FG-1D, F9F-6/7. |
| 1955-57 | VF-773, NAS Los Alamitos, F9F-6. |
| 1955 | Designated NACA Research Pilot and Engineer. Icing Studies, Deicing Tests, High Reynolds Number heat transfer, NACA Lewis Research Center, R4D, F-82. |
| 1955 | Transferred to NACA Flight Research Center, Edwards AFB, CA. Supersonic Boundary Layer Heating, Supersonic Stability and Control Testing, F100A. |
| 1956 | Use of Leading Edge Slats for Pitchup Alleviation, F-100A. Supersonic Compressor Stall Boundary Studies F-100A, F-101. Shock Wave Loading of Empennage [in-flight], F-100C. Boundary Layer Noise, B-47A. |
| 1957 | Roll Coupling Alleviation Using Pitch Damping, F-100C/D. Supersonic Boundary Layer Transition and Heat Transfer, F-104A. |
| 1958 | Designated NASA Research Pilot and Scientist, NPE, XF4H-1. Minimum Controllability Boundary Determinations, Variable Stability YF-86D, F-86E. |
| 1959 | Supersonic Parachute Development, F-104. Variable Stability Systems Development F-101. |
| 1960 | Self-Adaptive Flight Control System Development, F-101. Supersonic Boundary Layer Studies, F-104. Reaction Control Development, F-104A. X-1B,Low L/D Landing Studies, F-102, F-104, X-1B. Ball nose Development, X-15. |
| 1961 | Dyna-Soar Abort. Development, F5D. Adaptive. Control System, F-101A, X-15. |
| 1962 | Supersonic Radar Altimetry, F-104D. Flexible Wing Glider Approach and Development, Parasev. |
| 1962 | Designated Astronaut - Transferred to NASA Manned Spacecraft Center. |
| 1963-69 | NASA Manned Space Program, Commanded Gemini VIII and Apollo 11. Moon landing. |
| 1970 | Designated NASA Deputy Associate Administrator (Aeronautics). |
| 1971-79 | University Professor of Engineering, University of Cincinnati. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 1973 | President., Lorian, Inc. |
| 1989- | Chairman, AIL.Systems, Inc. |

## Summary of Significant Career Events

WORLD RECORDS

- Apollo 11, 6 World's records.
- Time to Climb to 15,000 meters, Class. C-1e Group 3, 12 minutes 26.7 seconds, LR28, 2/19/79x.
- Attitude, Class C-1f Group 3, 15,584.6 meters, LR28, 2/19/79x.
- Altitude, Class C-1e Group 3, 15,584.6 meters, LR28, 2/20/79x.
- Attitude in Horizontal Flight, Class C-1f Group 3, 15,584.6 meters, LR28, 2/19/79x
- Attitude in Horizontal Flight, Class C-1e Group 3, 15,584.6 meters, LR28, 2/20/79x
- Round the World Eastbound, Class C-1 & C-1t (U.S)(participant), Boeing 747SP, 1/29-30/88.


1967


1985

## Robert B. Arnold, Captain, USN (Ret.)

"Bob"

Date of Designation: 19 May 1954

Dates of Active Duty: January 1953 - May 1979

Total Flight Hours: 5,400

Carrier/Ship Landings: Fixed wing: 1,265

Approximate Flight Hours:
Jet: 4,400 Prop: 1,000 VF/VA: 4,400
VT: 1,000

Combat Tours:
Vietnam: VA-164 (A4E), USS *Oriskany*, Jul. 1967-Jan. 1968 - 125 combat missions.
Vietnam: VA-97 (A7A), USS *Constellation*, Dec. 1969 - Jun. 1970 - 100 combat missions.
Vietnam: VA-97 (A7E), USS *Enterprise*, Jun. 1971 - Dec. 1971 - 95 combat missions,
Vietnam: USS *Oriskany, Constellation, America* (A7), Aug. 1972 - 11 combat missions
Vietnam: Air Force (F4) - 1 mission; Air Force (C130) - 1 mission; Air Force (OV-10) - 3 missions.
Total - 336 combat missions.

Aviation Commands:
CO, VA-97, December 1970 - December 1971

Combat Awards:
Silver Star
4 Distinguished Flying Crosses
Bronze Star
38 Air Medals (6 Individual and 32 Strike Flight)

## Duty Assignment Chronology

| | |
|---|---|
| 1/53-5/54 | Pensacola, FL., Flight Training. NAVCAD (SNJ).<br>NAAS Kingsville, TX., Advanced Flight Training (SNB, F6F, TV-2). |
| 5/54-8/58 | VF-173, NAS Jacksonville, FL. Ensign - LT and LSO (F9F6, F2H, AD, FJ3, SNB). |
| 8/58-1/61 | VT-5, Flight Instructor and LSO (T28, SNB, TV, T2V). |
| 1/61-1/62 | NAF El Centro, CA., Chuting Stars PAO (T28, F9). |
| 1/62-6/64 | VA-125, NAS Lemoore, CA., Fleet Replacement Pilot (A4).<br>VA-112, NAS Lemoore, CA., Operations Officer and LSO (A4, F8). |
| 6/64-6/66 | U. S. Naval Postgraduate School, Monterey, CA., Student (T2B, T28). |
| 6/66-1/67 | VA-125, NAS Lemoore, CA., Instructor (A4). |
| 1/67-5/68 | VA-164, NAS Lemoore, CA., Operations Officer (A4). USS *Oriskany* Vietnam deployment. |
| 5/68-5/69 | OPNAV, Washington, D.C., CNO Operations Briefer (T2V). |
| 5/69-12/69 | VA-125, NAS Lemoore, CA., Fleet Replacement Pilot (A7). |
| 12/69-12/71 | XO/CO, VA-97, USS *Constellation* and USS *Enterprise* Vietnam deployments (A7, F4). |
| 12/71-1/74 | COMNAVAIRPAC, San Diego, CA., Light Attack Training Officer (A4, A7, T28). |
| 1/74-6/74 | USS *Midway*, Admiral McDonald's Staff. |
| 6/74-12/75 | XO, USS *Kitty Hawk* (CVA-63). |
| 1/76-5/79 | JCS, Plans & Policy (J-5), Washington, D.C. |
| 5/1/79 | Retired from active duty. |

## Summary of Significant Career Events

(1) Navy's first jet cadet, 1954

(2) 50+ Alpha Strikes in North Vietnam.

- Continued -

Summary of Significant Career Events continued

(3) Alpha Strike Leader on Haiphong ammunition storage area strike. Awarded Silver Star.

(4) Three IronHand strike leads - Phuc Yen airfield, Hanoi. Awarded 2 Distinguished Flying Crosses.






## Stanley R. Arthur, Admiral, USN (Ret.)

"Stan"

Date of Designation: 22 August 1958 NA # V-14520

Dates of Active Duty: 7 June 1957 - 1 April 1995

Total Flight Hours: 4,829

Carrier/Ship Landings: Fixed wing: 1,073

Approximate Flight Hours:
Jet: 2,785 Prop: 2,044

Combat Tours:
Vietnam: USS *Bennington* (CVS-20), Feb. 1966-Apr.1967
Vietnam: VA-55, Dec. 1967 - May 1970
Vietnam: VA-164, Jul. 1971 - Jun. 1973
Desert Storm: COMUSNAVCENT, Dec. 1990-Apr. 199
Total combat missions - 514

Aviation Commands:
CO, VA-164, Jul 1972 - Jun. 1973
CO, USS *San Jose* (AFS-7), Apr. 1976 - Dec. 1977
CO, USS *Coral Se*a (CV-43), May 1978 - Dec. 1979
Commander, Rapid Deployment Naval Forces,
Jul. 1981 - Dec. 1982
Commander, U.S. Naval Forces, Central Command,
Jan. 1983 - Jul. 1983
Commander, Carrier Group SEVEN, Jul. 1983 - Jul. 1985
Commander SEVENTH Fleet, Dec. 1990 - Jul. 1992

Combat Awards:
Legion of Merit with combat "V" and 3 gold stars
11 Distinguished Flying Crosses
51 Air Medals (4 Individual/ 47 Strike-Flight)
Navy Commendation Medal with Combat "V" & Gold Star

### Duty Assignment Chronology

| | |
|---|---|
| 6/57-3/58 | NABTC, NAS Pensacola, FL (DUINS). |
| 3/58-8/58 | NAAS Kingsville, TX (DUINS). |
| 9/58-4/60 | VS-21. |
| 4/60-6/62 | VS-29. |
| 7/62-6/64 | Naval Postgraduate School, Monterey, CA. |
| 6/64-2/66 | VX-1. |
| 2/66-4/67 | USS *Bennington* (CVS-20), Assistant. Navigator/CDO. |
| 4/67-6/67 | NAAS Kingsville, TX (DUINS). |
| 6/67-12/67 | VA-125 (DUINS). |
| 12/67-5/70 | VA-55, Training Officer/Operations Officer. |
| 5/70-7/71 | VA-122 (Maintenance Officer/Weapons Off. ADDU: COMFAIRLEMORE. OINC, Weapons Training Center, Lemoore. |
| 7/71-7/72 | VA-164 (XO). |
| 7/72-7/73 | CO, VA-164 |
| 7/73-8/74 | Industrial College of the Armed Forces (DUINS). |
| 8/74-3/76 | BUPERS (Head, Aviation LCDR/JO Assignment Branch). |
| 4/76-12/77 | CO, USS *San Jose* (AFS-7). |
| 12/77-5/78 | Naval Reactors Facility, Idaho Falls, ID (DUINS). |
| 5/78-12/79 | CO, USS *Coral Se*a (CV-43). |
| 1/80-7/81 | Staff, CINCPACFLT (Fleet Operations Off.) CINCPACFLT (Asst. C/S, Plans and Policy). |
| 7/81-12/82 | ADDU: Commander, Rapid Deployment Naval Forces. |
| 1/83-7/83 | Commander, U.S. Naval Forces, Central Command. |
| 7/83-7/85 | Commander, Carrier Group SEVEN. |
| 7/85-7/86 | Office of CNO (Director, Aviation Plans and Requirements) (OP 50). |
| 7/86-1/88 | Office of CNO (Director, General Planning and Programming Division) (OP 90)/(OP 80) |
| 2/88-11/90 | Office of CNO (Deputy Chief of Naval Operations, Logistics) (OP 04). |
| 12/90-7/92 | Commander SEVENTH Fleet (ADDU: Commander, U.S. Naval Forces Central Command (12/90-4/91) |
| 12/92-5/95 | Vice Chief of Naval Operations. |
| 6/1/95 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

Admiral Arthur was born in San Diego, California. He entered the U.S. Navy through the Naval Reserve Officer Training Corps (NROTC) Program at Miami University and was commissioned in June 1957.

Designated a Naval Aviator in 1958, he reported to VS-21 and later was a "plank owner" in VS-29. Admiral Arthur attended the U.S. Naval Postgraduate School where he earned a Bachelor of Science Degree in Aeronautical Engineering, followed by a tour of duty with VX-1, as Weapons Project Officer. After a tour in USS *Bennington* (CVS-20), he reported to VA-55 aboard USS *Hancock* (CVA-19). He then reported to VA-122 as an A-7 Instructor Pilot and Maintenance Officer. Additionally, he became the first Officer in Charge of COMFAIRLEMOORE Weapons Training Center.

In July 1971, he reported to VA-164 as Executive Officer and assumed command a year later while again deployed in USS *Hancock*. During this tour, he completed over 500 combat missions in the A-4 Skyhawk.



While attending ICAF he acquired a Master of Science Degree in Administration from George Washington University. Following assignments at the Bureau of Naval Personnel, he reported aboard USS *San Jose* (AFS-7) as Commanding Officer in July 1976, and assumed command of USS *Coral Sea* (CV-43) in June 1978.

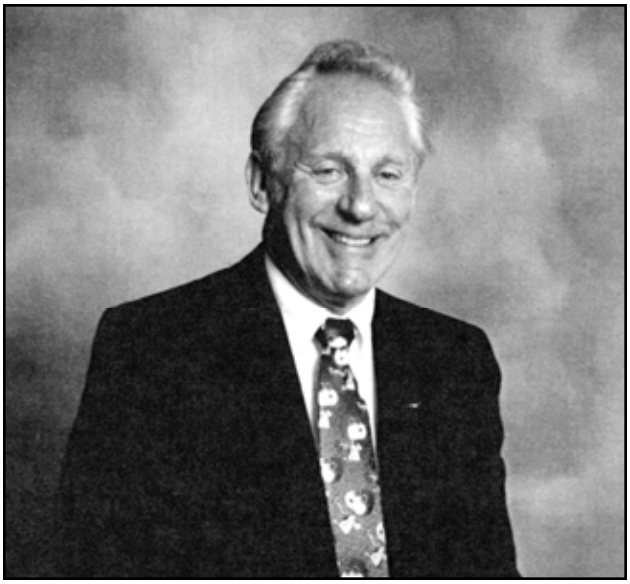
Other significant assignments included the staff of the Commander in Chief, U.S. Pacific Fleet, Pearl Harbor, as Fleet Operations Officer and then as Assistant Chief of Staff for Plans and Policy with additional duty as Commander, Rapid Deployment Naval Forces and U.S. Naval Forces Central Command; Commander, Carrier Group SEVEN; Director, Aviation Plans and Require- ments Division (OP-50); and Director, General Planning and Programming Division (OP-80). Selected for the rank of Vice Admiral in February 1988, he assumed the duties as Deputy Chief of Naval Operations (Logistics).

On 1 December 1990, Admiral Arthur assumed duties as Commander U.S. SEVENTH Fleet and Commander, U.S. Naval Forces Central Command for Operations Desert Shield/Desert Storm. He directed the operations and tactical movements of more than 96,000 Navy and Marine Corps personnel and 130 U.S. Navy and Allied ships, including 6 aircraft carrier battle groups, 2 battleships, 2 hospital ships, 4 minesweepers and numerous combatant and amphibious ships. This represented the largest U.S. naval armada amassed since World War II. On 24 April 1991, he relinquished duties as COMUSNAVCENT and continued duties as Commander, SEVENTH Fleet until his change of command in July 1992. Admiral Arthur assumed duties as the Vice Chief of Naval Operations on 6 July 1992.

Admiral Arthur has been awarded the Defense Distinguished Service Medal, Navy Distinguished Service Medal (3 awards), Legion of Merit (4 awards, 1 with Combat "V"), Distinguished Flying Cross (11 awards), the Meritorious Service Medal, individual Air Medal (4 awards), Strike/Flight Air Medal (47 awards), Navy Commendation Medal (2 awards, 1 with Combat "V"), various foreign personal decorations, and additional individual U.S. and Foreign Service and campaign awards.

Admiral Arthur is married to the former Jennie Lou Mapes of Jackson, Ohio. They have four children; Erin, Brian, Derek, and Brad.



**Robert F. Aumack, Commander, USN (Ret.)**
"Bob"

Date of Designation: 8 May 1950 NA # T-582

Dates of Active Duty: August 1948 - July 1976

Total Flight Hours: 7,300+

Carrier/Ship Landings: Fixed: 512 (Arrested (Tough & go and bolters not included)

Approximate Flight Hours:
Jet: 6,000 Prop: 1,360 VF: 7,000
Other: Civilian: Approximately 400 hours in F4U-4/5 and P-51 plus various single/twin engine aircraft.

Combat Tours:
Vietnam: VF-162 aboard USS *Oriskany* (CVA-34), Northern sector, Aug. 1967 - Jan. 1968. 76 missions.

Aviation Commands:
CO, VF-162, Feb. 1968 - Dec. 1968
Though not a command, was O-in-C and Leader of U.S. Navy Flight Demonstration Team (Blue Angels) all of 1964, 1965 and 1966.

Combat Awards:
2 Distinguished Flying Crosses
7 Air Medals
1 Distinguished Flying Cross (non-combat)

## Duty Assignment Chronology

9/48-5/50 Joined the Navy under the Holloway Program (Public Law #729), known as the Flying Midshipman Program, and designated Naval Aviator (# T-582) at NAS Pensacola on 8 May1950.

5/50-4/51 Assigned to VF-24 with temporary duty in VF-13 at NAS Jacksonville. When Korean War began in June 1950, orders were canceled and went to VF-43 when Air Group Four was recommissioned that September at NAAS Cecil Field. Reported to VF-174, NAS Jacksonville (4/51) as replacement pilot when Air Group Seventeen was readying for deployment.

4/51-10/53 VF-174. Two Mediterranean cruises in USS *Franklin D. Roosevelt* (CVB-42) flying F4U-5/F4U-4 through end of '52 when transitioned to F9F-6. Dead stick landing in Corsair on *FDR*, 7/31/51.

10/53-4/54 FASRON-6 (IFTD). Assigned in setting up and instructing in Instrument Flight Training Detachment for fleet aviators. (First formal instrument training detachments).

5/54-6/54 Flight instructor, ATU-201 NAAS Kingsville, TX.

6/54-1/55 Flight instructor, ATU-204 NAAS Chase Field, Beeville, TX.

1/55-8/57 Formed and instructed at Jet Transition Training Unit (JTTU), NAAS Olathe - the first Navy unit whose mission was to transition fleet prop Naval Aviators into jets. F9F-6 fleet experienced pilots were cadre of the unit.

9/57-6/58 General Line School at U.S. Naval Postgraduate School, Monterey, CA.

7/58-10/60 Assistant Air Operations, USS *Ranger* (CVA-61). First super carrier in Far East and was showboat for dignitaries. Two cruises to WESTPAC. Second year/cruise was also Senior Air Controller when CIC needed controller organization.

10/60-2/61 VF-124 F8 RAG, NAS Moffett Field, CA.

3/61-3/63 VF-191 Maintenance Officer and Operations Officer. Two WESTPAC deployments in USS *Bon Homme Richard* (CVA-31).

4/63- 9/63 VF Training Officer, COMFAIRMIRAMAR..

9/63-3/67 Blue Angels. Officer-in-Charge 1964 through 1966. Out of the country to Caribbean and

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| | Mexico in 1964. First European tour for Team in 1965. Paris Air Show in June 1965 and recognized by being written into the Congressional Record and awarded the Distinguished Flying Cross. |
| 3/67-12/68 | After RAG (VF-124) familiarization, joined VF-162 as XO (8/67) while deployed WEST PAC (Vietnam-Yankee Station). Day/night operations in USS *Oriskany* (CVA-34). |
| 2/68-12/68 | CO, VF-162 with first F8Js on the West Coast. |
| 1/69-8/70 | Air Warfare Officer, CARDIV TWO Staff. Two cruises to Mediterranean. |
| 8/70-12/72 | Naval Air Systems Command (AIR-03). Long range VF planning and design of future fighter. Deeply involved with other divisions of AIR-03 with missile development at NAS China Lake and with civilian industry development of various simulators (Air Combat Maneuvering/G Simulators/Carrier Approach Simulator). Also worked on paper with what would become the F-16 and F-18 when Navy sent letters of interest to contractors for ideas for lightweight fighter. |
| 1/73-4/75 | US Naval Postgraduate School Baccalaureate Degree Program, Monterey, CA. |
| 4/75-7/76 | Operations Officer, NAS Miramar, CA. |
| 6/30/76 | Retired from active duty. |

## Summary of Significant Career Events

(1) Cadre which formed and instructed at Jet Transition Training Unit (JTTU), NAAS Olathe, KS., in 1955. Mission: Transition fleet prop Naval Aviators (Junior Officers through Admirals) into jets. Forerunner of the RAG Squadrons. Aircraft: TV-2 and F9F 6/8. Jan. 1955 through Aug. 1957.

(2) Leader and OinC of Blue Angels 1964 through 1966. Out of country to Caribbean Islands plus Mexico in 1964. First European tour for the Team in June-July 1965 including Paris Airshow. Recognized by being written into the Congressional Record and awarded the Distinguished Flying Cross.

(3) Made dead stick landing in an F4U-5 aboard CVB-42 on 31 July 1951.

Aircraft flown:

Aircraft with minimum of 1,000 hours in type.

- F4U-4/5/5N
- F9F-2/6/8/8T
- F11A,
- F8A/C/D/F/H/J & RF8A
- TV-2

Other: T-28, T-34, T-39, T-2J, T2V, TA4, SNJ, SNB, SBD, S2F, JRB, C1A, FG-1D, F6F, F4D, F-105, P-51.

Embarked in the following carriers (CVs)

- USS *Ticonderoga* (CVA-14)
- USS *Bon Homme Richard* (CVA-31)
- USS *Oriskany* (CVA-34)
- USS *Midway* (CVB-41)
- USS *Franklin D. Roosevelt* (CVB-42)
- USS Saratoga (CVA-60)
- USS *Range*r (CVA-61)
- USS *Independence* (CVA-62)
- USS *America* (CVA-66)
- USS *John F. Kennedy* (CVA-67)
- USS *Block Island* (CVE-106)
- USS *Palau* (CVE-122)
- USS *Cabo*t (CVL-28)
- USS *Wright* (CVL-49)


1953


2007

## Joseph J. Barth, RADM USN (Ret)

"Joe"

Date of Designation: 28 April 1954 NA# V 4282

Dates of Active Duty: October 1952 - July 1984

Total Flight Hours: 5,840

Carrier/Ship Landings: Fixed wing: 1,001 Rotary: 20

Approximate Flight Hours:
Jet: 1,250 Prop: 4,500 VF/VA: 1,650
VS: 3,500 VT: 450 Other: 250

Combat Tours:

Vietnam: USS *Kitty Hawk* (CVA63), Nov. 1965-Jun. 1966. Asst Strike Ops/Nuc. Wpns. Tech Sup. Utility Flights into SVN (C1A). CQMCARGRU SEVEN, May 1969-Nov. 1969, Staff Air Warfare 0fficer. CQMCARGRU SEVEN, Feb. 1970-Jul. 1970 Staff Air Warfare 0fficer.

Vietnam: CVW21, Feb. 1972-Aug. 1972. USS *Hancock* (CV-19) (A-4F, F-8F)

Total Combat Missions: 190 Strike missions (A-4F)

Aviation Commands:
CO, VA-76, November 1967-March 1969 (A-4)
Commander, CVW21 June 1971-August 1972
CO, USS *Milwaukee* (AOR-2), May 1974-July 1975
CO, USS *Forrestal* (CV-59) August 1975-August 1977
Chief of Naval Air Training, July 1978-November 1980
Commander Carrier Group THREE, April 1981- Oct. 1982

Combat Awards:
2 Legion of Merit with Combat "V"
4 Distinguished Flying Crosses
4 Bronze Stars
19 Air Medals (2 Individual and 17 strike Flight Awards)
Navy Commendation Medal with Combat "V"

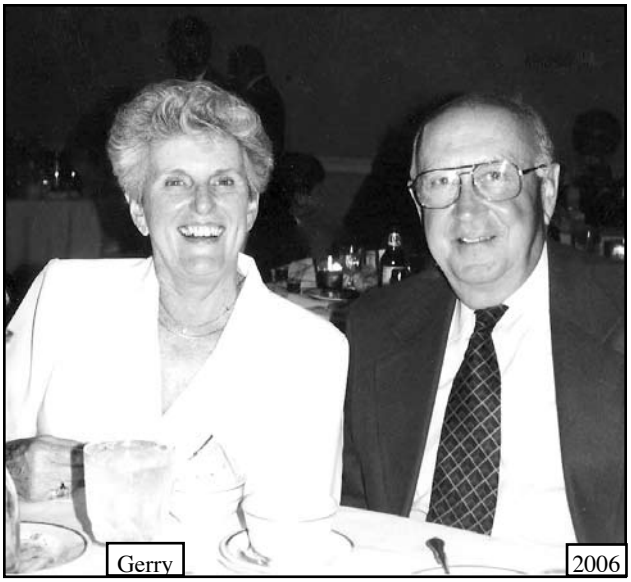
## Duty Assignment Chronology

| | |
|---|---|
| 5/54-2/59 | VS-36 (AF-2S/W, S2F). |
| 2/59-2/61 | Naval Aviation Safety Center, Norfolk, VA. Aide to the Commander (TF-1). |
| 2/61-12/61 | U.S. Naval Postgraduate School, Monterey, CA. (T-28, SNB). |
| 12/61-5/62 | VA-122 (AD-6). |
| 5/62-12/63 | VA-115 Operations Officer (AD-6). |
| 12/63-7/64 | Armed Forces Staff College, Student. |
| 7/64-6/66 | USS *Kitty Hawk* (CVA-63), Special Weapons Officer (C1A). |
| 6/66-7/67 | VT-21, Jet Flight Instructor (TF-9, F-9). |
| 7/67-1/68 | VA-125 RAG Pilot (A-4). |
| 1/68-9/68 | XO, VA-76 (A-4). |
| 8/68-5/69 | CO, VA-76 (A-4). |
| 5/69-12/70 | Commander Carrier Division SEVEN Air Warfare Officer. |
| 12/7-6/71 | Attack Carrier Air Wing 21 PCO (A-7A/B, (A-4F, F-8F). |
| 6/71-8/72 | Commander, Attack Carrier Air Wing 21 (A-4F, F-8F) . |
| 8/72-5/74 | Commander Naval Air Force Pacific (Force Training Officer. |
| 5/74-7/75 | CO, USS *Milwaukee* (AOR-2). |
| 7/75-877 | CO, USS *Forrestal* (CV-59). |
| 8/77-7/78 | Commander in Chief, Pacific, Chief, Current operations Division J-3 Directorate. |
| 7/78-5/81 | Chief, Naval Air Training, NAS, Corpus Christi, TX. (TA-4J). |
| 5/81-11/82 | Commander, Carrier Group THREE. |
| 11/82-7/84 | Office of CNO, Director Strike aand Amphibious Warfare Division. |
| 1 July 1984 | Retired from active duty. |

## Summary of Significant Career Events

(1) While deployed with COMCARGRU SEVEN responsible for planning and execution of US Navy mission flown in support of the raid on the Son Tay POW camp in North Vietnam.

- Continued -




(2) Deployed as COMCVW-21 on USS *Hancock* (CV-19) during resumption of strikes into North Vietnam.

(3) As Force Training Officer on COMNAVAIRPAC submitted a plan to transition the Blue Angles from F-4 Phantoms to A-4 Skyhawks which circumvented an immanent decision to terminate the team.

(4) USS *Forrestal* was the host ship for the Bicentennial Naval Review during my tenure as Commanding Officer. On 4 July 1976 USS *Forrestal* hosted President Ford, the Vice President, The Cabinet, the Ambassador Corps, the CNO's of many Navies, and Heads of State. including Princess Grace and Prince Rainier. Over 2,400 VIP's embarked to participate in the Naval review and the Tall Ships Parade.


1956


2004 Carolyn

## John R. Batzler, RADM USN (Ret.)

"Jack"

Date of Designation: 1 1 January 1957 NA# V-11130

Dates of Active Duty: 3 June 1955 - 1 September 1987

Total Flight Hours: 4,826

Carrier/Ship Landings: Fixed wing: 759

Approximate Flight Hours:
Jet: 4,500 Prop: 300 VF/VA: 3,000 VS: 40 VFP: 1,360

Combat Tours:
Vietnam: VF-41, Jan 1968-Jun. 68, USS *Enterprise*, Tonkin Gulf, (F-4B/N)
Vietnam: VF-24, Nov. 1970-May 1971 USS *Hancock*, Tonkin Gulf (F-8J)
Vietnam: VF-24, Feb. 1972-May 1972 USS *Hancoc*k, Tonkin Gulf (F-8J)
Total Combat Missions: 278 (100- F-4B/N, 178- F-8J)

Aviation Commands:
CO, VF-24, Aug 1971- June 1972 (F-8J)
CO, USS *Nimitz,* Feb 1979- Feb 1982
Commander, USS *Enterprise* Battle Group Jun. 1984-Mar. 1986 and concurrently during deployment as Commander USS Carl Vinson Battle Group Feb. 1985-May 1985.

Combat Awards:
Distinguished Flying Cross
Bronze Star w/Combat "V"
18 Air Medals, (1 Individual and 17 Strike Flight Awards)
Navy Commendation Medal w/Combat "V"
Vietnamese Gallantry Cross (275 Combat Missions)
3 Non-combat Legion of Merit Awards, 2 while in command at sea.

### Duty Assignment Chronology

| | |
|---|---|
| 6/55-8/55 | FASRON 17, NAS Jacksonville, student on hold. |
| 8/55-6/56 | NAS Pensacola, Primary and Basic Flight Training (T-34,T-28, SNJ). |
| 7/56-1/57 | NAS Kingsville, Advanced Flight Trng. (T-28, T-33, F9F-5). |
| 1/57-6/57 | NAS Pensacola, Photo Reconn. School. (T-28, F9F-6P). |
| 6/57-6/6 | NAS Miramar, VFP-61/63, Assistant Ops./ Det pilot (F9F-8P, RF-8). |
| 7/61-9/62 | USNA Annapolis, Math Instructor (T-2V). |
| 10/62-6/63 | NATC Patuxent River, Test Pilot School (T1A,T-28, S2, F-8, F-6A, HU16C, AF1E, B-26, A-4B). |
| 7/63-9/65 | NATC Patuxent River, Project Test Pilot (F-8, F-4A/B/J, RF-4B/C, A-4B/C, TA-4, RA-5C, E-2A, C-1, C-54,C-131, T-1A, T-39, R5D, OV-1). |
| 10/65-2/66 | NAS Key West, RAG Student (TF-9J, F-4B) |
| 3/66-6/67 | VF-31, Maintenance and Operations Officer, NAS Oceana (F-4B). |
| 7/67-6/68 | VF-96, Administrative and Operations Officer, NAS Miramar (F-4B/J). |
| 7/68-12 /69 | Naval Post Graduate School, Monterey, CA (S-2, T-1A). |
| 1/70-8/70 | VF-124, RAG Training, Student, NAS Miramar (F-8). |
| 8/70-5/72 | VF-24, XO/CO, NAS Miramar (F-8J). |
| 6/72-6/73 | Nuclear Power Training, Vallejo, CA and Idaho Falls, ID (TA-4, F-4, F-8). |
| 7/73-12/74 | AirPac Staff, NAS North Island (F-4, F-8, TA-4). |
| 1/75-10/76 | USS *Enterprise*, XO. |
| 11/76-1276 | Training Schools, NAS North Island, Newport |
| 1/77-8/78 | USS *Ashtabula,* CO. |
| 9/78-1/79 | Naval Reactor Training. |
| 2/79-2/82 | USS Nimitz, CO (S-3, A-7, F-14). |
| 3/82-5/84 | Joint Staff DD Ops, Wash. D.C., F-14, TR-1) |
| 6/84-3/86 | CCG-3, Commander, NAS Alameda (F-14, SH-3, S-3, C-1,C-12) |
| 4/86-9/87 | Space and NavWarSys Comm. (F/A-18) |

- Continued -

## Summary of Significant Career Events

(1) U.S. Navy Test Pilot School, June 1963.

(2) Project pilot for system NPE evaluations on the RA-5C and RF-4B.

(3) Flight test evaluations of air warfare systems.

(4) Captive/carry/release tests of new air to ground ordnance.

(5) Flown every model of the F8 Crusader except the two-seat version (includes the French, the photo, and all US models of the fighter).

(6) Flown 50 different models of military aircraft.

(7) Three combat tours in Vietnam in both Phantoms and Crusaders.

(8) Masters degree in Computer Systems; Graduate of Naval Nuclear Training.

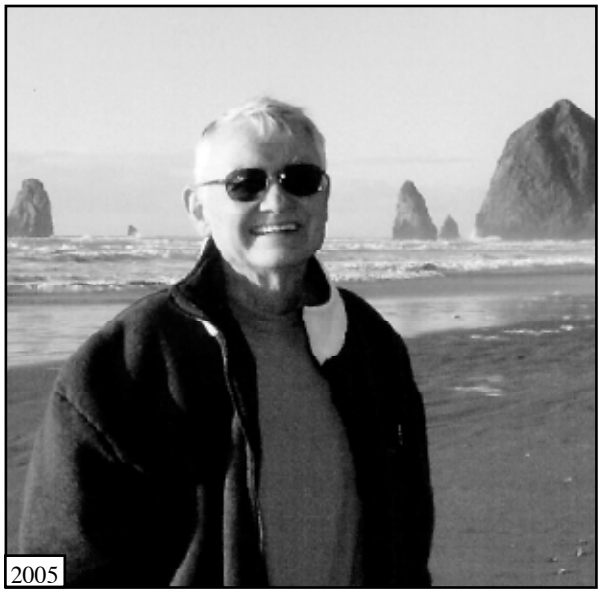
(9) Commanding Officer of the USS *Nimitz* for three years. Served as the launch platform for helicopters that flew the ill-fated Iranian hostage rescue mission. Conducted successful Gulf ops culminating in the shootdown of two Libyan fighters.

Commander of two different Battle Groups (Enterprise and *Carl Vinso*n) in the Western Pacific and North Arabian Sea during the period of June 1984 to March 1986.

## Biography

John R. Batzler, RADM. USN (Ret), graduated in mathematics from the University of California at Berkley in 1955, and was commissioned an Ensign in the U.S. Navy. Following flight training, he served the first 20 years of his Naval Career as a fighter pilot in several carrier based squadrons, deploying to both the Western Pacific and the Mediterranean. In the late 1960s and early 1970s he completed three combat deployments during the Vietnam conflict, with over 275 missions and numerous awards including the Distinguish Flying Cross, Bronze Star, numerous Air Medals, and the Navy Commendation Medal. As a senior officer, Admiral Batzler served as Executive Officer of the USS *Enterprise*, and as Commanding Officer of USS *Ashtabula* and the USS *Nimitz*. During his command of USS *Nimitz* they supported the Iranian hostage rescue attempt in the spring of 1980, and the first Gulf of Sidra operations in August 1981 that resulted in the shoot-down of two Libyan Fitter aircraft. Other assignments included a three-year tour as a Navy test pilot and service as a mathematics instructor at the U.S. Naval Academy.

Selected for Flag rank in 1981, Admiral Batzler served in the Office of the Joint Chiefs of Staff, as Deputy Director of Operations for Reconnaissance, Space, Electronic Warfare, and C3 Countermeasures, where he had the opportunity to fly the USAF TR-1, a very high altitude strategic recon platform. In 1984-86 he was Carrier Group Commander in

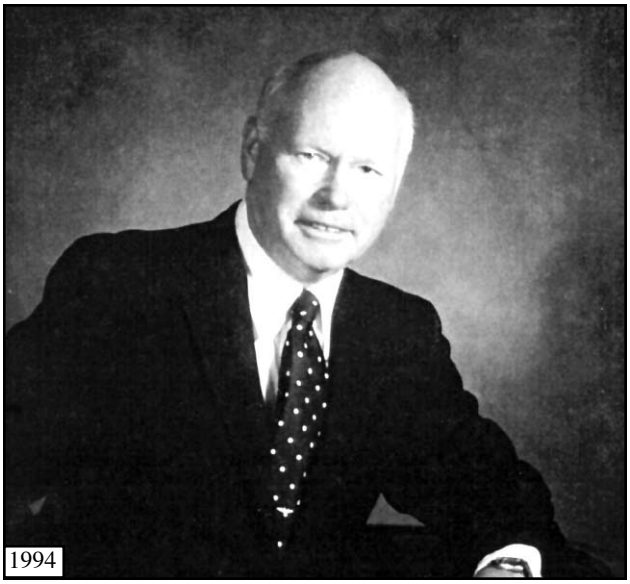

2005

the Pacific Fleet, deploying as the Battle Group Commander in both USS ENTERPRISE and USS CARL VINSON. In his last active duty assignment, RADM Batzler served as the first Director, Warfare Systems Architecture and Engineering, in the Space and Naval Warfare Systems Command.

In September 1987, Admiral Batzler became an independent consultant, working with several defense industry firms, as well as the Johns Hopkins University Applied Physics Laboratory and the Center for Naval Analyses. He has actively participated in major study efforts involving analyses of Carrier Battle Force requirements, maritime air superiority initiatives, over-the-horizon targeting, wide area surveillance, modeling and simulation, and space systems operations. He has acted in an advisory capacity to industry in the area of aircraft proposals, avionics for EW and processor systems, precision guided munitions, C4ISR, Information Warfare, combat tactical training range requirements, and numerous other defense related research and development issues. He has served on study boards for the National Academy of Science, in both Space Systems and Information Warfare, and currently is a member of a senior advisory team in support of military operations for the National Reconnaissance Office.

Admiral Batzler is a graduate of the U.S. Naval Test pilot School, the Naval Nuclear Propulsion Engineering Curriculum, and a course in National Security Affairs from the Harvard John F. Kennedy School of Government. He holds a Master Degree in Computer Systems and is currently serving as Chairman of the Board for Maxims Systems, a southern California Defense Industry firm. He is also a Director of the Del Mar television Foundation, and a member of the Crusader Association, Navy/Marine Corps Memorial Foundation, Naval Aviation Museum, National Aerospace Museum, Navy League, Association of Naval Aviation, Tailhook Association, USS NIMITZ Association, Nature Conservancy, and the Save the Beach Foundation of Del Mar. He is also a former member of the Society of Experimental Test Pilots.


1951


1994

## Ernest M. Beauchamp, Captain, USN (Ret.)

"Ernie"

Date of Designation: 14 February 1941 NA # 71xx

Dates of Active Duty: July 1940 - 31 July 1966

Total Flight Hours: 5,250

Carrier/Ship Landings: Fixed wing: 433 (172 jet /261 prop)

Approximate Flight Hours:
Jet: 1,100 Prop: 4,150 VF: 2,450 VT: 2,800

Combat Tours:
WW II: Operations Officer VF-8 (F6F), USS *Bunker Hill*, Mar. 1944 - Dec. 1944. Palua, Woleai, Hollandia, Truk, Saipan, Tinian, Strike on Jap Carrier force (Philippine Sea), Guam, Iwo Jima, Chichi Jima, Mindanao, Leyte, Cebu, Luzon, Formosa and Okinawa.
Korea: CO, VF-51 (F9F), USS *Essex*, Sea of Japan, Aug. 1951 - Mar. 1952. Armed recco., rail and bridge strikes, CAP, Escort VB/VBF, and flak suppression for VB bridge strikes.

Aviation Commands:
CO, VBF-74B (F4U) Apr. 1945 - Jul. 1945.
CO, VF-74 (VF-1B)(F4U) Aug. 1945 - Jul. 1947, USS *Midway* (CVB-41).
CO, VF-51 (F9F) Dec. 1950-Jul. 1952, USS *Essex* (CVA-9)
CAG-21 (FJ-3, F7U-3M, F2H-3, AD-6) Jun. 1955 - Feb 1957, USS *Bon Homme Richard* (CVA-31).

Combat Awards:
6 Distinguished Flying Crosses (5 WW II, 1 Korea)
13 Air Medal

## Duty Assignment Chronology

| | |
|---|---|
| 7/40-1/41 | Flight Training, NAS Pensacola, FL. |
| 2/41-4/41 | Flight Instructor, NAS Corry Field, FL. |
| 4/41-6/42 | Flight Instructor, NAS Corpus Christi, TX. |
| 7/42-5/43 | Chief Flight Instructor, NAS Dallas, TX. |
| 6/43-12/44 | Operations Officer, VF-8 (F6F) USS *Bunker Hill* (CV-17). |
| 1/45-4/45 | XO, VF-95 (F6F). |
| 4/45-7/45 | CO, VBF-74B (F4U). |
| 8/45-7/47 | CO, VF-74 (VF-1B) (F4U) USS *Midway* (CVB-41). |
| 8/47-6/48 | General Line School, Newport, RI. |
| 7/48-6/50 | Navy Department (OP-54). |
| 7/50-11/50 | Staff, ComAirPac TAD (O-in-C Jet Transition Course). |
| 12/50-7/52 | CO, VF-51 (F9F) USS *Essex* (CVA-9). |
| 8/52-6/53 | Naval War College, Newport, RI. |
| 7/53-6/55 | Plans Officer, CNAVANTRA Staff, Corpus Christi, TX. |
| 6/55-2/57 | Commander, Air Group 21, (FJ-3) USS *Bon Homme Richard* (CVA-31). |
| 3/57-6/58 | Operations Officer, Staff CARDIV ONE, USS *Lexington* (CVA-16). |
| 7/58-6/60 | Navy Department (OP-05W2) |
| 8/60-12/60 | Student, NATO Defense College, Paris, Fr. |
| 1/61-6/63 | Faculty, NATO Defense College, plus Liaison NATO Council and SHAPE Headquarters. |
| 8/63-7/66 | Faculty, National War College, Washington, D. C. |
| 7/31/66 | Retired from active duty. |

## Summary of Significant Career Events

(1) Flight leader of fighter escort for Air Group 8 strike against Japanese Carrier Force during First Battle of the Philippine Sea, 20 June 1944. Fighter division strafed and set screening destroyer on fire. Listed as probably sunk. Incidentally, the bomber and torpedo flights hit a Japanese carrier, a battleship and two cruisers.

- Continued -

(2) Participated in fighter sweep over Formosa on 12 October 1944. Fighting 8 was credited with 32 confirmed kills that flight - 51 for the day. My 4 plane division with 10 on the sweep. I was credited with 3 confirmed and 3 probable.

(3) During tour in Korean waters, in cooperation with Paul Gray, CO of the AD squadron, we developed flak suppression tactics utilizing fragmentation bombs with influenced fuzing to generate air bursts with extended ground coverage. On heavily defended bridges the Jets would immediately precede the AD's & F4U's with the gun emplacements as points of aim. The Props kept the transpeninsula bridges down for weeks and months at a time. Michener called them Bridges at Toko-Ri.

(4) For a planned B-29 (B-50) strike on the rail yards at Rashin in the extreme northeast corner of North Korea, out of range of land based fighters, the Air Force requested carrier-based fighter escort. CAG-5 designated me to design the tactics and lead the escorting flight. With a running rendezvous over a predeter-mined fix we picked them up, took them in and out. MIGs were sighted, but they never challenged. The rail yards were demolished. I think that was a unique event and probably the last daylight raid for the B-29s.







**Donald A. Beaufait, Col. USMC (Ret)**
"Don"

Date of Designation: 27 July 1970 NA# T-13161

Dates of Active Duty: 5 June 1968 - 30 September 1994

Total Flight Hours: 4,700

Carrier Landings: Fixed Wing: 310

Approximate Flight Hours:
Jet: 4,600 Prop: 90 Helo 10 VF/VA: 4,400

Combat Tours:

| | |
|---|---|
| Vietnam: | July 1972 - March 1973, VFMA-333 (F4J) aboard USS *America* -102 combat missions |
| Libya: | April 1986, Operation El Dorado Canyon. 15 April air strike against Libya (F/A18A). |
| Desert Storm: | January 1991-March 1991 (F/A18A/C - 50 combat missions. |

Aviation Commands:
CO, VMF-323, F/A-18s, USS *Coral Sea*
CO, MAG-11, Jul. 1991 - Jan. 1993
AWC 3rd MAW, Feb. 1993 - Sep. 1994

Combat Awards:
Air Medal w/ Strike Flight Numeral 10
Non Combat Awards:
Defense Superior Service Medal
2 Legion of Merit

## Duty Assignment Chronology

| | |
|---|---|
| 06/68-12/68 | The Basic School, Quantico, VA |
| 01/69-02/70 | USAF Pilot Training, Randolph AFB, TX |
| 03/70-08/70 | VMAT-203, VMFAT-201, Cherry Point, NC |
| 09/70-06/75 | VMFA-451, VMFA-333, Deployed in USS *America*, Vietnam |
| 07/75-10/75 | VF-124, NAS Miramar, CA, for USMC F-14 Training. |
| 11/75-06/78 | MAWTULANT F-4 Tactics Instructor. |
| 07/78-07/80 | VMFA-451 Pilot Training Officer, Ops. Off. |
| 08/80-03/83 | VFA-125, NAS Lemoore, CA. Ops. Off. |
| 04/83-05/84 | VMFA-323, XO. |
| 06/84-07/86 | CO, VMFA-323 Deployed in USS *Coral Sea* |
| 07/86-02/87 | NATO Defense College, Rome, Italy. |
| 03/87-03/90 | J-3, HQ, US European Command. |
| 04/90-07/90 | F-18 Refresher Training, VFAT-106. |
| 08/90-06/91 | MAG-11 XO, Operations Desert Shield, Desert Storm. |
| 07/91-01/93 | CO, MAG-11. |
| 02/93-09/94 | 3d MAW Staff, AWC. |
| 10/94 | Retired From Active Duty. |

## Summary of Significant Career Events

1. Was privileged to deploy with VMFA-333 in 1972 aboard USS *America* and to fly with LtCol "Bear" Lasseter and Major "Little John" Cummings on missions over North Vietnam.

2. Selected to be in the Marine Corps' first F-14 squadron.

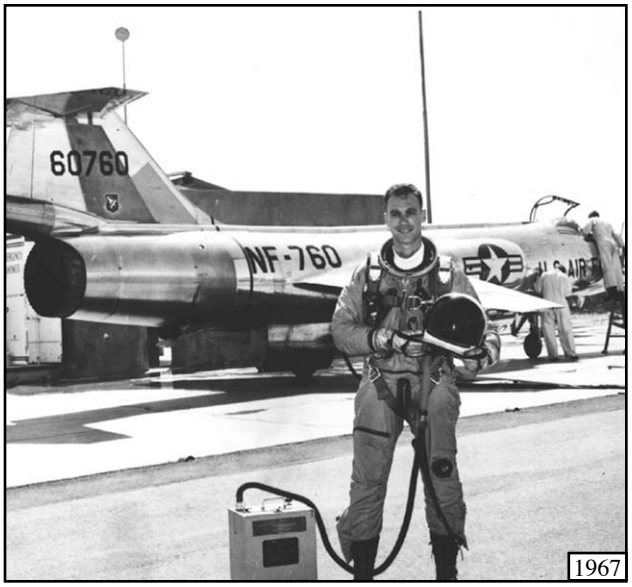
3. Chosen to participate in the fleet introduction of the F/A-18. Served as the Operations Officer of the first F/A-18 training squadron, VFA-125 at NAS Lemoore. In 1982, became the first marine pilot to land an F/A-18 aboard a carrier. (USS *Constellation*).

4. Commanded VMFA-323 on board USS *Coral Sea* during the first CV deployment of the F/A-18 and flew MIGCAP in the first combat use of the F/A-18 during operations against Libya.

5. Flew 50 missions in Operation Desert Storm as the XO of MAG-11 (F/A-18).

- Continued -

**Post USMC Retirement:**
Currently working on the F-35 Joint Strike Fighter Program for Lockheed Martin Aeronautics Company in Fort Worth, TX.



1967


1994

**Harold W. Blot, Lt. General, USMC, (Ret.)**
"Harry"

Date of Designation: 8 April 1964

Dates of Active Duty: 6 June 1962 - 1 September 1996

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 20 Rotary VSTOL: 50

Approximate Flight Hours:
Jet: 4,500 Prop: 300 Helo: 200 VF/VA: 4,300

Combat Tours:
Vietnam: VMF-232 (F8), 1965 - 1966. Danang, Phu Bai, Khe Sahn - 60 combat missions.

Aviation Commands:
CO, H&MS-32, Aug. 1980 - Jul. 1981.
CO, VMA-231, Jul. 1981 - Jun. 1983.
CG, 3rd MAW, Aug. 1991 - Aug. 1993.
CG, V MEF, Jan. 91 - Jun. 91.

Combat Awards:
4 Air Medals (Vietnam)

## Duty Assignment Chronology

General Blot was born on October 10, 1938, in Manhattan, N.Y. He graduated from Villanova University with a B. E. Degree in June 1962, and was commissioned a second lieutenant in the Marine Corps. He also holds an M. S. Degree from George Washington University (1980).

After completing instruction at The Basic School, Quantico, VA., he underwent flight training at Pensacola, FL., and Beeville, TX. His first operational assignment was to VMF-232, where he flew the F-8 Crusader. This assignment included a combat tour at Danang, Vietnam. In February, 1967, General Blot reported to the 3d Marine Division in Phu Bai and took command of the Communications Company, Headquarters Battalion.

Returning from overseas, he was selected to attend the Aerospace Research Pilot School at Edwards Air Force Base in California. Then 1968, he was assigned to the Naval Air Test Center, Patuxent River, MD., as a Project Test Pilot. These two assignments alone accounted for testing over 25 models of tactical airplanes including a NF-104 rocket assisted flight to over 100,000 feet and over 20 flame-out landings in various types of jet airplanes.

He joined VMA-513, the first Harrier Squadron, in May 1971. During this assignment he developed the use of thrust vectoring for Air Combat Maneuvering.

In August 1975, he became the AV-8 Class Desk Officer at the Naval Air Systems Command.

From August 1979 until August 1980, he attended the Industrial College of the Armed Forces after which he assumed command of Headquarters and Maintenance Squadron 32. In March 1981, he planned the operations of and was later assigned as Commanding Officer of the three squadron "Harrier Carrier" deployment aboard LHA-4 to the Mediterranean Sea from which the procedures for today's tactical usage of large numbers of Harriers at sea was developed. Returning to the states in July 1981, General Blot took command of VMA-231.

Upon relinquishing the reins of VMA-231 in June 1983, he was assigned as the AV-8 Program Manager at the Naval Air Systems Command. He was promoted to colonel in February 1984. General Blot was selected by the Secretary of the Navy to be reassigned as the Program Manager of the V-22 Osprey. He was advanced to brigadier general on April 15, 1988. General Blot was assigned duty as Assistant Wing Commander, 3d Marine Aircraft Wing on Jan. 19, 1990.

- Continued -

Duty Assignment Chronology continued

On Jan. 15, 1991, he became the Commanding General of V MEF. With the success of Desert Storm and the return of the I MEF, General Blot stood V MEF down and returned to his assignment as the Assistant Wing Commander of the 3d Marine Aircraft Wing.

On May 10, 1991, General Blot was additionally assigned as the Commander, Marine Corps Air Bases Western Area and the Commanding General, Marine Corps Air Station, El Toro. He was advanced to major general on May 24, 1991 and took command of the 3rd Marine Aircraft Wing until July , 1993. He then assumed duties as the Assistant Deputy Chief of Staff for Aviation, Headquarters Marine Corps, Washington, DC. General Blot was promoted to lieutenant general in July 1994 and was assigned as the Deputy Chief of Staff for Aviation until his retirement on 1 September, 1996.

Lieutenant General Blot is married to the former Marie Frasmer of Atlantic City, New Jersey. They have four children: Harold Jr., Michael, Thomas and Caroline.

## Summary of Significant Career Events

(1) Test pilot at both Edwards AFB and Patuxent River, MD. Flew 25 different models of aircraft.

(2) Flew rocket powered NF-104 to 102,600 feet.

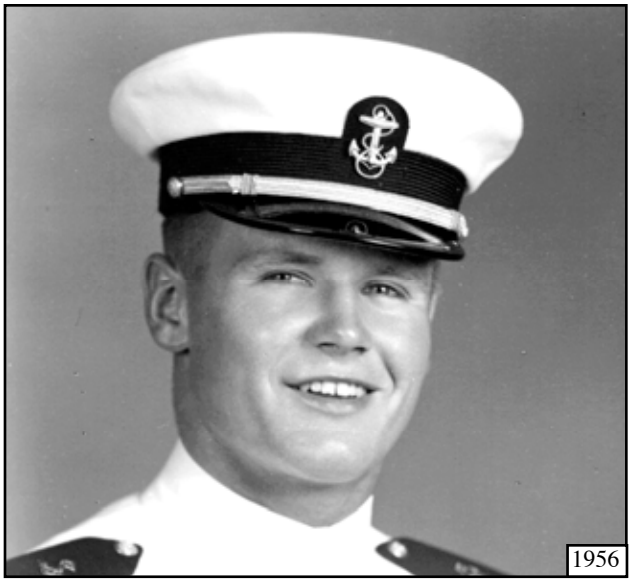
(3) Dead sticked various jet aircraft over 200 times.

(4) Flew first trials on both A-4M and AV-8A airplanes.

(5) Developed "thrust vectoring" tactics for air combat.

(6) Introduced "night attack" low light technology to FMF.

(7) Program manager for both the AV-8B and the V-22.
   a. First to incorporate color displays in tactical aircraft.
   b. First to incorporate On Board Oxygen Generating System.
   c. First to incorporate Digital moving map in tactical aircraft.
   d. First to incorporate Night Vision Goggles in an ejection seat aircraft.







**Donald Vaux Boecker, RADM, USN (Ret.)**
"Don"

Date of Designation: 31 January 1962 NA # V-18380

Dates of Active Duty: 6 June 1960 - 1 March 1995

Total Flight Hours: 4,118

Carrier/Ship Landings: Fixed wing: 818 Rotary: 5

Approximate Flight Hours:
Jet: 3,737 Prop: 350 Helo: 31 VF/VA: 3,400
VT: 318 LTA: 2

Combat Tours:
Vietnam: VA-75 (A-6A Intruder), USS *Independence* (CV-62), Jun. 1965 - Dec. 1965. 69 combat missions.

Aviation Commands:
CO, VA-85 (A-6A), May 1973 - Nov. 1975
Commander, Naval Air Test Center, NAS Patuxent River, MD., Jul. 1988 - Jun. 1991

Combat Awards:
6 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 6/55-6/56 | Enlisted U. S. Naval Reserve, NTTC Great Lakes, IL. |
| 6/56-6/60 | Midshipman, U.S. Naval Academy, Annapolis, MD. |
| 6/60-9/60 | Company Officer (Plebe Summer), USNA. |
| 9/60-2/62 | Flight Training, (NAS Pensacola, FL., and NAAS Beeville, TX.) |
| 2/62-9/63 | VA-76, NAS Oceana, VA. Deployed USS *Enterprise* (CVN-65) flying A-4C Skyhawks. |
| 9/63-9/66 | VA-75, NAS Oceana, VA. Deployed USS *Independence* (CVA-62) flying A-6A Intruders. |
| 9/66-6/67 | U. S. Naval Test Pilot School, NAS Patuxent River, MD. |
| 6/67-10/69 | Test Pilot, Weapons System Test and Board of Inspection and Survey, NAS Patuxent Rive10/ |
| 69-11/70 | VA-42, NAS Oceana, VA. Training Officer, A-6 RAG. |
| 11/70-4/72 | VA-75, NAS Oceana, VA. Deployed USS *Saratoga* (CVA-60) flying A-6A's as Maintenance Officer. |
| 4/72-5/73 | Staff, Commander, Medium Attack Wing ONE, NAS Oceana, VA. Plans and Programs Officer. |
| 5/73-11/75 | XO/CO, VA-85, NAS Oceana, VA. Deployed USS *Forrestal* (CVA-59). |
| 11/75-5/78 | A-6A Class Desk Officer,NAVAIRSYSCOM, Washington, D.C. In charge of all engineering changes for A-6E aircraft. |
| 5/78-12/79 | XO, USS *Saratoga* (CVA-60). Med deployment. |
| 12/79-8/81 | Staff, Under Secretary of Defense (Research and Engineering), Tactical Air Warfare Branch (F-14, F-15, F-16 and F-18) Staff Specialist. |
| 8/81-2/82 | Senior Officer Ship Materiel Readiness Course, Idaho Falls, ID. |
| 2/82-8/83 | CO, USS Concord (AFS-5). Two Med deployments. |
| 8/83-4/84 | Head, Aviation Plans and Programs, OPNAV (OP-508). |
| 4/84-4/86 | Deputy Director, Aviation Plans and Requirements Division (OP-50B). |
| 4/86-7/87 | Executive Assistant, Assistant Secretary of the Navy (Research, Development and Acquisition). |
| 7/87-7/88 | Director, Navy Space Systems Division (OP-943) (1st Flag Assignment). |
| 7/88-6/91 | Commander, Naval Air Test Center, NAS Patuxent River, MD. |
| 7/91-3/95 | Vice Commander, Naval Air Systems Command, Arlington, VA. |
| 3/1/95 | Retired from active duty. (- Continued -) |

## Summary of Significant Career Events

(1) Seventh pilot to make "Centurian" (100 arrested landings) aboard USS *Enterprise* (CVN-65) - 19 March 1963.

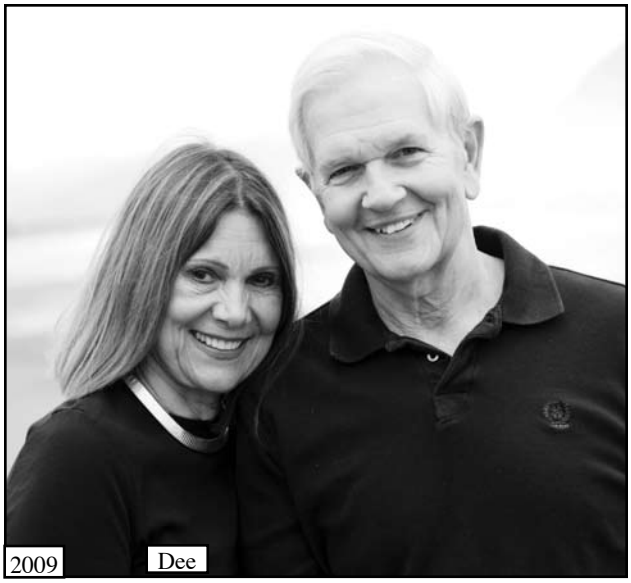
(2) Member of first A-6A crew to eject in combat over Laos during Vietnam War flying from USS *Independence* (CVA-62) - 14 July 1965. Evaded ground forces for 18 hours and rescued by Air America helo.

(3) First Navy pilot to fly TC-4C (A-6 Bombardier/ Navigator Trainer) at Peconic River, Long Island, NY., during Navy Preliminary Evaluation tests by the Naval Air Test Center - 13 November 1967.

(4) First Navy (military) pilot to fly the A-7E and USAF A-7D as team leader for the Joint Navy/Air Force Service Evaluation at LTV, NAS Dallas, TX - 4 March 1969 and 10 May 1969.

(5) Have flown over 90 different models of aircraft in U.S. and Europe.




## William C. Bowes, VADM USN (Ret.)

"Bill"

Date of Designation: December 18, 1964

Dates of Active Duty: 25 July 1963 – 1 September 1996

Total Flight Hours: 5,051

Carrier/Ship Landings: Fixed wing: 853 traps plus 108 touch & gos during carrier suitability testing of RA-5C and A-7E.

Approximate Flight Hours:
Jet: 4,541 Prop: 400 Helo: 110

Combat Tours:
Vietnam: VA-113, USS Kitty Hawk, Nov. 1965-May 1966, A-4C, 120 missions
Vietnam: VA-113, USS Enterprise, Dec. 1966-June 1967, A-4C, 110 missions
Vietnam: VA-94, USS Coral Sea, Dec. 1971-June 1972, Type A-7E, 120 missions
Total Combat Missions: 350

Aviation Commands:
C.O. VA-195, Oct78-Dec79
F-14 Program Manager, PMA-241, Oct83-Nov87
Director, Joint Cruise Missiles Project and Unmanned Aerial Vehicles Joint Project Office (PEO-CU), Dec87- Feb91
Naval Air Systems Command, Washington, DC,Commander, Mar91-Mar95
Principal Deputy Assistant Secretary of the Navy Research, Development and Acquisition Mar95- Sep96 (Acting ASN Apr95 to Dec95)

| Combat Awards: | Other Awards |
|---|---|
| 3 Distinguished Flying Crosses | 2 DSM |
| 36 Strike Air Medals | Defense DSM |
| 2 Individual Air Medal | Defense Superior Service Medal |
| 8 NCM "V" | 3 LOM |

## Duty Assignment Chronology

| | |
|---|---|
| 9/63-12/64 | Flight training, Pensacola, Fl; Meridian, Miss; Beeville, TX. (T-34, T-2, F-9, F-11). |
| 12/64-6/65 | VA-125, Lemoore, CA, Replacement Pilot Training (A-4C). |
| 6/65-9/67 | VA-113, Lemoore, CA and USS *Kitty Hawk* and USS *Enterprise*, Division Officer/LSO (A-4C). |
| 9/67-6/68 | US Naval Test Pilot School, Patuxent River, MD., Student Test Pilot. |
| 7/68-10/70 | Carrier Suitability Branch of Flight Test, NATC Patuxent River, MD., Engineering Test Pilot (A-3, A-4, RA-5C, A-7A/B/E, E-1, C-1, T-2C, F-4B/J, F-8, A-6A). |
| 11/70-2/71 | A-122, Lemoore, CA., Replacement Pilot Training (A-7E). |
| 2/71-7/72 | VA-94, Lemoore, CA and USS *Coral Se*a, Maintenance Officer (A-7E). |
| 8/72-3/74 | US Naval Postgraduate School, Monterey, Ca, Masters in Systems Acquisition Management. |
| 4/74-3/76 | US Naval Test Pilot School, Patuxent River, MD., Flight instructor and Operations Officer (F-8, T-38, T-28, U-1, U-6, A-7). |
| 4/76- 8/76 | VA-122, Lemoore, CA. Replacement Pilot Training (A-7E). |
| 8/76-12/79 | VA-195 Lemoore, CA. and USS *Kitty Hawk* and USS *America,* XO/CO, (A-7E). |
| 1/80-8/82 | Naval Air Systems Command, Washington, DC, F/A-18 Class Desk Officer. |
| 8/82-9/83 | Director, Systems Test Directorate, NATC Patuxent River, Md., (A-7, F-14, A-4). |
| 10/83-11/87 | F-14 Aircraft/ Phoenix Missile Program, PMA-241, Naval Air Systems Command, Washington, DC., Program Manager. |
| 11/87-2/91 | Joint Cruise Missiles Project and in 1988 also Unmanned Aerial Vehicles Joint Project, Washington, DC., Director. In 1989 designated PEO (Cruise Missiles and Unmanned Aerial Vehicles). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 3/91-3/95 | Naval Air Systems Command, Washington, DC., Commander. |
| 3/95- 9/96 | Office of the Secretary of the Navy, Washington, DC, Principal Deputy Assistant Secretary of the Navy for Research, Development, and Acquisition (acting Assistant Secretary 4/95-11/95). |
| 9/96 | Retired from Active Duty |

## Summary of Significant Career Events

1. First squadron assignment was flying combat missions over Viet Nam during two back to back combat tours. Hit on several occasions but lucky to have never had to eject.

2. Received my first DFC for having a direct hit on a 37mm gun site adjacent to the Thanh Hoa bridge using a Bullpup missile.

3. Became combat limited and rotated early to shore duty- as a student at USN Test Pilot School.

4. Selected outstanding student of class 49 and received my choice assignment to Carrier Suitability Branch.

5. Had what I thought was the best tour in the Navy- engineering test pilot at Carrier Suitability Branch of Flight Test at NATC Patuxent River, MD.

6. Had opportunity to fly carrier suit structural demonstrations for the RA-5C ECP-260 aircraft- J-79-10 engines, wing fillets and redesigned inlets; T-2C aircraft with J-85 engines; A-7E increased landing gross weight tests to 27,500 lb.

7. Had the opportunity to conduct catapult minimum end airspeed tests for the A-7E in multiple configurations and gross weights and the RA-5C ECP-260 aircraft.

8. Authored the section in the Handbook for Critical and Exploratory Flight Test Techniques for Aircraft Carrier Minimum End Airspeed Testing.

9. Tested several aircraft both ashore and afloat during the early development of the automatic carrier landing system (ACLS).

10. Played a major role in the development of the automatic throttle for the A-7 and the RA-5C aircraft.

11. Returned to the fleet and VA-94 for a third combat tour, and this time with the then new digital A-7E. When the bombing pause was lifted in April 1972 the value of the A-7E was proven to me: destroyed seven trucks carrying a load of eight Mk-82's.
12. Left squadron and off to graduate school for a masters in Systems Acquisition Management.
13. Went against my detailer's strong guidance and accepted orders to USNTPS as operations officer and a flight instructor.

14. Selected early for command and headed west for my XO/CO tour with VA-195 Dambusters.

15. Selected to become the class desk officer for the F/A-18 shortly after first flight. The weekend prior to my arrival the main carry through bulkhead failed at only 328 hrs into a 12,000 hr fatigue test, and I quickly became immersed in the numerous challenges typical of new aircraft development programs.

16. Became one of the first 100 pilots to fly the F/A-18.

17. Selected early for Captain and returned again to the Naval Air Test Center as the Director of the Systems Engineering Test Directorate. During this tour I was selected to become the F-14/Phoenix Program Manager and got checked out in the Tomcat and was able to fly numerous systems test flights.

18. During my tour as the F-14 Program Manager (PMA-241) was able to complete the detailed specications for the F-14D and award the contract to Grumman Aerospace.

19. Thanks to the encouragement of my fantastic requirements officer, Capt Hank Kleeman, I maintained my currency in the Tomcat during the four years I served as the program manager, flying with both east and west coast RAGs, VX-4, Naval Air Test Center at Patuxent River, MD and Pacific Missile Test Center at Point Mugu, CA.

20. Selected for flag I was assigned as the Director, Joint Cruise Missiles Project. During this tour I had the privilege of working with a very capable government/industry team in greatly improving the reliability of the Tomahawk cruise missile and successfully proving its effectiveness at night.

21. Never to leave the cockpit I was able to regain my currency in the A-7 and had the opportunity to chase numerous Tomahawk firings, from all classes of ships and submarines equipped with Tomahawk.

22. On Jan 15, 1991 the coalition forces used Tomahawk during the opening attacks in Iraq, proving the utiity and effectiveness of this new weapon and the foresight of those Naval Aviators who continued to pursue this weapon.

23. Assumed command of the Naval Air Systems Command after the cancellation of the A-12, and at the start of BRAC 1991.

- Continued -

24. The earlier BRAC and the BRAC 1991 and 1993 gave NAVAIR the opportunity to reshape itself because of the large number of facility closures and the "rightsizing" of the workforce that was directed.

25. Selected a team of NAVAIR's best and brightest to develop a go forward plan that would take advantage of the opportunity to reshape NAVAIR. Out of this effort came the "competency aligned organization" which has been continually improved and is still being used today in 2009. The ASN RDA directed the other systems commands to adopt competency aligned organizations.

26. NAVAIR was recognized in 1994 for its many accomplishments by receiving the President of the United States Award for Quality. This is the second time NAVAIR received this prestigious award.

27. In 1996 I was honored to be selected as a Fellow in the Society of Experimental Test Pilots and also be selected to receive the society's Doolittle Award for Excellence in Aerospace Management.

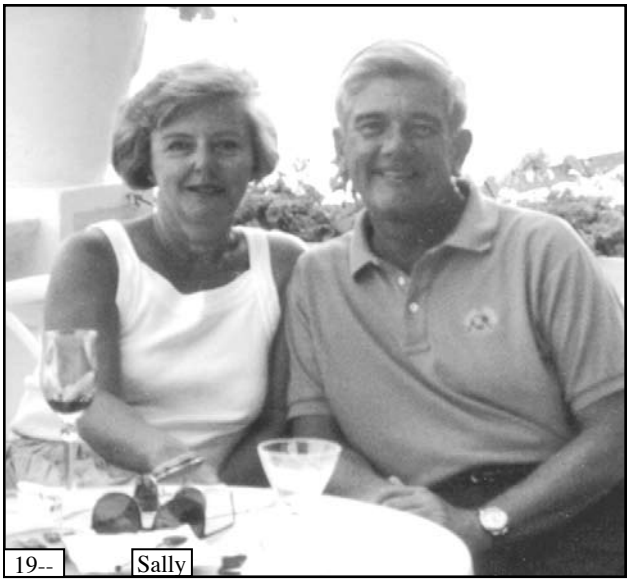
28. During my 33 years of active duty had the privilege of flying more than 5000 hrs in more than 50 different US and European type/model aircraft.

29. Retired from the Navy in Sep 1996 and joined Hughes Aircraft as a Senior Vice President and the deputy general manager of the newly formed Systems and Communications Sector. After Raytheon acquired Hughes I departed and became the corporate vice president for strategic planning for Litton Industries, where I remained through Litton being acquired by Northrop Grumman. I was then assigned to form the Military Aircraft Electronics Systems business unit which I led until retiring.

30. Since retiring from Northrop Grumman I have served on several boards of directors and currently serve as the vice chairman of the Naval Research Advisory Committee.

To be provided

19--



19-- Sally

## Michael L. Bowman, VADM, USN (Ret.)

"Mike"

Date of Designation: February 1967

Dates of Active Duty: May 1965-November 2000

Total Flight Hours: 4,875

Carrier/Ship Landings: Fixed wing: 1,274 Rotary: 35

Approximate Flight Hours:
Jet: 4,200 Prop: 250 VF/VA: 4,000 VR/VP: 25
VT: 200 Helo: 400 VS: 150

Combat Tours:

| | |
|---|---|
| Vietnam: | 5/68-2/66 *USS Constellation (CV-64)*: VA-97 (A7) North/South Vietnam & Laos, Attack, SAR, Interdiction -110 missions. |
| Vietnam: | 7/69-7/70 *USS Constellation (CV-64)*: VA-97 (A7) North/South Vietnam,Laos and Cambodia, Attack, SAR, Interdiction - 120 missions. |
| Desert Storm: | *USS America,* CVW-1, (F/A-18, A6E, S3B, E2C, SH60) - Iraq and Kuwait. Strike, CAP, SSSC and EW - 35 missions. |

Aviation Commands:
CO, VA-97, 6/82-10/83.
CO, CVW-5, 6/86-12/87.
CO, CVW-13, 7/90-8/90.
CO, CVW-1, 7/90-11/91.
Carrier Battle Group Six, 3/94-6/95.
Naval Doctrine Command, 7/95-11/96.
Naval Air Training Command, 12/96-12/97.
Naval Air Force Pacific, 1/98-7/00.

Combat Awards:
Legion of Merit
Distinguished Flying Cross
Bronze Star
Air Medals (3 Individual/25 Strike Flight)

## Duty Assignment Chronology

| | |
|---|---|
| 6/65-10/65 | Aviation Officer Candidate School, NAS Pensacola, FL. |
| 10/65-2/67 | Aviation Pilot Training, Saufley Field (T-34B), NAS Meridain/NAS Pensacola (T-2A) and NAS Kingsville (TF/AF-9F). |
| 2/67-9/67 | Fleet Replacement Pilot Training, VA-122 NAS Lemoore (A-7A). |
| 9/67-6/70 | VA-97, NAS Lemoore, two deployments in *USS Constellation* (CVA-64), 230 combat missions in North/South Vietnam, Laos and Cambodia. Ejected at 500' 10 miles off North Vietnam coast in April 70 due to engine failure...smooth, unopposed rescue by helo followed. |
| 6/70-12/72 | VA-125, NAS Lemoore, Fleet Replacement Instructor Pilot (A-7 A/B). |
| 1/73-3/73 | Fleet Replacement Pilot Training, VA-122 (A-7E). |
| 3/73-3/75 | VA-147, NAS Lemoore, Asst. Maintenance/ Maintenance/Operation Officer (A-7E's), two deployments on *USS Constellation* to WestPac, Indian Ocean and Persian Gulf (first carrier in the Gulf since WWII). |
| 6/75-6/78 | Bureau of Naval Personnel, Washington D. C. Staff tour. |
| 9/78-3/80 | CVW-14 Operations Officer, NAS Miramar Miramar, embarked in *USS Enterprise* (CVN-65) to WestPac 78 and in *USS Coral Sea* (CV-43) to WestPac and Indian Ocean. |
| 79-80 | Coral Sea heavily involved in tanker vessel escorts through the Straits of Hormus and general Indian Ocean presence operations in response to the Iranian Hostage Crisis. |
| 3/80-6/81 | VA-97, NAS Lemoore, Executive Officer, (A-7E's) deployed in *USS Coral Sea,* WestPac (11/79-6/80). |

- Continued -

| | |
|---|---|
| 6/81-10/82 | VA-97, NAS Lemoore, Commanding Officer (A-7E's) deployed in *USS Coral Sea,* WestPac and Indian Ocean (8/81-3/82). |
| 11/82-12/85 | Bureau of Naval Personnel, Head Aviation Placement Branch. |
| 1/86-6/86 | Replacement Pilot Training (F-4, A-7E, FA-18, A-6E, EA-6B, E-2C and SH-3). |
| 6/86-12-87 | Commander, CVW-5, NAS Atsugi, Japan. Two deployments in *USS Midway (CVC-41)* Western Pacific and Australia. |
| 1/88-1/90 | Principle Deputy to SecNav for Senate Liaison, Russell Senate Office Building, Washington, D. C. |
| 2/90-6/90 | Fleet Replacement Pilot Training, (FA-18, F-14, A-6E, E-2C, S-3A and SH-60). |
| 7/90-8/90 | Commander, CVW-13, NAS Oceana. |
| 8/90-11/91 | Commander, CVW-1, NAS Oceana. Embarked in *USS America* (CV-66) after minimal work-up in order to deploy 10 months early in response to Kuwait Crisis. 35 Desert Storm sorties in (FA-18, A-6E, E-2C, S-3A and SH-60's). |
| 12/91-1/92 | Bureau of Naval Personnel, Head Aviation Distribution Division (Flag selection immediately after arrival). |
| 1/92-2/94 | Chief of Legislative Affairs - embroiled in Tailhook '91 fallout the entire tour. |
| 3-94-6/95 | Commander, Carrier Battle Group SIX, Naval Station Mayport, FL.Flagship- *USS America* heavily involved in joint US Navy/Army operations in response to Haitian Crisis. |
| 7/95-11/96 | Commander, Naval Doctrine Command, Naval Station Norfolk. |
| 12/96-12/97 | Chief of Naval Air Training. |
| 1/98-8/00 | Commander, Naval Air Force, U.S. Pacific Fleet. |
| 11/00 | Retired from active duty. |

## Summary of Significant Career Events

(1) In an active duty career spanning over 35 years, flew every fleet and training aircraft type, completed thirteen operational deployments and held eight command assignments. A veteran of the Vietnam and Desert Storm conflicts. Completed 230 combat missions into North and South Vietnam, Laos and Cambodia (primarily strike, interdiction and SAR) flying the A-7A with VA-97 embarked in USS *Constellation* from 1968-1970. Later in third CAG tour led CVW-1 in Desert Storm completing another 35 strike and close air support missions into western and central Iraq and Kuwait flying primarily the FA-18 and A-6E from the deck of USS *America*.

(2) In operational assignments at sea had unique opportunity to lead three air wings. First as the final O-5 to command CVW-5 forward deployed to Japan in USS *Midway*. Later as the Navy moved into the O-6 "Super CAG" concept, briefly commanded CVW-13 before it's post-Cold War decommissioning. Immediately upon relief reported as Commander, CVW-1 and carried out direction of deploying the wing ten months early in response to the Desert Shield crisis.

(3) As Chief of Naval Air Training was part of the team effort to revitalize TraCom. By 1996, manning had eroded to 40% resulting in routine seven day work weeks and most wingings taking place after three to four years of training. Pressed for closer TraCom/Fleet Replacement Squadron coordination and won CNO approval of priority TraCom manning. Within two years training timelines had returned to 18 month norm with normal flying schedules (read weekends off for instructors on shore duty) increasing morale and most importantly instructor pilot retention. Today, TraCom is again an acceptable and often times requested shore assignment.

(4) In final active duty assignment as ComNavAirPac emphasized unique role of squadron Skippers as the real leadership of Naval Aviation. Oriented the staff to understand they support the squadron level of command and concentrated on putting "Tailhook 91" behind us by returning fun and reward back to fleet aviation. Dramatic response by CO's saw rapid rise in retention and operational readiness despite continued under funding of the flying hour program which was prevalent throughout the 1990's. Growth in fleet active duty membership and participation in the Tailhook organization led to SecNav's official reendorsement of the organization in 1999.

(5) Proudest moment was receipt of Tailhooker of the Year Award for 2000 the week before retirement.

(6) Continue active support of Naval Aviation as President of the Tailhook Education Foundation, membership on the Board of Trustees for the National Museum of Naval Aviation in Pensacola and a member of the Board of Directors for the Association of Naval Aviation.







## Roger E. Box, Rear Admiral, USN (Ret.)

"Roger"

Date of Designation: 25 October 1957 NA # V-13293

Dates of Active Duty: 1 June 1956 - 1 March 1987

Total Flight Hours: 4,708

Carrier/Ship Landings: Fixed wing: 810

Approximate Flight Hours:
Jet: 4,200 Prop: 400 Helo: 50 VF/VA: 4,000

Combat Tours:
Vietnam: VF-21 (F4B), USS *Ranger* (CV-61) Oct. 1967 - May 1968 - 80 missions (Includes one month off Korea for USS *Pueblo*)
Vietnam: VF-21 (F4J), USS *Ranger* (CV-61), Oct. 1968 - May 1969 - 85 missions (Includes one month off Korea for shoot down of EC-121 by Koreans)
Vietnam: VF-114 (F4J), USS *Kitty Hawk* (CV-63), Aug. 1972 - Dec. 1972 - 55 missions

Aviation Commands:
OinC, Naval Fighter Weapons School (TOPGUN), May 1971 - Jul. 1972.
CO, Naval Fighter Weapons School (TOPGUN), Jul. 1972 - Aug. 1972 (Commissioning CO).
CO, VF 114 (F4J), Aug. 1972 - Aug. 1973
CAG 14, Feb. 1976 - Apr. 1977
CO, USS *Hassayampa* (AO-145), Jan. 1978 - Nov. 1978
CO, USS *Ranger* (CV-61), May 1979 - Oct. 1980
Commander, Carrier Group SIX, Jul. 1983 - Aug. 1985

Combat Awards:
Distinguished Flying Cross
Bronze Star
13 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1956-1958 | Graduated from the U. S. Naval Academy and subsequently received my Aviator's wings after completing jet pipeline flight training. |
| 1958 | Fighter Pilot, VF-173, an FJ3 Squadron at NAS Jacksonville. Transferred to VF-174, the F8 RAG for transition. |
| 1959-1961 | Fighter Pilot, VF-84, an F8 Squadron, NAS Oceana and USS *Independence* (CVA-62). |
| 1961-1964 | Graduated from the U. S. Navy Test Pilot School and served as a Weapons System Project Test Pilot. |
| 1964-1966 | Assistant Navigator, USS *America* (CVA-66). |
| 1966-1969 | Department Head in VF-21, an F4 fighter squadron, aboard the USS *Ranger* during combat deployments to Vietnam. |
| 1969-1970 | Exchange student at the Air Force War College, Montgomery, Alabama. Received an MBA from Auburn University. |
| 1971-1972 | First Commanding Officer of TOPGUN. |
| 1972-1973 | Commanding Officer of VF-114, an F4 Fighter Squadron aboard USS *Kitty Hawk*. Combat deployment to Vietnam. |
| 1973-1975 | Director of Flight Test, U. S. Pacific Missile Test Center, Pt. Mugu, CA. |
| 1976-1977 | Commander Carrier Air Wing 14. Led a group of 10 aircraft squadrons aboard the aircraft carrier USS *Enterprise*. |
| 1977-1978 | Commanding Officer (Captain) USS *Hassayampa*, (AO-145) U. S. Pacific Fleet. |
| 1979 | Naval Air Systems Command, Washington, D.C. Program Coordination Officer (Captain). |
| 1979-1980 | Commanding Officer (Captain), USS *Ranger* (CV-61) U. S. Pacific Fleet. |
| 1980-1981 | Chief of Staff (Promoted to Rear Admiral) Commander Naval Air Forces, U. S. Pacific Fleet, San Diego, CA. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 1981-1983 | NATO SHAPE, Mons, Belgium Deputy Assistant Chief of Staff for Plans and Policy, Operations and Readiness Officer (Rear Admiral). |
| 1983-1985 | Battle Group Commander, U. S. Atlantic Fleet Battle Force Commander U. S. Sixth Fleet (Rear Admiral). |
| 1985-1987 | Plank Owner Director of Operations (Rear Admiral) United States Space Command Colorado Springs, CO. |
| 3/1/87 | Retired from active duty. |

## Summary of Significant Career Events

(1) Graduated U. S. Naval Academy, June 1956.

(2) Graduated flight training (Jets), February 1958.

(3) One of a trio of the first three pilots to get E's in F-8, Crusader, gunnery at both 20,000 and 30,000 feet.

(4) Graduated Test Pilots School, July 1962.

(5) Project pilot in Weapons Systems Test at Pax River. Recognized expert in air-to-air gunnery and systems plus electronics warfare.

(6) Three deployments to Vietnam.

(7) First Commanding Officer of TOPGUN.

(8) Commanded Air Wing Fourteen in which each squadron had the newest of each type aircraft and some deploying for the first time.

(9) Won the 'E' for the USS *Hassayampa* (AO-145).

(10) Won Arleigh Burke award (on *Ranger*) for the most improved command in the Pacific Fleet.

## Education

BS, U. S. Naval Academy, 1956.
MBA, Auburn University, 1970.







## Eugene R. Brady, Colonel USMC (Ret).)

"Gene"

Date of Designation: 18 December 1950 NA# T1257

Dates of Active Duty: 4 June 1946 - 1 October 1980

Total Flight Hours: 4,596

Carrier/Ship Landings: Fixed wing: 115 Rotary: 29

Approximate Flight Hours:
Jet: 1,353 Prop: 3,243 VF/VA: 1,423
VR: 1,686 Other: 1,4875

Combat Tours:
Korea: VMF-311, Jan. 1952 - Sept. 1952, MABS-33, K-3. 78 Combat missions (F9F-2)
Vietnam: HMM-364 1st MAW, Oct. 1968 - Aug. 1969 Marble Mountain, Danang 349+ Combat Missions (CH-46)
Total Combat Missions: 427

Commands:
CO, H&HS, Sept. 1964 - Jan. 1966, MCAS Quantico, VA (C-48, C- 28)
CO, SOES, Jan. 1966 - Sept. 1966, Quantico, VA (T-28, C-45)
CO, MABS-33, Dec. 1967 -July 1968, El Toro (C-47)
CO, HMM-364 "Purple Foxes", Jan. 1969 - Aug, 1969 Marble Mountain RVN, (CH-46)
CO, MCAS Tustin CA, Aug. 1972 - July 1974 (CH-46)
CO, MAG-16, July 1974 - July 1975, MCAS Tustin and MCAF Camp Pendleton, CA, (11 Marine Squadrons CH-46, CH-53, OV-10, UH-1, AH-1)

Combat Awards:
Navy Cross
Silver Star
Legion of Merit with Combat "V"
Purple Heart
51 Air Medals (3 Individual and 48 Strike/Flight)

## Duty Assignment Chronology

| | |
|---|---|
| 12/50-5/51 | VMF-122 Pilot, Cherry Point, NC (F2H-2, F4U w/H&MS). |
| 5/51-12/51 | VHF-223 Pilot,Cherry Point, NC, USS *Roosevelt*, USS *Tarawa*, USS *Midway* (F9F-2). |
| 1/52-7/52 | VMF-311 Pilot, MAG-33, 1st MAW, Korea (F9F-2). |
| 7/52-9/52 | MABS-33 Asst. Provost Marshal, Korea (F9F-2). |
| 9/52-7/54 | VMR-252 Pilot, MCAS Cherry Point, NC (R4Q-1/2). |
| 7/54-9/54 | H&MS-35 Asst. Group Operations Off., S-3 MCAS Cherry Point, NC (R4Q-1/2). |
| 9/54-10/55 | Asst. Wing Operations Officer, MCAS Cherry Point, NC (R4Q-1/2, F2H, FJ). |
| 11/55-9/57 | Asst. Insp. AIRFMFLANT, Norfolk, VA (AD, C-45, F9F-5). |
| 9/57-3/59 | Flight Instructor, Naval Air Trng Cmd. Corpus Christi, TX (TV-2, AD-4, AD-5, AD-6). |
| 3/59-11/59 | Aide-de-Camp to CG, 1st MAW, Iwakuni, Japan (R5D, TV-2). |
| 11/59-12/60 | Aide-de-Camp to CG, 3rd MAW MCAS El Toro, CA (F9F-8T, TV-2). |
| 12/60-10/63 | VMF(AW)-542, A/C Maint. Off,/XO, El Toro, CA, USS *Ranger*, USS *Lexington*, Atsugi, Japan (F4D). |
| 11/63-9/64 | Asst. S-3, MCAS, Quantico, VA (C-45, T-28) |
| 9/64-1/66 | CO, H&HS, MCAS Quantico, VA (T-28,C-45) |
| 1/66-9/66 | CO, SOES, MCAS Quantico, VA (T-28, C-45) |
| 9/66-5/67 | Student, George Washington University, Washington, D. C. |
| 6/67-10/67 | VMA-214, MCAS El Toro, CA Jet Refresher (A-4). |
| 10/67-11/67 | Patient, Hospital, Camp Pendleton, CA. |
| 12/67-12/67 | XO (AIR) MEBLEX BLUE LOTUS, El Toro, Camp Pendleton, CA. |
| 12/67-7/68 | CO, MABS-33 MCAS El Toro, CA (C-47). |

- Continued -



1961


1975 "Papa Fox" and "Mamma Fox" Ginny

Duty Assignment Chronology continued

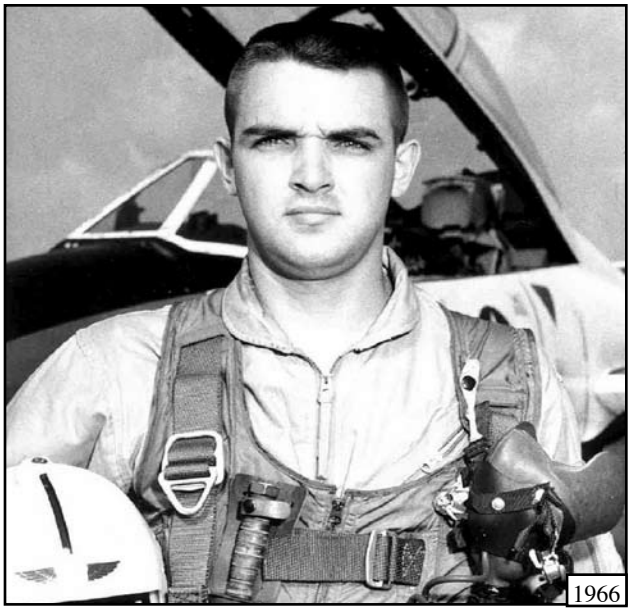
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|---|---|
| 7/68-10/68 | MHTG-30, Helo Trans., MCAS Tustin, CA (CH-46). |
| 10/68-12/68 | S-3, MAG-16, lst MAW, Marble Mountain Vietnam (CH-46). |
| 12/68-1/69 | WIA Vietnam - Hospital, Yokosuka, Japan. |
| 1/69-8/69 | CO, HMM-364 "Purple Foxes", MAG-16 Marble Mountain Vietnam (CH-46). |
| 8/69-10/69 | Asst. Ops Officer, G-3, 1st MAW Danang Vietnam (CH-46). |
| 10/69-7/71 | DC/S (AIR), HQMC, D.C.; Asst Branch Head Plans & Programs, Asst. Branch Head Air Weapon Systems (C-12). |
| 7/71-6/72 | Student, U.S. Army War College, Carlisle Barracks, PA. |
| 6/72-8/72 | Student, Completion of M.S. at Shippensburg State College, PA. |
| 8/72-7/74 | CO, MCAS (H), Tustin, CA (CH-46). |
| 7/74-6/75 | CO, MAG-16 MCAS (H), Tustin, CA MCAF Camp Pendleton (11 Marine Squadrons (CH-46, CH-53, OV-10, UH-1, AH-1). |
| 7/75-12/77 | CoS, MCB Butler, Okinawa. |
| 1/78-12/79 | Special Asst. to Commander, U.S. Naval Forces Korea and Advisor to Vice Chief of Naval Operations (Korean Commandant of Marines). |
| 1/80-9/80 | Inspector, COMCABS West. |
| 1 Oct 1980 | Retired from active duty. |

## Summary of Significant Career Events

(1) Navy Cross Award for actions as CH-46 aircraft commander involving the emergency evacuation of wounded Marines from an LZ under fire. RVN 1969.

(2) Silver Star Award for actions as CH-46 aircraft commander involving the emergency evacuation of wounded Marines from an LZ under fire. RVN 1969.

(3) My 12th landing in an F4U-4 aboard the USS *Wright*, completing the final task to earning my naval aviator wings.


1966


2007

**Daniel C. Brandenstein, Captain, USN (Ret.)**
"Dan"

Date of Designation: 2 May 1967 NA#24796

Dates of Active Duty: September 1965-October 1992

Total Flight Hours: 6,500

Carrier/Ship Landings: Fixed wing: 400

Approximate Flight Hours:
Jet: 5,610 Prop: 100 Rocket: 790 VA: 3,000
NATC: 400 VX: 100, VT: 200 NASA: 2800

Combat Tours:
Southeast Asia: July 1968 - Feburary 1969
Sept. 1969 - June 1970
Total Combat Missions: 192

Commands: Space Shuttle Missions
STS – 51G, June 17-24, 1985
STS – 32, January 9-20, 1990
STS – 49, May 7-16, 1992, First flight of ENDEAVOUR
Chief (CO), Astronaut Office, April 1987-October 1992

Combat and Flight Performance Awards:
2 Defense Superior Service Medals
Legion of Merit
Distinguished Flying Cross
Defense Meritorious Service Medal
17 Air Medals
2 Navy Commendation Medals with Combat V
2 NASA Distinguished Service Medals
4 NASA Spaceflight Medals
2 NASA Outstanding Leadership Medals
Legion of Honor - France

## Duty Assignment Chronology

| | |
|---|---|
| 9/65-1/66 | Aviation Officer Candidate School |
| 1/66-5/67 | Training Command-VT-1, VT-7, VT-4, VT-25, VT-26. Student (T-34, T2A, T2B, TF9J, F9F, F11). |
| 5/67-6/67 | VF 126, Instrument RAG Student (TA4). |
| 6/67-9/67 | VAH-123, RAG Student (A6A). |
| 9/67-1/68 | VA-128, RAG Student (A6A). |
| 1/68-6/70 | VA-196 Fleet Pilot (A6A, A6B). |
| 6/70-1/71 | VX-5 Det O, Evaluation Pilot (A6A, A6B, KA6D) |
| 1/71-10/71 | U.S. Naval Test Pilot School, Student (A4, F8, T38, T1, B26, T28, OV1, UH1, X26, C54, U6). |
| 10/71-8/74 | NATC-Weapons Systems Test, Test Pilot (A3, A4, A6A, A6E, EA6A, EA6B, F4, OV1). |
| 8/74-11/74 | VA-128, RAG Student (A6E). |
| 11/74-9/77 | VA-145, Fleet Pilot, A6E, KA6D. |
| 9/77-6/78 | VA-128, Ops Officer/Instructor Pilot (A6E) |
| 6/78-10/92 | NASA, Pilot Astronaut (T38, KC135, Gulfstream II, B747, Space Shuttle). |

## Summary of Significant Career Events

(1) Two combat tours, VA-196 with 192 combat missions.
(2) Test pilot with NATC Weapons System Test, flight test and project management of numerous classified electronic warfare systems.
(3) NASA astronaut pilot on STS-8, the first night launch and landing in Shuttle Program; commander of STS-51G, first international crew (astronauts from France and Saudi Arabia); commander of STS-32 extended duration mission; commander of STS-49 the first flight of ENDEAVOUR.
(4) Chief, Astronaut Office, led 100+ astronauts in support of NASA Human Space Flight Programs.
(5) Special Honors: Distinguished Alumnus, University of Wisconsin, River Falls; Honorary Doctor of Engineering, Milwaukee School of Engineering; Honorary Doctor of Science, University of Wisconsin
(6) River Falls; recipient of the SETP Iven C. Kincheloe Award; the AIAA Haley Space Flight Award; the Federation Aeronautique International Yuri Gagarin Gold Medal; the American Astronautical Society Flight Achievement Award and Astronaut Hall of Fame.

- Continued -

**Biographical Data**

Dan was born January 17, 1943, in Watertown, Wisconsin to Mr. and Mrs. Walter Brandenstein. He married the former Jane A. Wade of Balsam Lake, Wisconsin. They have one daughter, Adelle.

Dan graduated from Watertown High School, Watertown, Wisconsin, in 1961; received a Bachelor of Science degree in mathematics and physics from the University of Wisconsin (River Falls) in 1965.

Dan entered active duty with the Navy in September 1965 and was attached to the Naval Air Training Command for flight training. He was designated a naval aviator at Naval Air Station, Beeville, Texas, in May 1967, and then proceeded to VA-128 for A-6 fleet replacement training. From 1968 to 1970, while attached to VA-196 flying A-6 Intruders, he participated in two combat deployments on board the *USS Constellation* (CV-64) and the *USS Ranger* (CV-61) to Southeast Asia and flew 192 combat missions. In subsequent assignments, he was attached to VX-5 for the conduct of operational tests of A-6 weapons systems and tactics; and to the Naval Air Test Center where, upon graduation from the U.S. Naval Test Pilot School, Patuxent River, Maryland, he conducted tests of electronic warfare systems in various Navy aircraft. He made a nine- month deployment to the Western Pacific and Indian Ocean on board the *USS Ranger* (CV-61) while attached to VA-145 flying A-6 Intruders during the period March 1975 to September 1977. He then transferred to VA-128 as the Operations Officer and an A-6 flight instructor. He has logged 6,500 hours flying time in 24 different types of aircraft and has 400 carrier landings.

Dan was selected for astronaut training by NASA in January 1978 and became an astronaut in August 1979. He was ascent spacecraft communicator (CAPCOM) and a member of the astronaut support crew for STS-1 (the first flight of the Space Shuttle). He was subsequently assigned to the STS-2 astronaut support crew and was the ascent CAPCOM for the second Space Shuttle flight. A veteran of four space flights -- STS-8 (August 30-September 3, 1983), STS-51G (June 17-24, 1985), STS-32 (January 9-20, 1990), and STS-49 (May 7-16, 1992) – he has logged over 789 hours in space. Following his second space flight, Dan served as the Deputy Director of Flight Crew Operations. Dan served as Chief of the Astronaut Office from April 1987 through September 1992 and retired from NASA and the U.S. Navy in October 1992.

Dan was pilot on STS-8, his first flight, which launched at night from the Kennedy Space Center, Florida, on August 30, 1983. This was the third flight for the Orbiter Challenger and the first mission with a night launch and night landing. During the mission crew members deployed the Indian National Satellite (INSAT-1B); operated the Canadian-built Remote Manipulator System (RMS) with the Payload Flight Test Article (PFTA); conducted medical measurements to understand biophysiological effects on space flight; and activated various earth resources and space science experiments. STS-8 completed 98 orbits of the Earth in 145 hours before landing at Edwards Air Force Base, California, on September 3, 1983.

On his second mission Dan commanded the crew of STS-51G aboard the Orbiter Discovery, June 17-24, 1985. During this seven-day mission crew members deployed communications satellites for Mexico (Morelos), the Arab League (Arabsat), and the United States (AT&T Telstar). They used the Remote Manipulator System (RMS) to deploy and later retrieve the SPARTAN satellite which performed 17 hours of x-ray astronomy experiments while separated from the Space Shuttle. The crew included international astronauts from France and Saudi Arabia. The mission was accomplished in 112 Earth orbits in approximately 170 hours.

Dan then commanded the crew of STS-32 (January 9-20, 1990). In the longest Shuttle mission to date, crew members aboard the Orbiter Columbia successfully deployed the Syncom IV-F5 satellite, and retrieved the 21,400-pound Long Duration Exposure Facility (LDEF) using the RMS. They also operated a variety of middeck experiments, the IMAX camera and conducted numerous medical test objectives to evaluate human adaptation to extended duration missions. Following 173 orbits of the Earth in 261 hours, the mission ended with a night landing in California.

Dan's final command was Shuttle mission STS-49 (May 7-16, 1992) on the maiden flight of the new Space Shuttle Endeavour. During this mission, the crew conducted the initial test flight of Endeavour, performed a record four EVA's (space walks) to retrieve, repair and deploy the International Telecommunications Satellite (INTELSAT) and to demonstrate and evaluate numerous EVA tasks to be used for the assembly of Space Station Freedom. Additionally, a variety of medical, scientific and operational tests were conducted throughout the mission. STS-49 logged 213 hours in space and 141 Earth orbits prior to landing at Edwards Air Force Base, California, where the crew conducted the first test of the Endeavour's drag chute.

Following his retirement from the US Navy and NASA, Dan joined IBM Federal Systems Company to lead the data management system redesign team for the Space Station redesign effort. Additionally, he was involved in strategy development and Congressional visits in support of critical funding for the Space Station program.

From January 1994 to March 1996, Dan held two positions with Loral Space Information Systems Co. As Director of Program Development, he directed new business development efforts in space systems, safety/quality assurance services and ground transportation systems and the direction of all independent research and development (IRAD) projects. As Director of Quality Assurance, he directed quality programs assuring the highest quality products and services and the ISO 9000 certification effort for Space Shuttle software project.

Dan was the Executive Vice President and Program Manager at Kistler Aerospace Corp. from March 1996 to April 1999.

- Continued -

He led the entrepreneurial efforts to develop world's first commercial, fully reusable launch vehicle including directing spacecraft design and development. He was the technical lead on financial team that successfully raised over $300 million dollars in private investments.

Dan served as Vice President and Program Manager for the Mission Support Operations Contract at Lockheed Martin Space Operations from April 1999 to September 2007. In that role, Dan was responsible for the development and sustaining engineering, operations and maintenance of the Mission Control Centers and Integrated Planning System at the Johnson Space Center, supporting the human space flight programs.

Currently, Dan is the Executive Vice President and Chief Operating Officer of United Space Alliance, LLC. United Space Alliance is a leader in space operations with extensive experience in all aspects of the field. Headquartered in Houston, USA has 10,000 employees working in Texas, Florida and Alabama providing its broad range of processing, maintenance and operations capabilities to NASA's Space Shuttle, International Space Station and Constellation programs as well as to space operations customers in the commercial and international sectors.







## Jerry C. Breast, Rear Admiral USN (Ret.)

"Felter"

Date of Designation: September 1949

Dates of Active Duty: June 4, 1958 - March 30, 1990

Total Flight Hours: 3,800

Carrier/Ship Landings: Fixed wing: 998

Approximate Flight Hours:
Jet: 3,120 Prop: 630 VF/VA: 3,580
Rotary: 50 VT: 220

Combat Tours:
Vietnam: VA-163, Aug 1967-Mar 1968, USS *Oriskany* (A-4C) 118 sorties NVN
Vietnam: VA-163, Aug. 1968-Mar 1969, USS *Hancock* (A-4E) 108 sorties NVN
Vietnam: VA-82, June 1972-May 1973, USS *America* (A-7C) 110 sorties NVN
Total Combat Missions: 336 (A-4C/E - 226, A-7C - 110)

Aviation Commands:
CO, VA-82, Sept. 1973 - Aug. 1974 (A-7C)
CO, USS *Savannah* (AOR-4), Dec. 1980 - June 1981
CO, USS *Independence* (CV-62), Aug. 1981 - June 1983
CO, Naval Safety Center, June 1983 - Aug. 1985
COMMANDER CARRIER GROUP TWO, Aug. 1985 - Feb. 1987

Combat Awards:
DSM, April 1986 Strike on Libya/Operations Vicinity Libya
Silver Star, Oct. 1967 Strike on Hanoi Thermal Power Plant
3 Distinguished Flying Crosses, Strikes over NVN
6 Air Medals, 21 Strike/Flight Awards
3 Navy Commendation Medals w/Combat "V" Strikes NVN

Non-Combat Awards
Defense Distinguished Service Medal, J-3 US Space Command
Legion of Merit, F/A-18 Program Sponsor (OP-506)
2 Meritorious Service Medals Test Pilot (VX-5 and Pax River)

### Duty Assignment Chronology

| | |
|---|---|
| 6/58-9/59 | Commissioned at Vanderbilt NROTC, began Naval Aviation Training, Designated Naval Aviator. |
| 9/59-2/63 | VA-66, two cruises in USS *Intrepid*, two in USS *Enterprise* (A4D). |
| 3/63-4/64 | U. S. Naval Postgraduate School (Engineering Science) |
| 5/64-7/67 | VX-5, NWTC China Lake. Testing Air-to-Ground Weapons (A4D, F4H-1). |
| 8/67-3/68 | VA-163, USS *Oriskany* (A-4C). |
| 3/68-7/69 | VA-163, USS *Hancock* (A-4E). |
| 8/69-7/72 | NATC Patuxent River, US Naval Test Pilot School, then Weapons Systems Test as WASM (all models A4, F4-J/M/K) |
| 8/72-7/74 | VA-82, USS *America* XO then CO (A-7C) |
| 8/74-6/75 | US Naval War College, Washington, D.C. |
| 7/75-7/77 | USS *America* Ops. Officer then XO. |
| 8/77-7/79 | OP-506 as F/A-18 Program Sponsor (MA Degree in Political Science). |
| 8/79-7/81 | CO, USS *Savannah* (AOR-4). |
| 8/81-5/83 | CO, USS *Independence* (CV-62). |
| 6/83-7/85 | Commander, Naval Safety Center. |
| 8/85-3/87 | Commander, Carrier Group Two. |
| 4/87-3/90 | Operations Officer (J-3) US Space Command |
| 3/90 | Retired U.S. Navy |

### Summary of Significant Career Events

(1) First squadron tour (VA-66) made three Med cruises (CVA-11) and the Cuban Missile Crisis (CVN-65).

- Continued -




(2) First shore tour, after US Naval Postgraduate School, was as test pilot with VX-5 flying new weapons and systems from A4D and F4H

(3) Did live drop testing with new Snakeye Series and developed tactics for new Walleye delivery.

(4) Arrived at second A-4 squadron tour with VA-163 as Weapons Training Officer. 118 combat sorties in the A-4C. Planned first usage of Walleye in combat on Hanoi Thermal Power Plant. Successfully put the HTPP out of action for four months.

(5) Completed second combat cruise with VA-163. Flew 108 combat sorties in the A-4E. VA-163 was the most heavily attrited U.S. Navy squadron since Torpedo Eight at the Battle of Midway.

(6) After completion of US Naval Test Pilot School at Pax River, was selected to test the F4M weapons system for the RAF. Found the Ferranti system to be UNSAT for service use.

(7) Assigned to VA-82 as XO, then CO. Flew 110 combat sorties in the A-7C on third combat cruise to Yankee Station.

(8) After one year at the Naval War College, was assigned to USS *America* (CVA-66) as Operations Officer. Moved to XO after two year "deep select" for O-6.

(9) After designation as Weapons System Acquisition Manager, was assigned as F/A-18 Program Sponsor in OP-506.

(10) As CO of USS *Savannah* (AOR-4), sailed in four different oceans and three seas in 11 months at sea.

(11) Commanded USS Independence (CV-62) during one extended Med cruise.

(12) Ordered to the Naval Safety Center (1983); achieved the lowest aviation accident rate in history and expanded safety culture to surface warfare community.

(13) Assigned Commander Carrier Group Two onboard USS *Coral Sea* (CVA-43); took first F/A-18 squadrons to the Med; demonstrated the operational flexibility of the new machines in defense and attack during Operations in Vicinity of Libya and strikes against Libya in 1986.

(14) Ordered to US Space Command as Operations Officer ( J-3). Was able to convince strategic organization to develop communications to intercept tactical missiles in time for use by Israel in 1991.


1964


2006 Treva

## Bruce B. Bremner, RADM USN (Ret.)

"Bruce" or "Whitefoot"

Date of Designation: 7 May 1965 NA# V-22172

Dates of Active Duty: 17 July 1961 - 1 August 1995

Total Flight Hours: 8,900

Carrier/Ship Landings: Fixed wing: 1,002 Rotary: 25

Approximate Flight Hours:
Jet: 5,600 Prop: 300 VF/VA: 5,300 VS: 49
VT: 250 Crop Dusting Prop: 3,000

Combat Tours:
Vietnam: VA-35 Dec. 1966 - Jun.1967, USS *Enterprise* (CVAN-65) (A-6)
VA-35 Jan. 1968 - Jul. 1968, USS *Enterprise* (CVAN-65) (A-6)
Total Combat Missions: 191 over North Vietnam (A-6)

Aviation Commands:
CO, VA-85, May 1978 - July 1979 (A-6)
Commander, Carrier Air Wing 17, July 1980 - Nov. 1981 (A-6E, EA-6B, S-3A, A-7E, F-4J, SH-3, E-2C)
Commander, Medium Attack Wing One, Dec. 1981 - Dec. 1983 (A-6)
CO, USS *Savannah* (AOR-4), June 1984 - Jan. 1986
CO, USS *Coral Sea,* Jan. 1987 - Jun. 1988 (A-6)
Commander, Medium Attack Tactical Electronic Warfare Wing Pacific, Aug. 1990 - Dec. 1992 (A-6, EA-6B)

Combat Awards:
2 Silver Star Medals
3 Distinguished Flying Crosses
2 Air Medals (Individual)
17 Air Medals Strike/Flight
Purple Heart
Republic of Vietnam Gallantry Cross

## Duty Assignment Chronology

| | |
|---|---|
| 7/61-11/61 | Officer Candidate School, Newport, RI. |
| 11/61-5/62 | NATTC Glynco, GA, CIC Student. |
| 5/62-12/63 | USS *Interdictor* (AGR 13), Communications Officer. |
| 12/63-10/64 | NABTC Pensacola & Meridian, Primary and Basic Jet Training (T-34B, T-2A). |
| 10/64-5/65 | NAAS Chase Field, Advanced Jet Training (TF-9J, AF-9J, F-11A). |
| 5/65-8/65 | VA-42, A-6 Replacement Pilot. |
| 8/65-7/68 | VA-35, Aircraft Division (A-6). |
| 7/68-1/69 | VA-42, Flight Instructor (A-6). |
| 1/69-10/69 | Naval Test Pilot School (Class 53), NATC Patuxent River, MD (T-1A, T-28B, A-4B, F-8C/K/L, OV-1A, S-2D, X-26A, OV-10A). |
| 10/69-2/72 | Weapons Systems Test Division, NATC Patuxent River (Project Pilot) (A-1E, A-4B/F, A-6A/B/E, EA-6A/B, A-7A/E, F-4J, F-8H/J/K, T-39D, S-2D). |
| 2/72-6/72 | VA-42, A-6 Replacement Pilot. |
| 6/72-12/74 | VA-65, Operations/Maintenance (A-6). |
| 12/74-6/75 | Armed Forces Staff College (Student). |
| 6/75-9/76 | Staff, Commander Naval Air Force Atlantic. |
| 9/76-2/77 | VA-42, A-6 Replacement Pilot. |
| 2/77-6/79 | VA-85, XO/CO (A-6). |
| 6/79-2/80 | Medium Attack Wing ONE, C/S (A-6). |
| 2/80-7/80 | Commander Naval Air Force Atlantic, CAG Training. |
| 7/80-11/81 | Commander, Carrier Air Wing SEVENTEEN (A-6E, EA-6B, S-3A, A-7E, F-4J, SH-3, E-2C). |
| 11/81-12/83 | Commander, Medium Attack Wing ONE (A-6) |
| 12/83-5/84 | Major Command Training. |
| 5/84-1/86 | CO, USS *Savannah* (AOR-4). |
| 1/86-1/87 | Special Assistant to the VCNO, Pentagon. |
| 1/87-7/88 | CO, USS *Coral Sea* (CV 43) (A-6). |
| 7/88-9/88 | CAPSTONE, National Defense University. |
| 9/88-9/90 | NORAD, Command Director. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 9/90-2/93 | Commander, Medium Attack Tactical Electronic Warfare Wing Pacific (A-6, EA-6B) |
| 2/93-7/95 | U. S. Space Command (J-3). |
| 1/8/95 | Retired from active duty. |

## Summary of Significant Career Events

(1) Mined Song Ca River mouth, North Vietnam, 26 Feb. 1967, in the first combat aerial mining utilizing jet aircraft.

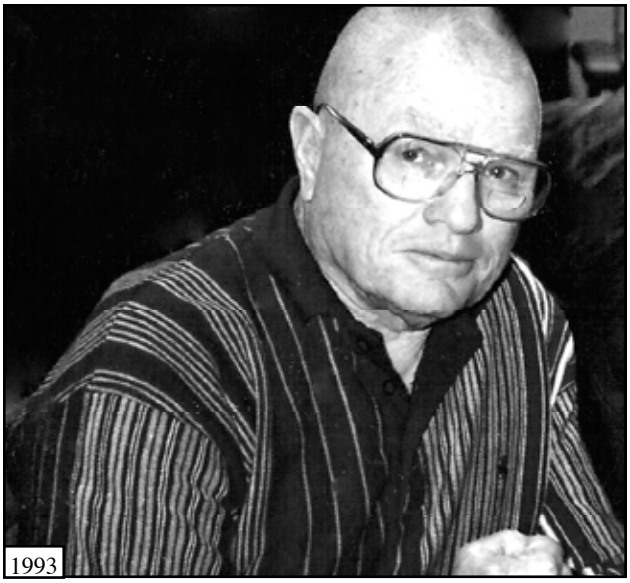
(2) Was project pilot and project officer for A-6E NPE and A-6E BIS Trials.

(3) Was project pilot for EA-6B NPE and BIS Trials.

(4) Was first pilot to achieve 5,000 flight hours in A-6 type aircraft.

(5) Was lucky to be always surrounded by highly dedicated, talented, industrious, loyal people throughout my Navy time.




## Ray E. Bright, COL USMC (Ret.)

"Ray"

Date of Designation: 13 August 1955 NA# V-16722

Dates of Active Duty: June 1948 - 1949 and
June 1953 - June 1983

Total Flight Hours: 7,560

Carrier Landings: Fixed Wing: 59

Approximate Flight Hours:
Jet: 6,585 Prop: 975 VF/VA: 6,925 VT: 635

Combat Tours:
Vietnam: Sept. 1967 - Oct. 1968 (A-4), VMA-121, VMA-211, MAG-12, Chu Lai RVN
Total Combat Missions- 420 (A-4). Five in one 16 hour day & night

Aviation Commands:
CO, MARTD, NAF Andrews Oct. 1968 -Jun. 1970 (F-8)
CO, USMC Combat Readiness Training Group, Yuma, AZ
Jan. 1978 - Mar. 1981 (F-4, AV-8, A-4)

Combat Awards:
3 Distinguished Flying Crosses
32 Air Medals (3 Individual, 29 Strike/Flight Awards)

### Duty Assignment Chronology

| | |
|---|---|
| 6/53 | Commissioned, U. S. Naval Academy. |
| 8/55 | Completed Flight Training. |
| 1955-1956 | VMA-224, MCAS El Toro, Assistant Operations Officer (F9F-5). |
| 1956-1958 | Flight Instructor, NAS Corpus Christi, TX (TV-2, F9F-5). |
| 1958-1959 | Flight Commander, 330th Fighter Inteceptor Squadron, Stewart AFB, NY (F-86, T-33). |
| 1959-1961 | Flight Commander, 75th Fighter Inteceptor Squadron, Dow AFB, ME (F-101, T-33). |
| 1961-1962 | Operations Officer, MACS–7, NAS Atsugi, Japan (F4D, F9F-8, TV-2). |
| 1962-1964 | Officer Selection Officer, 8th MCD New Orleans, LA (F9F-8, T-34B). |
| 1964-1965 | Regimental Air Officer, lst Marine Regiment, Camp Pendleton, CA. |
| 1965-1966 | Student, Amphibious Warfare School, Quantico, VA. |
| 1966-1967 | XO, VMF-451, MCAS Beaufort, SC (F-8). |
| 1967-1968 | Staff Officer, MAG-12, Chu Lai, RVN.<br>XO, VMA-121, Chu Lai RVN (A-4, TA-4). |
| 1968-1970 | XO/CO, MARTD, Andrews AFB (F-8, TV-2). |
| 1970-1971 | Student, Command and Staff College, Quantico, VA. |
| 1971-1974 | Staff Officer, FMFPAC, Hawaii (T-28). |
| 1974-1975 | XO, MAG-12, MCAS Iwakuni (A-4, TA-4). |
| 1975-1978 | Staff Officer, 3rd MAW, MCAS El Toro, CA (TA-4). |
| 1978-1981 | CO, MCCRTG -10, MCAS Yuma, AZ (A-4). |
| 1981-1983 | Inspector General, MCAS El Toro, CA (TA-4, T-39). |

### Summary of Significant Career Events

(1) First Marine to fly over 400 fixed wing combat missions in a one year tour, 1967 – 1968.






**F. Taylor Brown, Rear Admiral, USN (Ret.)**

"Taylor"

Date of Designation: 21 November 1945 NA #: C-28277

Dates of Active Duty: 12 May 1943 - 1 August 1979.

Total Flight Hours: 4,500

Carrier/Ship Landings: Fixed wing: 517

Approximate Flight Hours:
Jet: 2,900 Prop: 2,600 Helo: 15 VF/VA: 4,000

Combat Tours:
North Vietnam (Aug. 1964) - 2 combat missions.
Vietnam (Jan. 1965 - Apr. 1965) - 11 combat missions.
Vietnam (Dec. 1965) - 11 combat missions.

Aviation Commands:
CO, VF-143, (F4 Squadron) Jul. 1963 - Jul. 1964.
Commander, Air Wing NINE, Jan. 1965 - Dec. 1965.
CO, USS *Guadalupe*, Jan. 1969 - Apr. 1970.
CO, USS *Inchon* (LPH-12), Sep. 1971 - Nov. 1972.
Commander, NATC Patuxent River, MD., Jun. 1974 - Jun. 1976.

Combat Awards:
2 Distinguished Flying Crosses
2 Air Medals
1 DFC - World Time-to-Climb record to 20,000 meters

## Duty Assignment Chronology

| | |
|---|---|
| 5/43 | Enlisted in U. S. Navy Reserve. |
| 8/43 | Called to active duty as a Seaman 2nd Class and designated an Aviation Cadet. |
| 8/43-11/45 | Aviation Cadet training at various bases in the U.S.A. |
| 11/45 | Commissioned as Ensign USNR and designated as a Naval Aviator. |
| 12/45-5/46 | Fighter training in the F6F Hellcat. |
| 6/46-5/49 | Fighter Squadron Five (F6F, F8F, FJ-1) San Diego, CA. First jet squadron on West coast. |
| 10/48 | Transferred to Regular Navy. |
| 6/49-12/50 | Undergraduate education at Marquette University, Milwaukee, Wisconsin. |
| 1/51-12/51 | General Line School, Monterey, CA. |
| 2/52-6/55 | VF-171 (F2H-2/3), Jacksonville, FL. |
| 7/55-11/56 | Naval Air Special Weapons Facility, Kirkland Air Force Base, Albuquerque, NM. Unit tested the compatibility and delivery of nuclear weapons from the latest naval aircraft. Tested A4D Skyhawk, F7U Cutlass, F3H Demon, F2H Banshee and others. Participated in atomic bomb tests in Nevada. |
| 1/57-12/57 | Empire Test Pilot School, Farnborough England. International student body flying many British aircraft including fighters, bombers, transports, helicopters and gliders. |
| 1/58-7/59 | Fighter Squadron 174, Jacksonville, FL. First F8U Crusader Squadron. As Maintenance Officer developed a new concept of periodic maintenance which was later adopted by the entire U. S. Navy. |
| 8/59-6/60 | Naval War College, Newport, RI. |
| 7/60-1/62 | Head of Flying Qualities and Performance Branch of Flight Test at the Naval Air Test Center, Patuxent River, MD. Tested the aerodynamic and performance characteristics of new Navy, Marine and some Army aircraft before they were released for use in the operational forces. |
| 7/62-7/63 | XO, VF- 143 (F4H Phantoms). |
| 7/63-8/64 | CO, VF-143. Squadron selected as best fighter squadron in the Pacific Fleet. Led fighter aircraft on first U.S. strike against North Vietnamese forces; torpedo boats at Hon Gai near Hanoi. |
| 1/65-6/65 | Commander Air Wing Nine, USS *Ranger.* Led Air Wing on the first coordinated Navy Air Force attacks against ground installations in North Vietnam. ( - Continued -) |

Duty Assignment Chronology continued

| | |
|---|---|
| 9/65-1/66 | Commander, Air Wing NINE, USS *Enterprise*. Operations in North Vietnam. |
| 2/66-7/67 | XO of the USS *Oriskany*. Two deployments in South China Sea operating in support of the Vietnamese War. |
| 8/67-6/68 | National War College, Washington, D. C. |
| 7/68-1/69 | Sabbatical from Navy for completion of studies for Bachelor of Science Degree at George Washington University. |
| 2/69-5/70 | CO of fleet oiler USS *Guadalupe*. Deployed in South China Sea. |
| 6/70-9/71 | Assigned to Pentagon as the Navy's Deputy Electromagnetic Coordinator. Responsible for ensuring that the many electronic systems installed on Navy aircraft and ships would work effectively in harmony with each other. |
| 9/71-11/72 | CO of USS *Inchon*, operating in the Mediterranean and North Sea in support of the Marine Amphibious Forces. |
| 12/72-7/74 | Deputy Director of Operations, Joint Chiefs of Staff at the National Military Command Center. |
| 8/74-6/76 | Commander, Naval Air Test Center Patuxent River, MD. |
| 7/76-6/68 | Defense Attache', U. S. Embassy London, England. |
| 7/78-8/79 | Deputy Director for International Programs in the Office of the Under Secretary of Defense for Research and Engineering, Washington, D.C. Coordinated international development of many of the smart weapons used during Desert Storm. |
| 8/78 | Retired from active duty. |
| 2/80-12/83 | Vice President and Program Manager of Falcon Jet Corporation, Little Rock, AR. Overall management of the modification and assembly of 41 Falcon 20 aircraft acquired by the U.S. Coast Guard to support their Maritime Surveillance Missions. |
| 1/84-2/85 | Vice President for Operations at Falcon Jet Corporation, Little Rock, AR |
| 3/85-4/91 | Senior Vice President and General Manager Falcon Jet Corporation. |
| 4/91 | Retired from Falcon Jet Corporation. |
| 12/95 | Member of the Little Rock Airport Commission. |

## Summary of Significant Career Events

(1) Won the Bendix Trophy Race of the Cleveland National Air Races. Cross country race from Long Beach, CA to Cleveland, OH (September 1948).

(2) Set the World Time-to-Climb record to 20,000 meters flying the F4H Phantom. Time from standing start to 20,000 meters (about 65,000 feet) in 2 minutes and 58 seconds.

(3) Inducted into the Arkansas Aviation Hall of Fame on 24 October 1991.

(4) Flew over 65 different types of aircraft.



Whiting Field - 1955



2008 Marty

## Thomas F. Brown III, RADM, USN (Ret.)

"Tom"

Date of Designation: 18 July 1956 NA # V-9802

Dates of Active Duty: September 1954 - September 1985

Total Flight Hours: 4,842

Carrier/Ship Landings: Fixed wing: 1,017

Approximate Flight Hours:
Jet: 4,588 Prop: 254 Helo: 2 VF/VA: 4,500
VR/VP: 5 VT: 344

Combat Tours:
Vietnam: Gulf of Tonkin - 343 total combat missions
VA-164 (A4B/E), USS *Oriskany* (CVA-34), May 1965 - Aug. 1965 - 100 combat missions.
CAG Ops/VA-155 (A4E), USS *Coral Sea* (CVA-43), Aug. 1967 - Feb. 1968 - 69 combat missions.
CAG-19 (A7B/F8J), USS *Oriskany* (CVA-34), Jun. 1972 - Feb. 1972 - 174 combat missions

Aviation Commands:
CO, VA-37, May 1971 - Jan. 1972
COMCAG-19, Jun. 1972 - Jul. 1973
CO, USS *Caloosahatchee* (AO-98), Aug. 1975 - Feb. 1977
CO, USS *Midway* (CV-41), Feb. 1978 - Sep. 1979
COMCARGRU ONE, Oct. 1980 - Jun. 1982
CTF-77/CCG-5, Jun. 1982 - Jun. 1984

Combat Awards:
Silver Star
Legion of Merit with combat "V"
4 Distinguished Flying Crosses
36 Air Medals
Navy Commendation Medal

## Duty Assignment Chronology

| | |
|---|---|
| 9/54-3/55 | Officer Candidate, OCS, Newport, RI. |
| 3/55-7/56 | Student Naval Aviator, Pensacola, FL., and Beeville, TX. (SNJ/TV-2/F9F-2). |
| 8/56-11/56 | Assistant Maintenance Officer, FASRON 10, NAS Moffett Field, CA. |
| 12/56-3/60 | Flight Officer/Line Officer/ Admin and Safety Officer, VA-153, USS *Hancock*, WestPac. (A4D-1/2). |
| 3/60-7/61 | Mission Phase Officer, VA-125, NAS Moffett Field, CA. (A4D-1/2/2N). |
| 8/61-2/63 | Graduate Student, University of California, Berkeley, CA. (Flew A4D-1 NARU, Alameda) |
| 3/63-5/63 | Student, University of Southern California, Aviation Safety School, Los Angeles, CA. (A-4A, Los Alamitos). |
| 5/63-7/63 | Fleet Replacement Pilot, VA-125, NAS Lemoore, CA. (A-4B/C). |
| 7/63-9/65 | Safety/NATOPS Officer, Maintenance Officer, VA-164, USS *Oriskany*, WestPac. (A-4B/E). |
| 9/65-11/66 | Maintenance Department QC Officer, VA-125, NAS Lemoore, CA. (A-4B/C/E) |
| 12/66-7/68 | Operations Officer, CAW-15, USS *Coral Sea*, WestPac and NAS Lemoore, CA. (A-4E and F-4B). |
| 7/68-2/70 | Maintenance Officer/XO, VA-44, NAS Cecil Field, FL. (A-4B/C) |
| 2/70-5/70 | A-7 Transition, VA-174, NAS Jacksonville. |
| 5/70-1/72 | XO/CO, VA-37, USS *Saratoga*, Mediterranean deployment. (A-7A). |
| 2/72-5/72 | PCAG training, VF-124/VA-125, NAS Lemoore, CA. (F-8J/A-7B). |
| 6/72-7/73 | Commander Carrier Air Wing 19, USS *Oriskany,* WestPac. (A-7A/B, F-8J) |
| 8/73-6/74 | Student, National War College, Ft. McNair, Washington, DC. |
| 7/74-5/75 | Aviation Commander Detailer, BUPERS (Pers 431), Washington, DC. |

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Duty Assignment Chronology continued

| | |
|---|---|
| 8/75-2/77 | CO, USS *Caloosahatchee* (AO-98), Norfolk, VA, Mediterranean and Northern Europe. |
| 3/77-7/77 | Student, Ships Engineering, Senior Officers Ships Material Readiness Course, Idaho Falls. |
| 7/77-11/77 | OPNAV Staff (OP-50W), Washington, DC. |
| 2/78-9/79 | CO, USS *Midway* (CV-41), Yokosuka, Japan, WestPac. (A-7E/F-4J). |
| 9/79-8/80 | Commander, Military Enlistment Processing Command, Ft. Sheridan, IL. |
| 10/80-6/82 | Commander, Carrier Group ONE, San Diego, CA., WestPac, Northern Pacific. (A-7E/F-4S). |
| 6/82-6/84 | Commander Battle Force SEVENTH Fleet/ Commander Carrier Strike Force SEVENTH Fleet/Commander Carrier Group FIVE, Cubi Point, PI., WestPac and Indian Ocean. |
| 6/84-8/85 | Director, Strike and Amphibious Warfare Division, OPNAV (OP-954). |
| 9/1/85 | Retired from active duty. |
| 1988-1998 | Math teacher - junior high school level in San Francisco |
| 1991-1997 | Naval War College Adjunct Professor, teaching a Masters level seminar in Joint Maritime Operations in the Bay Area. |
| 1992-1999 | Principal, SummerGATE Secondary School in San Francisco. |

Effective Dates of Promotions

| | |
|---|---|
| Ensign | 3 MAR 1955 |
| LTJG | 4 SEP 1956 |
| LT | 1 MAR 1960 |
| LCDR | 1 JUL 1964 |
| CDR | 1 JUL 1968 |
| CAPT | 1 JUL 1975 |
| RADM | 1 SEP 1980 |

Personal Data

Married Martha C. Bramer of Springfield, Missouri in 1957. Marty is a former Navy nurse. They have four children, Thomas, Stephanie, Deidre and Donald, who are healthy, well-adjusted, college graduates, and seven glorious grandchildren.

## Summary of Significant Career Events

(1) Jet pilot: 1956-1983, 4,842 total hours (accident free).

(2) 1956-1973 Ensign to CAG with only one tour out of the cockpit (16 months at U. of Calif.- Berkeley & PG School, but flew A-4s with NARU, Alameda!)

(3) 1,017 arrested carrier landings.

(4) Seven Commands - Five Aviation
USS *Midway* (CV-41) awarded the Battle "E" and the Marjorie Sterett Battleship Award for outstanding readiness.

(5) Flew from USS *Midway* as Commanding Officer (1978/79).

(6) Flew from USS *Coral Sea* as Battle Group Commander (1981/82).

(7) Flew from USS *Midway* as Battle Force Commander (1982/83).

(8) Post-retirement from active duty, volunteer activities:
- Chairman, USS Carl Vinson Committee - 1986-94;
- Tailhook Association Board of Directors - 1994-99 (Chairman 1996-99);
- U. S. Navy League, San Francisco Council President - 1995-96;
- Chairman, Commissioning Committee for USS Hopper (CG-70) - 1996-97;
- President, Skyhawk Association - 1998-99;
- Director, Air Warrior Courage Foundation - 1998-present.







**James B. Busey, Admiral USN (Ret.)**
"Jim"

Date of Designation: 6 August 1954 NA # 5081

Dates of Active Duty: 4 January 1952 - July 1989

Total Flight Hours: 4,467

Carrier/Ship Landings: Fixed wing: 407

Approximate Flight Hours:
Jet: 3,691 Prop: 776

Combat Tours:
Vietnam: July 1967 – Jan. 1968, 115 missions
Dec. 1968 – Mar. 1969, 74 missions
Total combat missions: 189

Aviation Commands:
CO, VA-216, Dec. 1968 – Sept. 1969
CO, VA-125, May 1971 – Mar. 1972
CO, NAS Lemoore, Oct. 1975 – Jan. 1978
Commander Light Attack Wing Pacific, Oct. 1982 – July 1983
Commander Naval Air Systems Command, July 1983 - Aug. 1985
Commander in Chief U.S. Naval Forces Europe, Aug. 1987 – Aug. 1989
Commander in Chief NATO Southern Region, Aug. 1987- Jul. 1989

Combat Awards:
Navy Cross
3 Distinguished Flying Crosses
Bronze Star Medal with combat "V"
3 Air Medals (Individual)
Navy Commendation Medal with combat "V"
Navy Achievement Medal with combat "V"

Other Awards:
Defense Distinguished Service Medal
2 Navy Distinguished Service Medals
5 Legion of Merit

## Duty Assignment Chronology

| | |
|---|---|
| 1/52 | Entered Government service. |
| 1/52-3/52 | Naval Station Great Lakes, IL, Boot Camp. |
| 4/52-2/5 | Memphis, TN, AT (A) school. |
| 3/53-8/54 | NAVCAD, Flight Training Pensacola, FL, Corpus Christi, Cabiness, Kingsville, TX (SNJ, SNB, F6F, TV-2, F9F-2). |
| 8/54-9/58 | VF-103/VA-36 NAS Cecil Field, FL (F9F-5, F9F-8, F9F-8T, A4D-2). |
| 10/58-10/59 | JTTU Instructor (F9F-8, F9F-8T, F11F). |
| 11/59-6/61 | VA-44, NAS Jacksonville, FL, Instructor, (F9F8T, A4D2, A4D2N). |
| 7/61-6/62 | USNPGS Monterey, CA, Line School Student (T2J-1). |
| 7/62-6/64 | CARGRP-5 Afloat/San Diego Aide and Flag Lt (TV-2, F9F-8T, TF, C1A, T33B, C45J). |
| 7/64-8/66 | USNPGS Monterey Student 5-term program and MBA program (TC45J, T-28B, T2A) received BS and MBA. |
| 9/66-1/67 | VA-125 NAS Lemoore, CA, RAG Student (TF9J, TA4F, A4C, A4E). |
| 1/67-4/68 | VA-163 Combat OPS Officer (A4E, TA4F). |
| 5/68-11/68 | VA-125 NAS Lemoore OPS Officer (A4E, A4C, TA4F). |
| 12/68-9/69 | VA-216 USS *Coral Sea* (CVA-43), CO (A4C, TA4F, A4E). |
| 10/69-10/70 | CTF-77 USS *Constellation* (CV-64)/USS *America* (CV-66), Strike Plans Staff Officer, ( F4J, A4E, UC45J). |
| 10/70-5/71 | COMLATWINGPAC NAS Lemoore, CA Staff OPS Officer (T28, TA4F, A7E, A7B). |
| 5/71-3/72 | VA-125 NAS Lemoore, CA, CO (A7A, A7B). |
| 4/72-3/74 | OP-96 Systems Analysis Deputy Washington DC. |

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Duty Assignment Chronology continued

| | |
|---|---|
| 4/74-9/75 | COMCRUDESGRP-1 afloat/San Diego Chief of Staff. |
| 10/75-1/78 | NAS Lemoore, CA, CO (C1A, US-2B, UH-1N, TA4J). |
| 4/78-7/80 | Auditor General of the Navy, Washington DC. |
| 7/80-10/82 | Comptroller Navy Material Command, Washington DC. |
| 10/82-7/83 | COMLATWINGPAC NAS Lemoore, CA, Commander (F/A-18, TF/A-18, TA7C, TA4J, XV-15, F16, HAWK, VTXTS). |
| 7/83-8/85 | COMNAVAIRSYSCOM, Washington, DC. Commander (CH53E, S76, UH-60, SH60B, TA7C, F/A-18B). |
| 8/85-3/87 | VCNO, Washington DC. |
| 3/87-6/89 | Commander in Chief Allied Forces Southern Region of NATO, Commander, Naples, IT Commander in Chief US Naval Forces Europe, Commander, London, UK (S3). |
| 6/89 | Retired from Active Duty. |
| 6/89-12/91 | Administrator FAA Washington DC (Gulfstream 4, Lear 60, Cessna Citation II, MD11) |
| 12/91-6/92 | Department of Transportation, Deputy/Acting Secretary. |
| 6/92 | Left Government service after 40.5 years. |

## Summary of Significant Career Events

(1) Enlisted and made AT3 after completing A school, then selected for Flight Training as a NAVCAD.

(2) First Squadron tour in VF-102, that was re-designated as VA-36, we deployed to WESTPAC in USS *Bennington* (CVA-20), with first combination of angle deck and portable British mirror. We moved the mirror all over the deck and even routinely flew right hand patterns to landing.

(3) Went to war in VA-163 with the greatest group or Naval Aviators anyone would want to serve with. There were countless “above and beyond” performances. Of our 8 losses 2 are still unaccounted for. Airwing 16 had a tough time of it in 1967.

(4) Had some great jobs as Flag Officer. The most unusual was Auditor General of the Navy. Most interesting was as Commander of Naval Air System Command. Most challenging was as Vice Chief of Naval Operations. Most fun was as NATO Commander CinC South.

(5) Accepting the Presidential appointments and serving as Administrator of the FAA and as Deputy/Acting Secretary of Transportation were two very interesting jobs and served as a transition out of government service after 40 years.

(6) Serving AFCEA as President and CEO was an interesing transition to the public sector. AFCEA is an outstanding organization that brings government and industry together in a highly ethical way. I enjoyed my time there and learned that running an association and meeting a payroll is not a lot different than commanding organizations in our Navy.

(7) I was privileged to have the experience of serving on corporate and non-profit Boards of Directors. Serving the stake-holders of Texas Instruments, Curtiss-Wright and MITRE were challenging and interesting times. I also value highly my time with the Flight Safety Foundation, The National Aeronautic Association and the Naval Aviation Museum Foundation.







**Bobby G. Butcher, MGen, USMC (Ret.)**
"Bob"

Date of Designation: 10 November 1960 NA # V-17036

Dates of Active Duty: 9 March 1959 - 31 July 1992.

Total Flight Hours: 4,287

Carrier/Ship Landings: Fixed wing: 76

Approximate Flight Hours:
Jet: 3,659 Prop: 542 Helo: 86 VF/VA: 2,447
VR: 219 VT: 1,415

Combat Tours:
Vietnam: Chu Lai, June 2, 1967-October 12, 1967 (A-4,), 184 combat missions.
Vietnam: Chu Lai and Danang, June 6, 1970-June 1, 1971 (A-4), 56 combat missions

Aviation Commands:
VMAT-102, May 1976-June 1977
MAWTS-1, June 1980-August 1982
CG, 6th MEB, August 1987-July 1989

Combat Awards:
Distinguished Flying Cross
Bronze Star Medal with combat "V"
15 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 3/59-5/59 | Officer Candidate at Quantico, VA. |
| 6/59-11/60 | Flight Training at Pensacola, Whiting and Kingsville (T-34, T-28, F-9, F-11). |
| 12/60-4/61 | Pilot, VMA-242, Cherry Point, NC (A-4). |
| 5/60-10/63 | Pilot, Embarkation Officer and Assistant LSO, VMA-224 at Cherry Point and Iwakuni, Japan (A-4) |
| 11/63-4/64 | Flight Instructor, VT-31, Corpus Christ, TX (S-2). |
| 5/64-8/66 | Flight Instructor and Senior LSO, VT-22, Kingsville, TX (F-9, F-11). |
| 9/66-2/67 | Student, Amphibious Warfare School, Quantico, VA (T-28). |
| 3/67-5/67 | Refresher Training at MARTD Los Alamitos, CA (A-4). |
| 5/67-10/67 | Flight Officer and LSO, VMA-311 at Iwakuni, Japan and Chu Lai, RVN (A-4). |
| 11/67-2/70 | Aviation Staff Planning Instr., LFTCPac at NAB Coronado, CA (T-33, T-28). |
| 3/70-5/70 | Refresher Training, VMA 214, El Toro (A-4). |
| 6/70-6/71 | Embarkation Officer of various units at Chu Lai and Danang, RVN (A-4). |
| 7/71-8/73 | OIC, Officer Selection Office, Philadelphia, PA (A-4, U-11, S-2, 0-2). |
| 9/73- 5/74 | Student, USMC Command and Staff College, Quantico, VA |
| 6/74-6/77 | Operations Officer, Executive Officer and CO, VMAT-102, Yuma, AZ (A-4). |
| 7/77-7/79 | Operations Officer, MCAS Yuma, AZ (A-4, C-117). |
| 8/79-6/80 | Operations Plans Officer, 3rd MarDiv, Okinawa. |
| 6/80-8/82 | CO, MAWTS-1, Yuma, AZ (A-4, A-6, F/A-18, OV-10, UH-1, CH-46, CH-53D). |
| 9/82-6/83 | Student, State Departments Senior Seminar at Arlington, VA. |
| 6/83-6/86 | Director, Plans and Policy, STRIKEFORSOUTH, Naples, Italy. |
| 6/86-7/87 | Assistant Wing Commander, 3rd MAW, El Toro, CA (All USMC aircraft except the F/A-18, EA-6B and AV-8.) |
| 8/87-7/89 | CG, Sixth MEB, Camp LeJeune, NC (A-4, CH-46). |
| 7/89-7/91 | J-3, USCINCPAC at Camp Smith, HI (A-4, CH-46). |
| 8/91-7/92 | CG, LFTCPac, NAB Coronado, CA. |

- Continued -

## Summary of Significant Career Events

(1) 1963: Qualified (Day/Night) as an LSO for all USN/ USMC aircraft while a first lieutenant.

(2) 1964-1966: As the VT-22 Senior (and for one year the only) LSO, controlled over 10, 000 FMLP's and 990 student carrier landings without an accident or inci- dent.

(3) 1965: Represented Training Wing Two during the rewrite of Air Combat Maneuvering and Air to Air Gunnery Syllabus caused by the elimination of the F-11 from the Training Command inventory.

(4) 1967: Awarded DFC for exceptional accuracy of napalm impacts during a night CAS mission with no illumination available and using tracer rounds from a UH-1 to mark the target.

(5) 1970-1971: Was the Embarkation Officer for MAG-13 when they left Chu Lai, the First MAW when they left Danang and the Third MAB when that "wrap up" force left Vietnam and still managed to fly 56 combat missions (A-4) that year.

(6) 1974: Key participant in the briefing (Project 19) that ultimately resulted in the formation of Marine Aviation Weapons and Tactics Squadron - One (MAWTS-1).

(7) 1974-1977: CEP of 27.5 feet (over 500 impacts on raked ranges only), flying TA-4, A4E and A-4M at glide/ dive angles from 10 through 45 degrees.

(8) 1975-1982: Held every Leader/Instructor designation for the A-4.

(9) 1976: Commanded the Marine Corps largest A-4 squadron (thirty aircraft) as a major.

(10) 1980: Developed and implemented an "Eighteen Month Plan" to guide and focus regimental training while the Operations Plans Officer for the Third Marine Division. This concept was later adopted by all Marine divisions.

(11) 1980-1982: Commanded MAWTS-1, firmly establishing that squadron as the premier aircrew training unit it remains to this day.

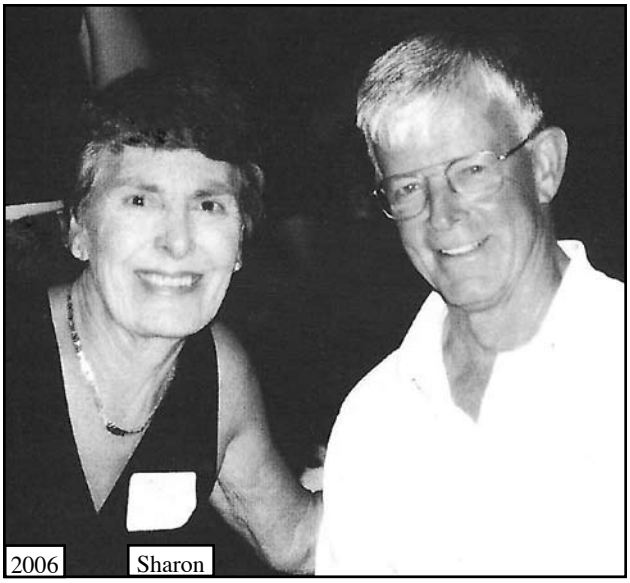
(12) 1981: Initiated the "Commanders Orientation Course" to inform commanders of the skills and capabilities their Weapons and Tactics Instructor (WTI) had learned while attending the WTI Course at MAWTS-1.

(13) 1986: Completed all requirements (NATOPS Open/ Closed Book Exams, Helicopter Aerodynamics Closed Book Exam - learned by using the Programmed Instruction Handout - and thirty-one flight hours) and was formally designated a Helicopter Pilot in only ten days. (The first to ever accomplish that goal in ten days.)

(14) 1989-1991: Directed and managed over thirty crisis response operations while the Director for Operations (J-3) for USCINCPAC.

(15) 1991-1992: Initiated and developed the concept that combined the assets of the U. S. Navy's Naval Amphibious Schools and the U.S. Marine Corp's Landing Force Training Commands into one command (Expeditionary Warfare Training Group) on each coast.


1964


2006 Sharon

## John F. Calvert, RADM USN (Ret.)

"Jack"

Date of Designation: October 1959

Dates of Active Duty: June 1958 - September 1992

Total Flight Hours: 4,337

Carrier/Ship Landings: Fixed wing: 700

Approximate Flight Hours:
Jet: 3,920 Prop: 360 VF/VA: 3,870 Helo: 5

Combat Tours:
Vietnam: VA-195 *Bon Homme Richard,* 1964
Vietnam: VA-195 *Bon Homme Richard,* 1965
Vietnam: VA-195 *Bon Homme Richard,* 1966
Vietnam: VA-27 USS *Enterprise*, 1971/1972
Vietnam: VA-22 USS *Coral Sea,* 1975
Total Combat Missions: 240 (A4 and A7)

Aviation Commands:
XO/CO VA-22, July 1973-February 1976
CO NAS Lemoore, February 1982-March 1984
Commander Naval Air Test Center October 1986-July 1988

Combat Awards:
17 Air Medals
3 Navy Commendations

### Duty Assignment Chronology

| | |
|---|---|
| 6/58-11/59 | Naval Air Training Command, Flight Student, (T-34, T-28, F-9). |
| 11/59-7/61 | ATU-212/VT-22 Naval Air Training Command, Instructor, (F-9). |
| 7/61-7/63 | U.S. Naval Postgraduate School, Monterey, CA. Aeronautical Engineering Student, (T-28, C-45, T-2). |
| 7/63-11-63 | VA-125, NAS Lemoore, CA, Replacement Pilot Training, (A-4) |
| 11/63-6/66 | VA-195, NAS Lemoore, CA. and USS *Bon Homme Richard*, Division Officer (A-4C). |
| 7/66-11/66 | VA-125, NAS Lemoore, CA. Instructor Pilot, (A-4). |
| 11/66-1/70 | Naval Air Test Center, Patuxent River, MD., Student at Test Pilot School and project pilot at Service Test, (numerous types and models). |
| 2/70-6/70 | VA-122, NAS Lemoore, CA., Replacement Pilot Training, (A-7). |
| 6/70-5/72 | VA-27, NAS Lemoore, CA. and USS *Enterprise*, Department Head, (A-7). |
| 5/72-7/73 | VA-122, NAS Lemoore, CA., Operations Officer, (A-7). |
| 7/73-2/76 | VA-22, NAS Lemoore, CA. and USS *Coral Sea*, XO/CO), (A-7). |
| 2/76-1/79 | Naval Air Systems Command. Washington, DC, A-7 Class Desk. |
| 1/79-4/81 | Office of the Secretary of Defense, Washington, DC, Test and Evaluation Action Officer. |
| 4/81-2/82 | Naval Air Systems Command, Washington, DC, Head Class Desk Officer. |
| 2/82-3/84 | Naval Air Station, Lemoore, CA., Commanding Officer, (UH-2). |
| 3/84-10/86 | Naval Air Systems Command, Washington, DC, Inspector General, Head Engineering. |
| 10/86-7/88 | Naval Air Test Center, Patuxent River, MD., Commander. |
| 7/88-9/92 | Naval Air Systems Command, Washington, DC, Head of Logistics, Program Executive Officer for Tactical Aircraft, Head of Logistics. |

### Summary of Significant Career Events

(1) Flew over 4000 hours in forty some odd types and models.

- Continued -

Summary of Significant Career Events continued

(2) Flew close to 1,000 hours in the F-9 in 18 months as a "plowback" instructor. On one night VFR round robin a student became hypoxic until I coaxed him back onto oxygen and then home. All four students successfully recovered in deteriorating weather conditions. Scared the living daylights out of me.

(3) Flew 240 Combat missions from the decks of USS *Bon Homme Richard,* USS *Enterprise*, and USS *Coral Sea*. During one period of combat made 25 straight night landings. It almost seemed routine, but not quite.

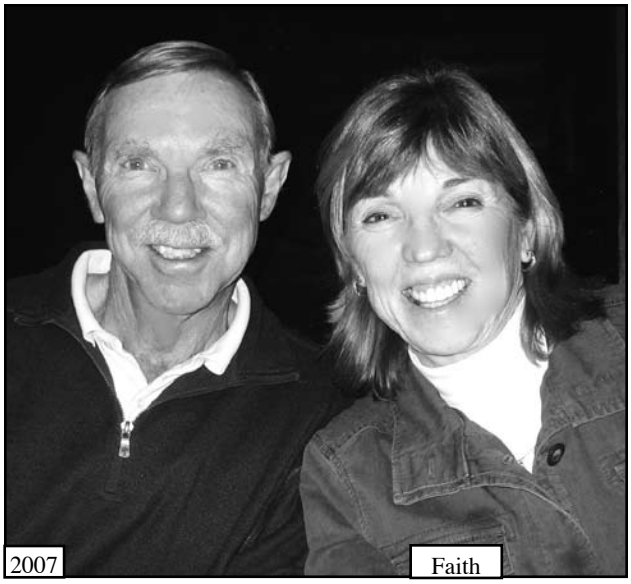
(4) As CO of VA 22 was airborne when to US ambassador to Vietnam was evacuated from Saigon - saddest moment of my naval career. A month later was involved in Mayaguez incident. Learned to not take the first flight in such an incident. The XO got the second and the DFC.

(5) Managed to survive an F-9 which caught on fire on the runway prior to takeoff when engine blew, an engine failure in an A-7 while strafing at China Lake (dead sticked into NAS China Lake), a one wheel up two down night barricade arrestment in an A-4 on USS *Bon Homme Richard*, and never had to eject.

(6) Conducted engine out landings at Edwards AFB in A 7E.

(7) May have spent more time in uniform at Naval Air Systems Command that any other officer. Highlight of the several NavAir tours was my two times as the head of Logistics and the low point the very short tour as the first Program Executive Officer for Tactical Aircraft which included the A-12.


1968


2007 Faith

## Jay A. Campbell, RADM USN (Ret.)

"Rabbit"

Date of Designation: 3 December 1968

Dates of Active Duty: 18 Aug 1967 - 31 January 2002
ust
Total Flight Hours: 5,628

Carrier/Ship Landings: Fixed wing: 1,261

Approximate Flight Hours:
Jet: 5,568 Prop: 150 VF/VA: 5,250 VT: 250
VS: 80 Other HS: 20

Combat Tours:
Vietnam: VF-191, Jun. - Dec. 1970 USS *Oriskany* (F-8J)
VF-191, Jun. - Dec. 1971 USS *Oriskany* (F-8J)
Desert Storm: CAG-2, Jan. - Mar. 1991 USS *Ranger* (F-14A, A-6E, S-3B)
Total Combat Missions: 163
Vietnam: 140 (F-8J)
Desert Storm: 23 (F-14 A, A-6E

Aviation Commands:
CO VF-2, Aug. 1985 - Jan. 1987 (F-14A)
CO VF-101, Aug. 1987 - Dec. 1988 (F-14A, F-14B)
Commander CVW-2, Feb. 1990 - Jul. 1991 (F-14, A-6, S-3, SH-3, EA-6B, E-2C)
Commander CARGRU 7, Feb. 1998 - Oct. 1999 (F/A-18C, S-3, SH-60)

Combat Awards:
Bronze Star w/Combat "V"
Air Medal, 5 Strike/Flight Air Medals
Navy Commendation Medal w/Combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 8/67-12/67 | Flight Prep, SERE and Naval Air Primary Training Command, Pensacola, FL. (DUINS) (T-34B). |
| 12/67-5/68 | Jet Basic Training Command, NAS Meridian, MS (DUINS) (T-2A). |
| 5/68-7/68 | Air-to-Air Gunnery and CARQUAL, NAS Pensacola, FL (DUINS) (T2B). |
| 7/68-12/68 | Jet Advanced Training Command, NAS Chase Field, Beeville, TX (DUINS) (TF-9). |
| 12/68-2/69 | Operation Feedback-Recruiting NAS Los Alamitos, CA. |
| 2/69-12/69 | VF-124 Fleet Replacement Pilot, NAS Miramar, CA (F-8H/J). |
| 12/69-1/72 | VF-191 Legal/Avionics Officer/Aircraft Division Officer NAS Miramar, CA (F-8J). |
| 1/72-9/72 | VF-124 F-8 FRS(RAG), Avionics/Weapons Division Officer, NAS Miramar, CA (F-8H/J, A-4E Adversary). |
| 9/72-5/74 | VFP-63, F-8 FRS(RAG), Combat Training Officer, NAS Miramar, CA (F-8H/J, A-4E Adversary). |
| 5/74-3/75 | VF-124 Fleet Replacement Pilot NAS Miramar, CA (F-14A). |
| 3/75-9/77 | VF-14 Weapons Training Officer/Safety Officer, NAS Oceana, VA (F-14A). |
| 9/77-4/80 | VX-4 Operational Test Director, NAS Pt. Mugu, CA (F-14A, F-4J, TA-4, C-1/US-2). |
| 4/80-10/80 | VF-124 Fleet Replacement Pilot, NAS Miramar, CA (F-14A). |
| 10/80-4/82 | VF-213 Maintenance/Operations Officer, NAS Miramar, CA (F-14A). |
| 4/82-11/83 | Navy Fighter Weapons School, "Top Gun", XO, NAS Miramar, CA (F-5E/F, T-38, A-4E/F). |
| 11/83-3/84 | VF-124 Fleet Replacement Pilot, NAS Miramar, CA (F-14A). |
| 3/84-8/85 | VF-2 XO, NAS Miramar, CA (F-14A). |
| 8/85-1/87 | VF-2 CO, NAS Miramar, CA (F-14A). |

- Continued -

Duty Assignment Chronology continued


1999

| | |
|---|---|
| 1/87-8/87 | NAVAIRPAC Fighter Training/Readiness Officer and Air Target Officer, (DIFOPS) (F-14A). |
| 8/87-12/88 | VF-101 CO, NAS Oceana, VA (F-14A/B). |
| 12/88-2/90 | COMNAVAIRPAC (DIFOPS) (F-14A). |
| 2/90-7/91 | COMCAW-2, NAS Miramar, CA (F-14A, A-6E, S-3A, SH-3, EA-6B, E-2C). |
| 7/911-6/92 | Industrial College of the Armed Forces (DUINS). |
| 6/92-12/93 | Commander, SIXTH Fleet, Chief of Staff. Gaeta, Italy |
| 12/93-6/95 | Office of the CNO, Executive Assistant to DCNO, Resources, Warfare Requirements and Assessments (OPNAV N-8) The Pentagon, Washington, D.C. |
| 6/95-1/98 | U.S. European Command Deputy Director, Plans and Policy, J-5, Stuttgart, Germany. |
| 1/98-2/00 | Commander, Carrier Group SEVEN, USS *Nimitz* (CVN-68), USS *John C. Stennis* (CVN-74), NAS North Island, CA (F-18C, S-3B, SH-60). |
| 2/00-1/02 | U.S. Central Command, Director, Plans and Policy, J-5, Tampa, FL. |
| 1/02 | Retired from active duty. |

## Summary of Significant Career Events

(1) 1975/77 - Top Hook Award USS *Kennedy* during first operational deployment of F-14 from the East Coast to the Mediterranean Sea and North Atlantic.

(2) 1980 - Developed Tactics and procedures, then conducted first Operational Test firing of a Phoenix (AIM-54) versus a low altitude, anti-ship cruise missile.

(3) 1983 - Participated in the evaluation and effectiveness study of F-16 as the next generation Adversary Aircraft for TOPGUN, Navy Fighter Weapons School.

(4) 1985/86 - Top Hook Award USS *Ranger*. Refined long-range, sustained Air Defense Tactic conducted in total EMCON, and executed in NORPAC transit to the Sea of Japan.

(5) Jul. 1989 - Achieved 3000 hours in the F-14 and 1000 carrier landings during night CARQUAL on the same flight.

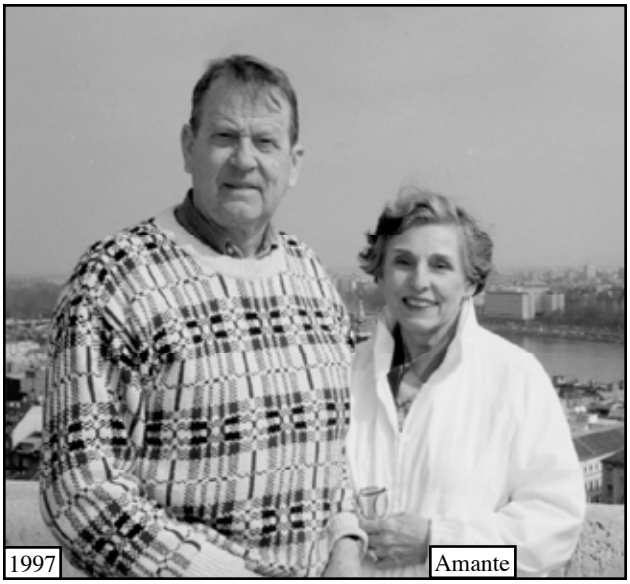
(6) 1991 - Led the first Air Wing 2 Strike in Desert Storm during the pre-dawn hours of 17 Jan 91. USS *Ranger* (CV-61)/CVW-2 operated as the Night Carrier/Air Wing, flew 19 consecutive night combat missions, culminating in night traps. Devised and flew tank/artillery hunter-killer tactic to combine use of mixed load CBU/LGB to maximize lethality of missions assigned to Kill Boxes.

(7) 1991 - Tailhooker of the year as CAG-2 during Desert Storm.

(8) 1997 - Flew with Slovakian Air Force Chief in MIG-29.

(9) 2003 - Elected to Tailhook Association Board of Directors -- 2004 Selected as Chairman of the Board.


1960


1997 Amante

## Roger Carlquist, Captain, USN (Ret.)

"Roger"

Date of Designation: 15 December 1950 NA # T-1227

Dates of Active Duty: 1 March 1944 - 1 June 1973

Total Flight Hours: 4,260

Carrier/Ship Landings: Fixed wing: 568 (143 night)

Approximate Flight Hours:
Jet: 2,780 Prop: 1,348 Helo: 2 VF/VA: 3,219
VT: 666

Combat Tours:
Korea: VF-114, USS *Philippine Sea* (CV-47), Feb 1952-Jul. 1952 - 31 combat missions

Aviation Commands:
CO, VF-33, July 1965 - July 1966.
CO, NAS Atlanta, July 1971 - June 1973.

Combat Awards:
Distinguished Flying Cross (Korea railroad bridge strike)
Air Medal (Korea, Strike/Flight)
Bronze Star, USS Hancock (CVA-19), Vietnam.

Non-combat Awards
Distinguished Flying Cross (NATC Pax River, F3H Water Ingestion Project)

### Duty Assignment Chronology

| | |
|---|---|
| 3/44-6/44 | V-12, University of South Carolina |
| 6/44-6/47 | Midshipman, U. S. Naval Academy. |
| 8/47-11/48 | USS *T. E. Chandler* (DD-717) WestPac (2). |
| 11/48-6/49 | USS *J. W. Thomason* (DD-760) WestPac. |
| 7/49-6/50 | Flight Training, Naval Air Basic Training Command, Pensacola, FL. (SNJ aircraft). |
| 7/50-10/50 | Advanced Flight Training, NAAS Cabaniss Field (F8F aircraft). |
| 10/50-12/50 | NAAS Corry Field, Advanced Carrier Qualification (F8F). |
| 1/51-4/51 | FASRON 7, NAS North Island. (SNJ, SNB). |
| 4/51-12/53 | VF-114 (F4U-4, AD-4, F9F-5, F6F). |
| 1/54-12/54 | 3552 Flying Training Squadron, Moody Air Force Base (T-33, B-25). |
| 1/55-2/56 | Empire Test Pilot School, Farnborough, England. (Flew the Pembroke, Vampire, Provost, Devon, Meteor 7, Chipmunk, Valetta, Canberra, Varsity, Sea Hawk, Hiller HTE-2, Hunter, Tiger Moth, TomTit, Hart, Gannet, Sycamore, Avro 707B, Javelin, F-84F, Hastings, and the SNB). |
| 3/56-3/58 | VX-3 (TV, FJ-3, F9F-8, F3H-2N, F2H, F4D, R4D, and SNB). |
| 4/58-3/61 | Naval Air Test Center, Patuxent River, MD., Service Test. (T2V, F11F, TT-1, A4D, A3D, F8U, SNB, T-28, T2J, CF-100, TB-47, F4H, B-52B, F-101B, E-1B, and TF-1). |
| 4/61-8/61 | RCVG-4, CAG LSO Training (A-4D, F-8U). |
| 9/61-11/61 | CVW-7 CAG LSO Training afloat (F-8U). |
| 12/61-7/63 | CVW-8 Staff, LSO, USS Forrestal (CVA-59), (F-4H, A-4D, F-8U, and A-1). |
| 8/63-6/64 | Naval War College (T-1A). |
| 7/64-8/64 | RCVG Training, VA-43 (TF-9F). |
| 9/64-10/64 | VF-101, NAS Key West, FL. (F-4B, P-2E). |
| 10/64-7/66 | VF-33, NAS Oceana, VA. (F-8E, F-4B). |
| 8/66-12/67 | COMCARDIV 2 Staff, Air Warfare (US-2, C-1A, F-4B). |
| 1/68-1/69 | XO, USS *Hancock* (CVA-19) (A-4F, C-1A, E-1B). |
| 2/69-7/71 | JCS Staff; OP-60, Pentagon (US-2, T-28). |
| 8/71-6/73 | CO, NAS Atlanta (F-8D, C-118, T-34, US-2A) |

### Summary of Significant Career Events

(1) Observed ChiCom entry into Shanghai area; aboard last destroyer to leave Chinese waters.

- Continued -

Summary of Significant Career Events continued

(2) Flew 55 different aircraft; carrier qualified in 10; night carrier qualified in 4. Night Centurion in F-4B.

(3) Member, CVG-11 Gunnery Team, USS *Kearsarge* (F9F-5).

(4) As VX-3 project pilot at NAS Atlantic City; participated in initial Sidewinder missile evaluation; first pilot to fire a ZUNI rocket from a jet aircraft; first to fire ZUNI rocket with flarehead; project officer for F4D-1 Fleet Introduction Program and OPEVAL.

(5) As Service Test project pilot at NATC Patuxent River, conducted F3H-2 water ingestion project culminating in power-off landing with seized engine at NAS Key West, FL. Conducted F4H-1 Board of Inspection and Survey (BIS) Trials; first (and only?) power-off landing, first air-refueling tests, and high altitude engine relight envelope tests.

(6) LSO for first AIRLANT air wing to receive F4H; responsible for 14,000 traps aboard USS *Forrestal* (CVA-59) with no accidents.

(7) Aboard USS *Forrestal* (CVA-59) when fire occurred July 25, 1967; detected ZUNI exhaust trail on PLAT film; served as technical advisor to the Board of Investigation.


1952



1985

## Thomas J. Cassidy, Jr., RADM, USN (Ret.)

"Tom"

Date of Designation: 13 May 1953 NA # T-3275

Dates of Active Duty: 2 January 1952 - 1 October 1985

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 780

Approximate Flight Hours:
Jet: 5,000 Prop: 1,000 VF/VA: 5,000

Combat Tours:
Vietnam: XO/CO, VF-161 (F4B), USS *Coral Sea* (CVA-43), Oct. 1969 - Jun. 1970. 155 combat missions.
Vietnam: CTF-77 Operations Officer, Jun. 1974 - Sep. 1976.
Vietnam: USS *Oriskany* (CVA-34) Aircraft Handling Officer, Sep. 1963 - Sep. 1965.

Aviation Commands:
CO, VF-161, Mar. 1970 - Mar. 1971
CO, NAS Miramar, Sep. 1977 - Sep. 1979
Commander, Fighter Airborne Early Warning Wing, U. S. Pacific Fleet, Aug. 1983 - Aug. 1985.

Combat Awards:
Legion of Merit
Distinguished Flying Crosses

### Duty Assignment Chronology

| | |
|---|---|
| 1/52-5/53 | Flight training, Pensacola (SNJ) and Corpus Christi (F-6F, T-33) All-weather flight (SNJ). |
| 6/53-6/57 | Fighter Squadron-21 (F9F-7, F9F-6, FJ-3/3N, F-11). |
| 8/57-8/59 | Naval Air Training Command:<br>- Squadron Leader, Basic Training Squadron (T-28);<br>- Instructor, Basic Training Unit (T-28, SNB, T-2V, T-34). |
| 9/59-9/60 | USAF Exchange pilot (F-86, F-102, F-101, and T-33). |
| 10/60-5/64 | VF-161, Administrative, Operations and Maintenance Officer (F-3B, F-4B, F-8). |
| 7/64-8/65 | USS *Oriskany* (CVA-34), Flight Deck Officer and Aircraft Handling Officer (S-2, C-1, F-8). |
| 9/65-7/68 | Air Test and Evaluation Squadron FOUR, Chief Projects Officer (F-4B/J, F-8, F-86, SNJ, S-2, F-104, all Air Force F-4's, Mirage G, Super Frelon, various helicopters, Paris II, numerous foreign aircraft.). |
| 8/68-3/69 | RCVG (F-4B/J). |
| 3/69-3/71 | XO/CO, VF-161 (F-4B). |
| 6/71-6/72 | OPNAV (OP-506) Aircraft Weapons Requirements (F-4, F-8, F-8E, F-14). |
| 6/72-6/73 | School (F-4, A-4, F-8, various helos). |
| 8/73-3/74 | Electronic Warfare Joint Test, Nellis AFB (F-4). |
| 7/74-8/76 | Operations Officer, CTF-77 (Mayaguez recovery, Saigon evacuation). |
| 9/77-9/79 | CO, NAS Miramar, CA. (F-14, F-4, A-4, F-5, T-38, T-28 and C-1). |
| 10/79-3/80 | Head, Aircraft Weapons Requirements Branch, OPNAV (F-4, F-14, Harrier, F-4E, Hawk, Alpha Jet). |
| 3/80-10/80 | CNO Representative to Chairman, JCS. |
| 10/80-8/83 | Director, Tactical Readiness Division, CNO (F-4, Falcon). |
| 8/83-9/85 | Commander, Fighter Airborne Early Warning Wing, U. S. Pacific Fleet (F-4, F-8, F-4, F-5, T-38, T-28, F-16, F-20). |
| 10/1/85 | Retired from active duty. |

### Summary of Significant Career Events

(1) Developed fighter tactics for USN and USAF use in Vietnam against MIG series aircraft.

- Continued -

Summary of Significant Career Events continued

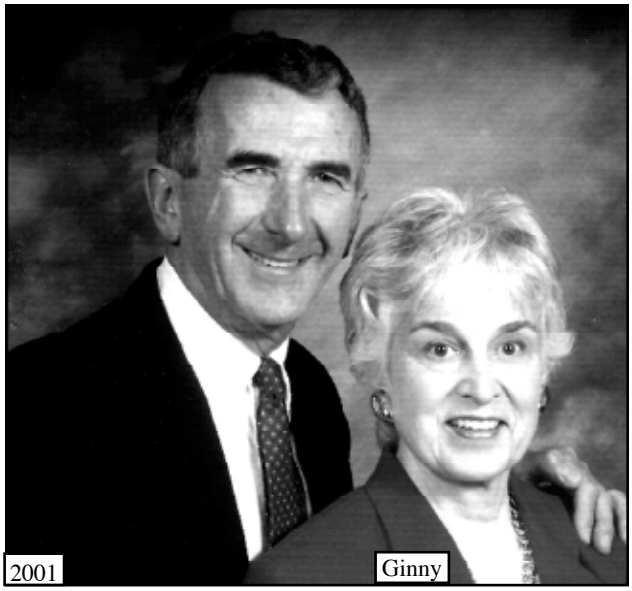
(2) Conducted OPEVAL of Automatic Carrier Landing System in the F-4 Phantom. Completed 30 hands-off carrier landings.

(3) Flew numerous foreign aircraft (majority classified).

(4) Conducted high altitude research projects in F-4 and F-8 (above 80,000 feet).

(5) Coordinated and authored majority of the TOPGUN motion picture. Flew the Black MIG in the movie.




**Richard J. Cavicke, Captain USN (Ret.)**

"Dick"

Date of Designation: 22 October 1954

Dates of Active Duty: February 1953 - July 1983

Total Flight Hours: 4000

Arrested Landings: Fixed wing
Total: 608; Day - 470; Night - 138

Approx. Flight Hours:
Jet: 3,430 Prop: 330 VF/VA: 3,372
Other: 226

Combat Tours (Vietnam)
Jun. 1964. VF-111 *USS Kitty Hawk*, Laos and Vietnam - 2 missions.
Oct. 1964 - Aug. 1966. *USS Bon Homme Richard*, Ship's Company.
Jul. 1968 - Mar. 1969. VF-24 *USS Hancock*, 69 missions.
Aug. 1969 - Apr. 1970. VF-24 *USS Hancock*, 86 missions.
Oct. 1971 - May 1972. CARDIV 1 Staff, *USS Midway.*

Aviation Commands:
CO, VF-24, 7/69 - 7/70
CO, *USS Cleveland*, (LPD7), 8/77 - 12/78
CO, Amphibious Squadron ONE, 3/79 - 6/80

Combat Awards:
Bronze Star, 2 awards
Strike Flight Air Medal, 10 awards
Presidential Unit Citation
Navy Unit Commendation
Meritorious Unit Commendation
Vietnamese Navy Distinguished Service Order
Republic of Vietnam Armed Forces Meritorious Unit Citation

**Duty Assignment Chronology**

| | |
|---|---|
| 9/49-2/53 | Cornell University School of Civil Engineering, NROTC Contract Student. |
| 2/53 | Joined NAVCAD program at USNAS Squantum, MA. |
| 5/53-10/54 | Flight Training. (SNJ, SNB, F6F, TV-2 and F9F-2). |
| 10/54-1/56 | VF-124, Junior Ensign in first West Coast F7U-3 Cutlass squadron. Deployed onboard *USS Hancock*. |
| 3/56-4/57 | VF-124 re-designated as VA-126. Flew F7U-3 as attack aircraft. |
| 5/57-3/59 | VF-211, at Moffett Field. One of the first two West Coast F8 Squadrons. CO, "Red Dog" Davis. Asst. to the Maint. Officer, Jim Stockdale. Deployed to West Pac on *USS Midway*. |
| 4/59-7/62 | VF-124, NAS Moffett Field and NAS Miramar. First fleet Crusader pilot- instructor in the F8 RAG. |
| 8/62-10/64 | VF-111, first F8U-2Ns. Made *Kitty Hawk's* first two West Pac deployments. |
| 10/64-7/66 | Ship's Company *USS Bon Homme Richard* (CVA-31). V6 Aircraft Maint. and Aircraft Handling Officer. Ship's first Vietnam deployment. |
| 8/66-2/67 | Armed Forces Staff College. |
| 3/67-6/68 | VF-124 RCVW F8 Instructor and Aircraft Maintenance Officer. |
| 7/68-7/70 | VF-24, XO/CO, F8H. Two 9-month Vietnam deployments on *USS Hancock*. |
| 9/70-8/71 | Naval War College, School of Naval Warfare. |
| 9/71-7/74 | CarDiv/CarGru-1. Asst. Ops. to Bob Kirksey on *USS Midway*. Planned and coordinated Vietnam strike and mining operations. Then made first *Kitty Hawk* CV deployment to Indian Ocean. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 8/74-2/77 | OPNAV, OP-506 Program Coordinator for F4, F8, Aircraft Targets and RPV's; then to OP-506B, Asst. Head, Aircraft and Weapons Requirements Branch. |
| 3/77-8/77 | SOSMRC, Newport and Idaho Falls. |
| 8/77-12/78 | CO, *USS Cleveland* (LPD7); West Pac deployment. |
| 3/79-6/80 | Commander Amphibious Squadron ONE. |
| 7/80-8/82 | OPNAV, Head, Aircraft and Weapons Requirements Branch, OP-506. |
| 9/82-7/83 | OPNAV, Deputy Director, Aviation Plans and Requirements Division, OP-50B. |

## Summary of Significant Career Events

(1) Earned 3 Special Weapons Delivery "E's" in F7U-3. Accumulated 400 hours in Cutlass and 24 straight-deck/paddles traps.

(2) During 1958 F8U-1 deployment, determined the cause of a squadron accident at Atsugi where one wing folded on T.O. Findings resulted in changes to the wingfold lock system and pilot procedures.

(3) In 1960, while F8 RCVW instructor at Moffett Field, drafted the first F8 NATOPS Manual which became the model and standard for all other NATOPS Manuals.

(4) First pilot to reach 1,500 hours in Chance Vought jet aircraft.

(5) January 1963, flying from *USS Kitty Hawk*, made first night intercept of a Soviet Badger; followed by several more day and night Badger intercepts.

(6) June 6, 1964, when Chuck Klusman's RF8 was shot down in Laos, flew RESCAP mission from *Kitty Hawk*. Provided on-scene support to Air America.

(7) June 7, 1964, flew first USN armed escort of RF8's into Laos, Plain of Jars from *Kitty Hawk*. XO, Cdr. Bud Lynn, took serious small arms hit and was forced to eject. Shot Zunis at suspected source of ground fire. Tanked 5 times, flew 4.1 hours. (Lynn was rescued by Air America and returned to ship.)

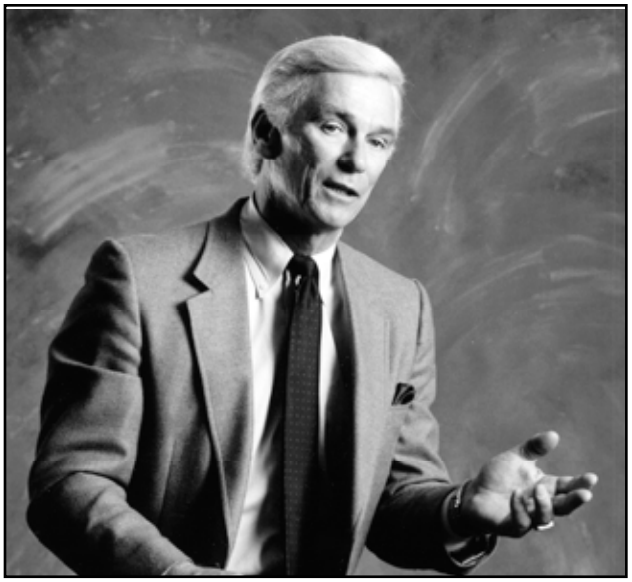
(8) December 17th 1966, one of first pilots to reach 2,000 F8 hours.

(9) January 1967, while student at Staff College, nominated to head Blue Angels; job went to Bill Wheat.

(10) During VF-24 XO tour on *Hancock*, headed the accident investigation of a fatal night landing and found that the runway lighting on 27C Class carriers created a glide slope conflict with the lens. Built a lighted flight deck model validating both the problem and a solution. The model was shown to numerous flag officers visiting *Hancock* including the CNO, Adm. Tom Moorer. It was later demonstrated at OPNAV and NAVAIR. The lighting change was made to *USS Hancock*. Awarded Navy Achievement Medal for work.

(11) Presented COMFAIR Miramar Individual Safety Award on June 9th 1969 for 2,500 accident free hours in the F8.

(12) Flew every model of the F8, including the F8U-1T. In a 13 year period, logged Crusader flight time in all but 14 months. Finished the F8 in July 1970 with totals of 2,800 F8 hours, 440 day arrested landings and 138 night arrested landings.



## Eugene A. Cernan, Captain, USN (Ret.)

Date of Designation: 22 November 1957

Dates of Active Duty: June 1956 - July 1976

Total Flight Hours: 9,633

Carrier/Ship Landings: Fixed wing: 206

Approximate Flight Hours:
Jet: 8,000 Prop: 2,000 Helo: 500 VF/VA: 8,000
Other: 566 hours and 15 minutes in space, of which more than 73 hours spent on surface of the moon.

Aviation Commands:
Apollo XVII, Commander
Apollo XIV, Backup Commander

## Professional Background

| | |
|---|---|
| 1956-1976 | Captain and NASA Astronaut |
| 1976-1981 | Executive Vice President, International and Director of Coral Petroleum, Inc. |
| 1986-1992 | Executive Consultant Aerospace and Government, Digital Equipment Corporation. |
| 1981-Present | President and Chief Executive Officer, The Cernan Corporation and The Cernan Group. |
| 1994-Present | Chairman of the Board, Johnson Engineering Corporation. |

## Duty Assignment Chronology

Eugene A. Cernan was born in Chicago, Illinois, on March 14, 1934. He graduated from Proviso Township High School in Maywood, Illinois, and received a bachelor of science degree in Electrical Engineering from Purdue University in 1956. He received his commission through the Navy ROTC Program at Purdue.

He entered flight training and upon graduation was assigned to Attack Squadrons 26 and 112 at NAS Miramar, CA. He subsequently attended the Naval Postgraduate School in Monterey, CA., where he received a master of science degree in Aeronautical Engineering in 1963.

Captain Cernan has logged more than 5,000 hours flying time with more than 4,800 hours in jet aircraft and over 200 jet aircraft carrier landings.

Captain Cernan was one of fourteen astronauts selected by NASA in October 1963. He occupied the pilot seat alongside of command pilot Tom Stafford on the Gemini IX mission. During this 3-day flight which began on June 3, 1966, the spacecraft achieved a circular orbit of 161 statute miles; the crew used three different techniques to effect rendezvous with the previously launched Augmented Target Docking Adapter; and Cernan, the second American to walk in space, logged two hours and ten minutes outside the spacecraft in extravehicular activities. The flight ended after 72 hours and 20 minutes with a perfect re-entry and recovery as Gemini IX landed within 1 and 1/2 miles of the prime recovery ship USS *Wasp* and 3/8 of a mile from the predetermined target.

Cernan subsequently served as backup pilot for Gemini 12 and as backup lunar module pilot for Apollo 7.

On his second space flight, he was lunar module pilot of Apollo 10, May 18-26, 1969, the first comprehensive lunar-orbital qualification and verification flight test of an Apollo lunar module. He was accompanied on the 248,000 nautical sojourn to the moon by Thomas P. Stafford (spacecraft commander) and John W. Young (commander module pilot). In accomplishing all of the assigned objectives of this mission, Apollo 10 confirmed the operations performance, stability, and reliability of the command/service module and lunar module configuration during trans-lunar coast, lunar orbit insertion, and lunar module separation and descent to within 8 nautical miles of the lunar surface. The latter maneuver involved employing all but the final minutes of the technique prescribed for use in an actual lunar landing, and allowed critical evaluation of the lunar module

- Continued -

Duty Assignment Chronology continued
propulsions systems and rendezvous of the landing radar devices in subsequent rendezvous and re-docking maneuvers. In addition to demonstrating that man could navigate safely and accurately in the moon's gravitational fields, Apollo 10 photographed and mapped tentative landing sites for future lunar missions.

Cernan's next assignment was backup spacecraft commander for Apollo 14.

He made his third space flight as spacecraft commander of Apollo 17--the last scheduled manned mission to the moon for the United States--which commenced at 11:33 P.M. (CST), December 6, 1972, with the first manned nighttime launch, and concluded on December 19, 1972. With him on the voyage of the command module "America" and the lunar module "Challenger" were Ronald Evans (command module pilot) and Harrison H. (Jack) Schmitt (lunar module pilot). In maneuvering "Challenger" to a landing at Taurus-Littrow, located on the located on the southeast edge of Mare Serenitatis, Cernan and Schmitt activated a base of operation from which they completed three highly successful excursions to the nearby craters and the Taurus mountains, making the Moon their home for over three days. This last mission to the moon established several new records for manned space flight that include: longest manned lunar landing flight (301 hours 51 minutes); longest lunar surface extravehicular activities (22 hours 6 minutes); largest lunar sample return (an estimated 115 kg (249 lbs.)); and longest time in lunar orbit (147 hours 48 minutes). Apollo 17 ended with a splashdown in the Pacific Ocean approximately 0.4 miles from the target point and 4.3 miles from the prime recovery ship USS *Ticonderoga*.

In September, 1973, Cernan assumed additional duties as Special Assistant to the Program Manager of the Apollo spacecraft Program at the Johnson Space Center.. In this capacity, he assisted in the planning, development, and evaluation of the joint United States/Soviet Union Apollo-Soyuz mission, and he acted for the program manager as the senior U. S. negotiator in direct discussions with the USSR on the Apollo-Soyuz Test Project.

On July 1, 1976, Captain Cernan retired after over 20 years with the U. S. Navy. He concurrently terminated his formal association with NASA. Cernan joined Coral Petroleum, Inc., of Houston, Texas, as Executive Vice President-International. His responsibilities were to enhance Coral's energy related programs on a worldwide basis.

In September 1981, Captain Cernan started his own company, The Cernan Corporation, to pursue management and consultant interests in the energy, aerospace, and other related industries. Additionally he has been actively involved as a co-anchorman on ABC-TV's presentation of the flight of the shuttle.

In 1994, Captain Cernan became Chairman of the Board of Johnson Engineering Corporation. Johnson Engineering currently provides the National Aeronautics and. Space Administration with Flight Crew Systems Development with personnel located both on and off site at Johnson Space center. Over the last seventeen years, Johnson Engineering has supported NASA in the design of crew stations for Space Shuttle, Spacelab, Space Station, Lunar Base and Mars Outpost. The company is directly involved with the operation of the 1-G trainers in Building 9A and B, as well as the Weightless Environment Training Facility in Building 29.

Captain Cernan was the second American to have walked in space, having spanned the circumference of the world twice in a little more than 2 l/2 hours. He served as commander of the last mission to the moon, Apollo 17, and had the privilege and distinction of being the last man to have left his footprints on the surface the moon.

## Summary of Significant Career Events

(1) Captain Gene Cernan was the pilot on the Gemini IX mission and the second American to walk in space.

(2) He was lunar module pilot of Apollo X, and Spacecraft Commander of Apollo XVII, which resulted in the distinction of being the last man to have left his footprints on the surface of the moon.

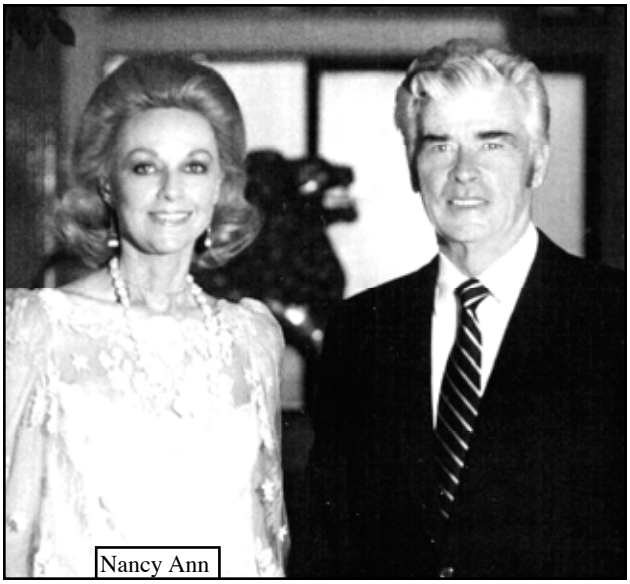
(3) Logged 566 hours and 15 minutes in space-of which more then 73 hours were spent on the surface of the moon. Was one of the two men to have flown to the moon on two occasions.

(4) Honorary Doctorates of Engineering from Purdue, Drexel and Gonzaga Universities, and an Honorary Doctorate degree from Western State College of Law and Comenius University of the Slovak Republic.

**Family**
Married to Jan Nanna Cernan. Have three daughters: Teresa Cernan Woolie, Kelly Nanna Taff and Danielle Nanna Ellis.

**Special Honors**
4 Distinguished Service Medals (2 Navy and 2 NASA).
NASA Exceptional Service Medal.
JSC Superior Achievement Award.
Distinguished Flying Cross (Navy).
National Academy of Television Arts and Sciences Special Trustees Award (1969).
Federation Aeronautique Internationale Gold Space Medal (1972).
VFW National Space Medal (1973)
Inducted into the U. S. Space Hall of Fame.
Olympic Torch Bearer (May 1996)





Nancy Ann

**Alfred W. Chandler, Captain, USN (Ret.)**
"Hap"

Hap was ordered, after fighter training, to VF-5 which was on a combat tour in the South Pacific, in USS *Yorktown*, flying F6F's. On his way he stopped briefly in Hawaii while VF-1, flying F6F's, transitioned him from the F4F to the F6F.

Before disembarking *Yorktown* in Pearl Harbor to go home at the end of VF-5's combat tour, Hap was ordered to VF-1. VF-1 boarded *Yorktown* in Pearl and sailed to the Western Pacific to finish the balance of VF-1's combat tour.

While VF-1 and *Yorktown* were both in Pearl at the end of their combat tours with orders to return to the U. S., Hap, unexpectedly, received orders to VF-13 in USS *Franklin* (CV-13), again as a replacement pilot. Superstition aside Hap reported aboard Franklin which had just arrived in Pearl and joined VF-13 during their combat tour.

Hap returned to the States in *Franklin* after the ship took a kamikaze on the flight deck inboard of the number four turret. Just before the kamikaze hit, Hap had manned a "condition 11" F6F parked directly behind the number four turret. The F6F sorta disappeared and his next recollection was scrambling around on the flight deck avoiding the inferno.

Having participated in the attacks on Truk, Palau, Hollandia, Clark Field (where he received credit for shooting down a Japanese fighter), and in the invasion an or attacks of Saipan, Rota, Guam, Okinawa, the Marianas, and the Philippines, Hap received two Distinguished Flying Crosses and five Air Medals.

His first tour of duty after the War was in the USS *Absecon* where he instructed in catapult shots and sea recoveries flying the OS2U. Tours in various fighter squadrons followed where he flew most of the, then current jets.

He served a tour as an exchange pilot with the Royal Navy's 803 Squadron, their first operational Jet Squadron, flying the tail wheel, bicycle hand-braked, Attacker jet. Definitely one of the tours highlights for him was when he had to ditch, in the English Channel, after a engine fire started during a cat shot. No helicopters in those days, but the Boys Division from H.M.S. *Ulysses*, the attendant destroyer, rowed out and picked him up. One of the many thrills during his flying career was commanding the first deployment of an F4H Phantom squadron, (VF-114) Oct. 1961 to Dec. 1962., to the Pacific, in USS *Kitty Hawk* (CVA-63).

Test Pilot School, led to a year in Patuxent serving in Tactical Test and Service Test working on the Probe and Drogue refueling system installed in a AJ Savage, and the fleet introduction of F7U Cutlass, the early, early paradigm for the Fleet Replacement Squadrons.

Hap served as the Navigator and Executive Officer of the USS *Ticonderoga*, OINC DET. Charlie in Saigon, Commanding Officer USS *Navarro* (APA-215), Commanding Officer NAS Miramar and Assistant Chief of the Bureau of Naval Personnel for Personnel Affairs.

Schooling consisted of Boot Camp in Norfolk VA., Special Weapons Delivery School, General Line School Monterey, CA., and Armed Forces Industrial College. Undergraduate and graduate degrees were conferred from George Washington University

Hap retired from the Navy in 1974. He maintains homes in Rancho Santa Fe, CA., Dallas and Vail. Hap and his wife, Nancy Ann, travel North and South Americas flying their Citation II on his single pilot certificate.







## W. Lewis Chatham, RADM USN (Ret.)

"Lew"

Date of Designation: 23 October 1957 NA# V-12861

Dates of Active Duty: June 1956 - June 1987

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 1,100

Approximate Flight Hours:
Jet: 4,700 Prop: 300 VF/VA: 4,700
VS: 100 VT: 200

Combat Tours:
Vietnam: VA-216, 1964-1965, USS *Hancock* (A-4)
VA-216, 1965-1966 USS *Hancock* (A-4)
VA-56, 1971, USS *Midway* (A-7)
VA-56, 1972-1973, USS *Midway* (A-7)
Total Combat Missions: 366 (A-4/A-7)

Aviation Commands:
CO, VA-56, Aug. 1972 - Aug. 1973 (A-7)
Commander CVW-5, Jul. 1974 - Oct. 1975, USS *Midway* (A-7, F-4,A-6)
CO, USS *Hassayampa,* Feb. 1976 - Jan. 1978
CO, USS *Kitty Hawk,* Jun. 1978 - Feb. 1980 (A-7)
Commander Carrier Group SIX, Sep. 1981 - Jul. 1983 (A-7, S-3)
CTF 70/77 and CARGRU 5, Feb. 1985 - Jul. 1986 (A-7)

Awards:
6 Legion of Merit
4 Distinguished Flying Crosses
1 Bronze Star
1 Meritorious Service Medal
12 Air Medals (Individual)
35 Air Medals (Strike/Flight)
4 Navy Commendation Medals with Combat "V"
1 Navy Achievement Medal

## Duty Assignment Chronology

| | |
|---|---|
| 6/56-7/56 | NAS New Orleans, LA. |
| 7/56-5/57 | NAS Pensacola,FL DUIN |
| 5/57-10/57 | NAAS Chase Field, Beeville, TX (T-34, T-28, TV-2, F9F). |
| 10/57-12/57 | Fleet Airborne Electronics Training Unit, Pacific DUIN. |
| 12/57-8/59 | VF-141 (F4D). |
| 8/59-3/60 | VA-126 (FJ-4, A-4). |
| 3/60-12/60 | VA-112 (A-4). |
| 12/60-12/63 | Blue Angels, NAS Pensacola, FL. Admin Off., Demonstration Pilot, First LT (F-11). |
| 12/63-6/64 | VA-125, NAS Lemoore, RAG pilot (A-4). |
| 6/64-7/66 | VA-216, Admin Off., Ops. Off. (A-4). |
| 7/66-3/67 | VA-125, Combat Flight Instructor (A-4). |
| 3/67-2/68 | USS *Oriskany* (CVS 34), Asst Strike Ops Off. |
| 2/68-9/69 | VA-122, Flight Instructor, Asst Ops. Off. (A-7) |
| 9/69-8/71 | Office of CNO, Flag Plot Branch Head, CNO Operations Briefers (S-2). |
| 8/71-8/73 | CO, VA-56 (A-7). |
| 8/73-2/74 | Light Attack Wing Pacific Fleet Project Off. (A-7). |
| 2/74-5/74 | Fighter Squadron 121 DUIN (F-4). |
| 5/74-6/74 | VA-122 RAG Pilot (A-7). |
| 7/74-10/75 | Commander, Attack Carrier Air Wing FIVE (A-7, F-4, A-6). |
| 10/75-1/76 | Commander U. S. Naval Forces Yokosuka, Japan Special Projects Officer. |
| 2/76-1/78 | USS *Hassayampa* (AO-145). |
| 1/78-6/78 | Naval Reactor Facility, Idaho Falls, ID. DUIN Senior Officers Ship Readiness Course. |
| 6/78-2/80 | CO, USS *Kitty Hawk* (CV-63). |
| 3/80-10/81 | Commander SEVENTH Fleet, Chief of Staff. |
| 10/81-8/83 | Commander, Carrier Group SIX. |
| 8/83-1/85 | CINCPAC Deputy C/S for Operations & Plans. |
| 1/85-7/86 | Commander, Carrier Group FIVE, Commander, Task Force 70/77. |
| 7/86-5/87 | Office of CNO Director, Strike and Amphibious Warfare Div (OP 954) |
| 1 June 1987 | Retired from active duty. (- continued -) |

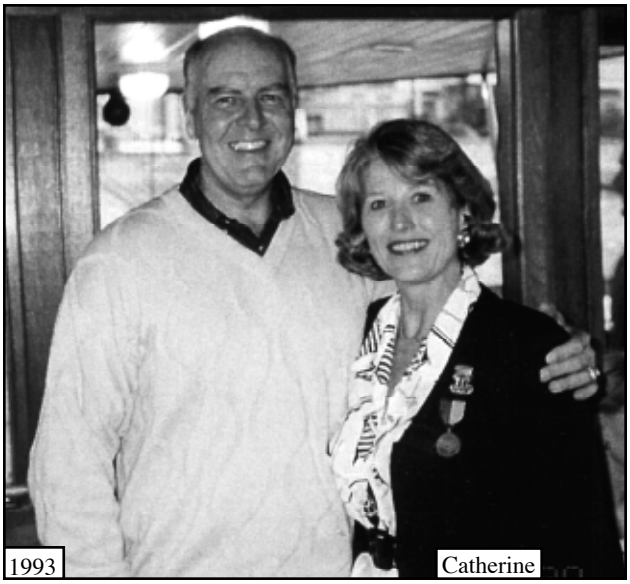
## Summary of Significant Career Events

(1) First jet centurion on USS *Ranger* flying F4D-1 Skyray.

(2) During CO tour, USS *Kitty Hawk* awarded Battle "E", Ney, and Golden Anchor.

(3) As COMCARGRU SIX, made 3 Battle Group transits of the Suez Canal.


1964


1993 Catherine

## Edward W. Clexton Jr., VADM, USN (Ret.)

"Ed"

Date of Designation: 9 November 1961 NA# V-18303

Dates of Active Duty: 8 June 1960 - 31 October 1993

Total Flight Hours: 4,000

Carrier/Ship Landings: Fixed wing: 800 Rotary: 10

Approximate Flight Hours:
Jet: 3,750 Prop: 200 Helo: 50 VF/VA: 3,450
VR/VP: 80 HS/HC/HU: 50 VS/VAW: 100
VU/VFP: 20 VT: 300 LTA: 2

Combat Tours:

| | |
|---|---|
| 8/4 - 8/25/64 | Gulf of Tonkin (F4B) - 10 missions |
| 1/69 - 8/69 | South China Sea (F4B) - 98 missions |
| 12/70 - 3/71 | South China Sea (F4J) - 92 missions |
| | Total - 200 missions |

Aviation Commands:
CO, VF-102, USS *Independence*, Nov. 1972-Nov. 1973.
CO, USS *Dwight D. Eisenhower* (CVN-69), Jun 1981-Jun. 1984.
COMCARGRU-3, 1986-1988

Combat Awards:
12 Air Medals
2 Navy Commendation Medals with combat "V"

### Duty Assignment Chronology

| | |
|---|---|
| 1/55-6/56 | NARTU Anacostia, Washington D.C. AR/AA in CVWR-66 (SNJ). |
| 6/56-6/60 | USNA, Annapolis, MD. Midshipman (N3N "Yellow Peril", blimps at Lakehurst, and T-34s at Pensacola). |
| 7/60-9/60 | VT-1, Saufley Field, FL (T-34). |
| 10/60-5/61 | VT-4, Sherman Field, FL (T2J). |
| 7/61-11/61 | VT-22/23, Kingsville, TX (F9F8 & F11F). |
| 12/61-1/62 | VA-126, Miramar, CA. (F9F8T). |
| 2/62-6/62 | VF-121, Miramar ()F4H-1). |
| 6/62-5/65 | VF-53/143, Miramar & USS *Constellation* (CVA-64) (F4B). Power Plants and Flight Officer. |
| 6/65-2/66 | TPS, NAS Patuxent River, MD. (T1, F8, T28, A4, F6, T39, S2, B26, HU-16, OV1, H34, UH1). |
| 3/66-6/68 | Flight Test Division/Flying Qualities and Performance Branch, Naval Air Test Center. (F4, F8, A6, A7, A4, P3, T37, B26, U1B, C54, O-1C). |
| 8/68 | VF-126 (TA4F). |
| 9/68-12/68 | VF-121 (F4B/J). |
| 12/68-4/71 | VF-114 (F4J), Miramar & USS *Kitty Hawk* (CV63). Operations and Maintenance Officer. |
| 5/71-11/73 | XO/CO, VF-102 (F4J), Oceana, VA & USS *Independence* (CV-62). |
| 1/74-1/75 | Nuclear Power School. |
| 1976-78 | XO, Precomm Unit, USS *Dwight D. Eisenhower* (CVN-69). |
| 1979-80 | CO, USS *El Paso* (LKA-117). |
| Fall 1980 to Spring 81 | Department of State, Executive Seminar on National/International Relations. |
| 6/81-6/84 | CO, USS *Dwight D. Eisenhower* (CVN-69). Libyan & Lebanese crises. |
| 1984-86 | OP-64, Pentagon. |
| 1986-88 | COMCARGRU-3. Alameda. Had *Enterprise, Nimitz, Carl Vinson.* and their Air Wings. |
| 1989-91 | Atlantic Fleet Operations and Deputy CINC. |
| 1991-93 | Deputy CINCUSNAVEUR, London |
| 10/93 | Retired from active duty. |

### Summary of Significant Career Events

(1) First flight (1956) as an AA in CVWR-66 Anacostia - in an SNJ.

(2) One of first students to Basic jet pipeline.

- Continued -

Summary of Significant Career Events continued

(3) First “nugget” in F4 Phantom (2/62).

(4) As test pilot:
- F4K/M project pilot for Royal Navy/RAF.
- F4 spin project for USN/USAF. Flat spin ejection 9/67.
- Select Member, SETP - July 1968.

(5) Aboard USS *Constellation* during Gulf of Tonkin crisis - flew against NVN torpedo boats on the first night and on the initial retaliatory strikes into NVN.

(6) Selected to command a squadron as a LCDR under an Adm. Zumwalt Z-gram program called “Bobby-Soxers”!

(7) Hosted President & Mrs Carter aboard IKE (‘78). Also dined with Prince Rainier and Princess Grace of Monaco (‘82), King Hassad of Morocco (‘82), Queen Elizabeth and Prince Philip, and King Olaf of Norway (‘92-93).

(8) Last flight (1995) over New York city in the SKYTYPERS - in an SNJ!!



1967


1998 Maxine

**Bryan W. Compton, RADM, USN (Ret.)**
"Bryan"

Date of Designation: 6 May 1953 NA# T 3263

Dates of Active Duty: June 1953 December 1982

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 1,116

Approximate Flight Hours:
Jet: 2,500 Prop: 3,000 VF/VA: 4,300 VS: 1,200

Combat Tours:
Aug. 66-Oct 66, (A4E) 55 Missions
July 67-Jan 68, (A4E) 130 Missions

Aviation Commands:
VA 163, July 67-July 68
*USS Nimitz* Pre-commissioning Unit & CO 3/72-9/76
CCG-6, May 79-Nov 81

Combat Awards:
Navy Cross
Distinguished Flying Cross w/silver star
Air Medal w/2 gold stars
Bronze Star

## Duty Assignment Chronology

| | |
|---|---|
| 7/51-2/52 | F Div Off, *USS Sicily*, CVE -118 |
| 2/52-6/53 | NABTC, Student, (SNJ, TBM). |
| 6/53-1/55 | VS-27, Avonics/Personel Officer, (AF). |
| 1/55-8/56 | VA-35, LSO, Flight Officer. |
| 8/56-12/59 | USNA, Instructor, (N3N, UF). |
| 12/59-7/61 | VA-66, NAS Ceil, Maintenance Officer, (A4). |
| 7/61-6/63 | Navy PG School, Monterey, CA. Student. |
| 6/63-1/66 | *USS Enterprise,* CIA, Ordnance Officer. |
| 1/66-8/66 | VA-66, XO, (A4). |
| 8/66-8/68 | VA-163, XO/CO, (A4). |
| 7/68-6/69 | Naval War College. Student. |
| 6/69-4/70 | NWEF, Albuquerque, Aircraft Projects (A7). |
| 4/70-4/71 | Nuclear Power Training, Student. |
| 4/71-12/71 | CO *USS El Paso,*(LKA-117) |
| 4/72-9/76 | PCO/CO *USS Nimitz*, (A6, A7). |
| 9/76-5/79 | Naval Sea Systems Command, Deputy for Aircraft Carrier, Amphibious and Auxiliary Ships. |
| 5/79-11/81 | CO CarDiv-6 (A7). |
| 11/81-12/82 | OP-95, Director Strike and Amphibious Warfare Division. |

## Summary of Significant Career Events

Rear Admiral Bryan W. Compton Jr., holder of the Navy Cross, six Distinguished Flying Crosses, the Bronze Star Medal, 19 Air Medals, three Navy Unit Commendations and one Navy Commendation Medal, graduated from the U.S. Naval Academy and was commissioned an Ensign in June 1951.

Following his first assignment aboard *USS SICILY*, he attended flight training and earned his wings as a Naval Aviator in May 1953. His first assignment as an aviator was with Antisubmarine Squadron TWENTY SEVEN, flying the Grumman Guardian from the flight decks of the aircraft carriers *USS KULA GULF* and *USS ANTIETAM*.

In February 1955, he reported to Attack Squadron THIRTY FIVE stationed at Cecil Field, Fla. In VA-35, operating from the aircraft carrier *USS TICONDEROGA* and flying the Skyraider, Admiral Compton served as landing signal officer and flight officer.

Following an assignment at the Naval Academy as an instructor in the Department of Electrical Engineering and as a student in jet transitional training at Olathe, Kan., the admiral (then lieutenant) was assigned to Attack Squadron SIXTY SIX as maintenance officer where he flew the A-4D Skyhawk aboard *USS INTREPID*. He was then assigned to the U.S. Naval Postgraduate School, Monterey, Calif., as a student.

- Continued -

Summary of Significant Career Event continued

From July 1963 To December 1965, Admiral Compton served as ordnance officer on the nuclear powered carrier *USS ENTERPRISE*. After a brief tour with Attack Squadron SIXTY SIX aboard the aircraft carrier *USS AMERICA*, he reported to Attack Squadron ONE HUNDRED SIXTY THREE as executive officer then commanding officer. His next major assignment, following one year as a student at the U.S. Naval War College, was as commanding officer of *USS EL PASO*, an amphibious cargo ship homeported in Norfolk, VA.

In July 1972, Admiral Compton became the first commanding officer of the nuclear powered aircraft carrier *USS NIMITZ*. He served there until August 1976 when he was transferred to Naval Sea Systems Command as Deputy Commander for Aircraft Carriers, Amphibious and Auxiliary Ships. He was promoted to Rear Admiral in April 1977 and assigned as Commander Carrier Group SIX in May 1979.

The admiral has earned an Associate of Science Degree from Marion Military Institute, located in his native state of Alabama; a Bachelor of Science Degree from the U.S. Naval Academy; and a Master of Science degree in Electrical Engineering from the U.S. Naval Postgraduate School.

Admiral Compton is married to the former Maxine Anderson of Millbrook Alabama. He is the father of four children, Bryan W. III, Mary, David and Eleanor. He is from Demopolis, Alabama.






**John V. Cox, Major General, USMC (Ret.)**
"John"

Date of Designation: 28 July 1954 V-4897

Dates of Active Duty: 10 July 1952-1 July 1985

Total Flight Hours: 5,054

Carrier/Ship Landings: Fixed wing: 178

Approximate Flight Hours:
Jet: 3,634 Prop: 1,195

Combat Tours:
Vietnam: Danang, VMFA-513 (F-4) Jun. - Oct. 1965
95 Combat Mission
Vietnam: ChuLai, VMFA-115, MAG-13 (F-4) Nov. 1969-
Sep. 1970, 197 Combat Missions

Aviation Commands:
CO, VMFA-115, ChuLai
OIC, ChuLai Air Base.
XO, MAG-13 ChuLai, Nov. 1969-Sep. 1970
CG, MCAS El Toro
CG, 3rd MAW, June 1980-May 1982

Combat Awards:
Air Medal with Numeral 19
Bronze Star with Combat "V"
Legion of Merit with Combat "V"

## Duty Assignment Chronology

1952-1953 Basic School, Quantico, VA.
1953-1954 Naval Air Training Command, (SNJ, SNB, F6F, T2V).
1954-1956 MCAS Miami, USS *Lake Champlain* (AD4B)
1956-1957 Plt Cmdr, Air Naval Gunfire Plt Camp Lejeune MCB (SNB,SNJ)
1957-1959 VMF-451, MCAS El Toro, Atsugi, Japan, and Taiwan Rep of China (FJ-4)
1959-1962 VMF-333, MCAS Beaufort (F8U)
1962 Communication Officer School, MCS Quantico, (T-28).
1962-1963 MAG-11, MCAS El Toro (T-1A)
1963-1965 VMFA-513 MCAS El Toro, Atsugi Japan and Danang (F4B).
1965-1967 MARD NAS Olathe (F-8, A-4, T-1A)
1967-1967 Armed Forces Staff College Norfolk Va. (A-4, T-1A)
1967-1969 Instructor Naval War College (T1A)
1969 VMFA-312, Beaufort MCAS (F4B)
1969-1970 CO, VMFA-115 & XO, MAG-13 (F4B)
1970 MAG-11, MCAS El Toro
1971-1972 XO, MCAS Kaneohe (T-28)
1972-1973 J-5 AO, CINCPAC (T-28)
1973-1974 National War College
1974-1978 Div Air Hdq. Marine Corps
1978 MCAS Cherry Point and Yuma (A4, TA4, OV10, CH46, F4J)
1978-1979 AWC 1st MAW, CG 9th MAB, Okinawa Japan
1979-1980 Asst to the ACMC for R&D
1980-1981 CG, MCAS El Toro (UH1R)
1981-1982 CG, 3rd MAW ,MCAS El Toro (F4,A4, A6, AH1,UH1,CH46, CH53)
1982-1985 J3, CINCPAC, Camp Smith Hawaii

## Summary of Significant Career Events

General Cox was born on March 26, 1930, in Bevier, Missouri. He attended Northeast Missouri State Teachers College, Kirksville, MO, earning a B.S. degree in Business Administration. He also holds a masters degree in International Affairs from George Washington University.

He entered the Marine Corps via the Officer Candidate program at Quantico, VA, and was commissioned a Marine second lieutenant in September 1952. After completing The Basic School, he reported for flight training and was designated a Naval Aviator in July 1954. (- continued -)

Successive assignments were with all three active Marine Aircraft Wings and with the 4th Marine Aircraft Wing; service on the USS *Lake Champlain*; duty as an air and naval gunfire platoon commander; duty with Marine Fighter Squadron (VMF) 451, VMF 333, and VMA 324. He completed Communications Officers School, served as Communications Officer at MAG 15, El Toro, and later was Operations Officer of VMFA 513 at El Toro, Atsugi and DaNang (1962 1965).

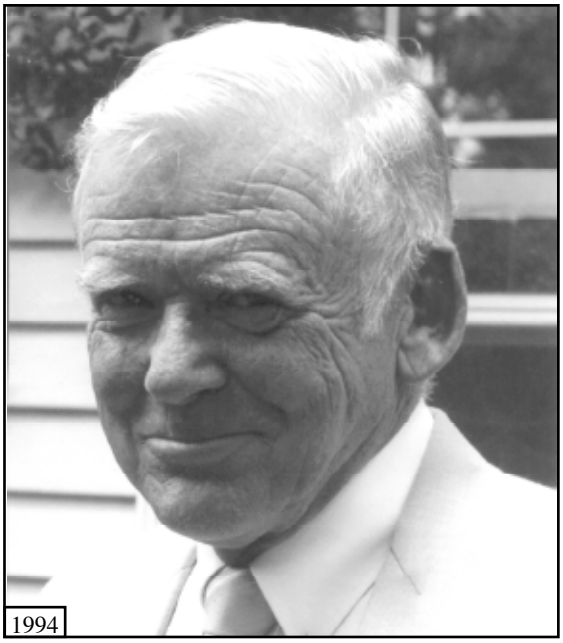
He graduated from the Armed Forces Staff College in 1967, and after serving as an instructor at the Naval War College, he returned to Vietnam for a second tour of duty, serving as Commanding Officer of VMFA 115 and as Executive officer of MAG 13 at ChuLai.

Tours of duty in the 1970s include Executive Officer of MCAS, Kaneohe Bay, and duty on the staff of the Commander in Chief, Pacific. After graduation from the National War College in 1974, General Cox reported for duty at Headquarters Marine Corps. He was promoted to brigadier general on Nov. 4, 1977. Duty as Assistant Wing Commander, 1st Marine Aircraft Wing, Commanding General, 9th Marine Amphibious Brigade, Assistant Chief of Staff at Headquarters Marine Corps, Deputy Chief of Staff for Research, Development and Studies at Headquarters Marine Corps, and Commanding General, MCAS El Toro/ COMCABWEST, followed.

He was promoted to major general on April 9, 1981, with a date of rank of Aug. 1, 1978. He assumed command of the 3d Marine Aircraft Wing, Marine Corps Air Station, El Toro, CA, in May 1981. In June 1982, he was assigned duty as the Director for Operations, J 3, for the Commander in Chief, Camp H.M. Smith, Hawaii. He served in this capacity until July 1, 1985, when he retired from the Marine Corps on July 1, 1985.

His personal decorations include the Defense Distinguished Service Medal; Legion of Merit with Combat “V”; Bronze Star Medal with Combat “V”; Air Medal with Numeral 19; the Joint Service Commendation Medal; and the Navy Commendation Medal with Combat “V” and gold star in lieu of a second award.


1968


1994

## Dean E. Cramer, CAPT, USN (Ret.)

"Dynamite"

Date of Designation: 3 July 1958 NA# V-14045

Dates of Active Duty: January 1951 - October 1983

Total Flight Hours: 3,800

Carrier/Ship Landings: Fixed wing: 925

Approximate Flight Hours:
Jet: 3,500 Prop: 300

Combat Tours:
Vietnam: Jul.1967- Jan. 1968, (A4E) - 111 Missions
Vietnam: Aug. 1967 - Nov. 1969, (A4E) - 75 Missions
Vietnam: Jun. 1971 - Nov. 1971, (A7B) - 48 Missions
Vietnam: Jun. 1972 - Feb. 1973, (A7B) - 163 Missions

Aviation Commands:
CO, VA-155
COMCAW-17
CO, USS *Kalamazoo*
Commander, TACWINGSLANT
Commander, SERVRON FOUR

Combat Awards:
5 Distinguished Flying Crosses
Bronze Star Medal
43 Air Medals (7 Individual, 38 Strike/Flight)
2 Navy Commendation Medals

Non-Combat Awards:
Legion of Merit
2 Meritorious Service Medals
Good Conduct Medal

## Duty Assignment Chronology

| | |
|---|---|
| 1951-1956 | Paygrades E 1 through E 6, Aviation Electrician (AE) |
| 1956 | Commissioned Officer, USN, OCS, Holloway Plan |
| 1956-1958 | Flight Training. |
| 1958-1962 | VA 94 (A4B) two cruises on USS *Ranger.* |
| 1962-1965 | NATTC Glynco, GA (FJ-4B). |
| 1965-1966 | Commander Second Fleet Staff, Asst. Strike Warfare Officer, requested early rotation for combat assignment. |
| 1966-1969 | VA 163,186 combat missions aboard USS *Oriskany* and USS *Hancock*. |
| 1969-1970 | Naval Postgraduate School, Monterey, CA |
| 1970-1971 | Commander Light Attack Wing Pacific Staff |
| 1971-1973 | VA-155, XO & CO. 211 combat missions and two cruises onboard USS *Oriskany* |
| 1973-1975 | Commander Naval Recruiting Command, Head of Aviation Officer Recruiting. |
| 1976 1977 | Commander Carrier Air Wing 17, USS *Forrestal*. |
| 1977 | Commander Naval Air Force Atlantic Staff, Air Wing Training Officer. |
| 1978-1979 | USS *Kalamazoo*, CO |
| 1979-1980 | Commander Tactical Wings Atlantic, Chief of Staff and Commander. |
| 1980-1982 | Commander Service Squadron FOUR, (10 ships). |
| 1982 1983 | Deputy Chief of Naval Operations Air Warfare) Staff, Head Aircraft Requirements Branch (OP 506) |

## Summary of Significant Career Events

(1) Airctaft flown - T 34, T 28, TV 2, F9F, FJ4, A4B, A4E, A7B, A7E, TA7E, F4, E2, A6E, KA6D, F/A18.


1965

**Robert L. Crippen CAPT USN (Ret.)**
"Crip"

Date of Designation: November 1961

Dates of Active Duty: June 1960 - January 1990

Total Flight Hours: 6,500

Carrier/Ship Landings: Fixed wing: 268

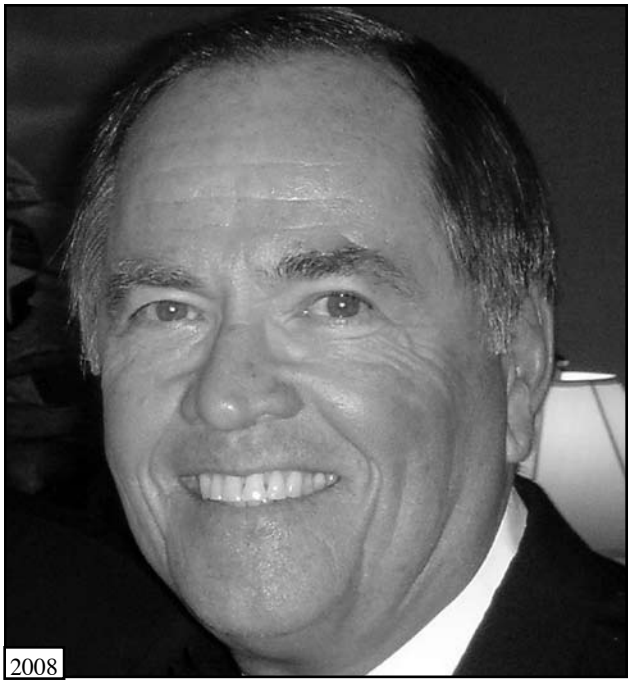
Approximate Flight Hours:
Jet: 6,260 Prop: 173 VF/ VA: 810
VT: 320 Other: Rocket: 564 NASA

Combat Tours: None

Aviation Commands: None

NASA:
Shuttle Columbia STS-1 April 1981
Shuttle Challenger STS-7 June 1983
Shuttle Challenger STS-41C April 1984
Shuttle Challenger STS-41G October 1984

Flight Performance Awards:
Congressional Space Medal of Honor
Defense Distinguished Service Medal
Navy Distinguished Flying Cross
Defense Superior Service Medal
2 Defense Meritorious Service Medal
2 NASA Distinguished Service Medal
NASA Leadership Medal
NASA Exceptional Service Medal
NASA Public Service Medal
Goddard Memorial Trophy
Harmon Trophy
SETP Ivan C. Kincheloe Award
SETP J. H. Doolittle Award
American Society Flight Achievement Award
Astronaut Hall of Fame


2008

## Duty Assignment Chronology

| | |
|---|---|
| 6/60-9/60 | Aviation Officer Candidate, NAS Pensacola |
| | 9/60-11/61 Navy Flight Training, NAS Saufley, Whiting, Beeville, (T-34B, T-28B/C, F9F, F11F). |
| 12/61-6/62 | VA-43 RAG, NAS Oceana (A4). |
| 6/62-11/64 | VA-72, NAS Oceana/CVA 62 (A4). |
| 12/64/5/67 | USAF Aerospace Research Pilot School, Edwards AFB, Test Pilot Student (65), Academic & Flight Test Instructor (66), Manned Orbiting Laboratory Student (67), (T-33A, T-38A, F-106A/B, F-104A/B/D, B-26, B-47E, B-57E, NF-100F, H-13). |
| 6/67-8/69 | Astronaut, Manned Orbiting Laboratory Program, Los Angeles AFS (T-33A, T-38A). |
| 8/69-1/90 | Astronaut, NASA Johnson Space Center, (T-33A, T-38A, C-135A, B-47, G-IV, OV101 Columbia, OV 99 Challenger). |
| 1/90-1/92 | Director Space Shuttle Program (SES 6), NASA Headquarters, Washington, DC. |
| 1/92-1/95 | Director Kennedy Space Center, Kennedy Space Center, FL. |
| 3-95-11/96 | VP Simulation Systems, Lockheed Martin, Orlando, FL. |
| 12/96-4/01 | President, Thiokol Propulsion, Brigham City, Utah. |

## Summary of Significant Career Events

(1) First squadron tour was with VA-72 on East Coast deployments to Mediterranean, North Sea & Caribbean. Deployed off Gitmo during Cuban Missile Crisis.

(2) Reported to AF Test Pilot School at Edwards AFB with Chuck Yeager as the Commadant. Was selected

- Continued -

Summary of Significant Career Events continued

in the second group of Astronauts for the DOD Manned Orbiting Laboratory (MOL), a classified miltary 30 day mission in space. Remained as an

instructor at the School until receiving my clearance for the program. Then reported to Los Angeles woring on MOL development. The program was canceled in June, 1969 after which seven of the MOL Astronauts, including myself, were reassigned to the NASA Astronaut Office.

(3) Served as a Support Astronaut for all of the Skylab missions and the Apollo Soyuz Test Project with the Russians. Flew the first orbital Shuttle flight (STS-1) aboard Columbia with John Young. Commanded three Shuttle mission aboard Challenger, STS-7, STS-41C &STS-41G. Assigned as Commander of first Shuttle mission from Vandenberg AFB which never flew due to the Challenger accident.

(4) Following the accident, served as Dep. Director of Space Shuttle Program working on return to flight. Retired as Capt. in January 1990 and entered goverment service as an SES 6 serving as Director Space Shuttle and then Director Kennedy Space Center.

(5) Retired in January 1995 from government and worked as VP Simulation Systems for Lockheed Martin and then as President of Thiokol Propulsion until retirement in April 2005.


1957


1997

## John R. Dailey, General, USMC (Ret.)

"Jack"

Date of Designation: 1 July 1958 NA # V-14302

Dates of Active Duty: 1 June 1956 - 1 September 1992

Total Flight Hours: 6,300

Carrier/Ship Landings: 12

Approximate Flight Hours:
VF/VA: 4,000 VR: 2,300

Combat Tours:
Vietnam: VMCJ-1 (RF-4B, EA-6A, EF-10B), Danang RVN
Mar. 1967 - Apr. 1968 and Apr. 1972 - Jan. 1973.

Aviation Commands:
CO, VMCJ-1, Jul. 1972 - May 1973
CO, CTU 77.0.6, Jul. 1972 - Feb. 1973
CO, MAG-11, Mar. 1979 - Jun. 1980
CG, 1st Marine Amphibious Brigade, Jun. 1985- Jun. 1986
CG, 2nd MAW, Jun. 1986 - Jun. 1987

Combat Awards:
Distinguished Flying Cross
Bronze Star
24 Air Medals (23 Strike Flight and 1 Single Mission)
Navy Commendation Medal

### Summary of Significant Career Events

Jack Dailey was commissioned through the NROTC Program at the University of California at Los Angeles in June 1956. He attended the Officer's Basic Course at Quantico and upon completion reported to Pensacola for flight training in April of 1957. He completed training and was designated a Naval Aviator on 1 July 1958 at NAS Kingsville, Texas. In the years that followed he completed standard Fleet Marine Force assignments and qualified in the A-4C, F-8C, RF-4B, F-4N/J/S, EF-10B, T-1A, T-33, T-39, C-131, R5D, R4Q and SNB aircraft.

His first combat tour was in VMCJ-1 as a photo pilot; however, he had received his Combat Qualification training in the F-8C, so he arrived in Danang with no experience in the RF-4B. This situation arose from some confusion caused by his promotion to Major. He was assigned as Assistant Operations Officer of the squadron and checked out in the RF-4B and the EF-10B, which was the EW version of the F3D. He flew 300 missions during his tour and was awarded the Distinguished Flying Cross, a Single Mission Air Medal and the Navy Commendation Medal for actions during this period. Upon completion of his combat tour he was reassigned to the Aeronautical Systems Division at Wright Patterson AFB, Dayton, Ohio, as the Joint Test Director of an advanced reconnaissance system. During this tour he flew the RF-4C and the T-39A and was designated an IP. From there he was transferred to MCAS Cherry Point to refresh in the RF-4B.

He was then reassigned to 1st MAW as CO, VMCJ-1 and CO, CTU 77.0.6 which were operating from Danang in support of Task Force 77. He flew 50 combat missions in the EA-6A during this tour, including support of Linebacker Operations. The EA-6A's were the last fixed wing aircraft out of Danang. During these final days, the outer wing panel broke off one of the EA-6's as it was folding. Dailey directed the Squadron Detachment in Cubi Point to take the wing off one of their other aircraft and send it to Danang in their KC-130. The wing arrived late that night and was installed in time for a day break launch back to Cubi just ahead of the advancing North Vietnamese. This is the first time that activity has been documented.

Upon completion of his Command Tour he was ordered to Headquarters Marine Corps to work in the Aviation Weapons Branch where he served as Mods coordinator. In 1975 he attended the National War College and then back to Headquarters as the Aviation Programmer.

- Continued -

In 1978 he was transferred to the 3rd MAW, MCAS El Toro where he assumed command of MAG-11. During this tour, MAG-11 provided all of the fighter squadrons for USS *Coral Sea* which was configured to support F-4N's. Dailey worked-up with the squadrons and became the Pacific Fleet Overrotation Champ during a heavy weight cat shot. This event is the subject of comments to this day. Upon completion of his tour, it was back to Headquarters as Head, Aviation Plans and Policy Branch. He was promoted to Brigadier General and assumed the position of Assistant Deputy Chief of Staff for Aviation. At this time he completed helo transition at Whiting Field. He was the first General Officer to complete this course which has become a standard for non-helo qualified General Officers.

In 1985, he assumed command of the 1st Marine Amphibious Brigade at MCAS Kaneohe Bay where he flew the F-4S, the CH-46E, the CH- 53D and the UH-1N. A year later he was promoted to Major General and assumed command of the 2nd MAW at Cherry Point where he qualified in the F/A-18A Hornet and the AV-8B while continuing his flight activity in the helicopters. One year later he assumed command of the Armed Forces Staff College in Norfolk, Virginia. He maintained his currency in the F/A-18 A/C and AV-8B during this assignment. In 1989 he was promoted to Lieutenant General and assumed command of the Marine Corps Research, Development and Acquisition Command at Quantico, Virginia. A year later he was promoted to General and assigned as Assistant Commandant of the Marine Corps, the position he held until his retirement in September 1992. He maintained currency in the Hornet until his retirement.

Since that time he has served as the Deputy Administrator of the National Aeronautics and Space Administration where he has been able to continue his flight activity in the F/A-18, the T-38 and the SR-71.


1974


2008 Maria

**Joseph J. Dantone, RADM USN (Ret.)**
"Jack"

Date of Designation: September 24, 1965

Active Duty: June 1964 – June 1998

Total Flight Hours: 3,054

Carrier/Shipboard Landings: Fixed Wing: 981 Rotary: 20

Approx. Flight Hours:
Jet: 2,900 VF/VA: 2,880 Prop: 150
VS: 20 VT: 294

Combat Tours:
Vietnam: VF-161, Aug. 1967-Jan. 1968
VF-161, Oct. 1968-Apr. 1969
Vietnam: Apr. 1975, Saigon Evacuation
Total Combat Missions: 150

Aviation Commands:
VF-14, Mar. 1979 - Dec. 1980
USS *Abraham Lincoln* (CVN-72), 1987-88
USS *Dwight D. Eisenhower* (CVN-69), 1989-90
COM/CARGRU THREE, 1993-94

Combat Awards:
Air Medal 10 Single Mission/Strike Flight Awards
NAM (with Combat "V")

## Duty Assignment Chronology

| | |
|---|---|
| 7/64-9/65 | Flight Training (T-34B, T-28, F-9, F-11). |
| 10/65-3/66 | F-4 RAG-VF 101/VA 43 (F-4A/B, TA-4). |
| 3/66-2/67 | VF 84 Line DivO, Mat'l (F-4B). |
| 3/67-7/69 | VF 161 NATOPS, Airframes (F4-B). |
| 9/69-6/72 | NPS Monterey MS Aero, MS Mgt (T-1). |
| 7/72-4/76 | F-14 Fleet Intro Cadre/VF-1 Quality Assurance Officer, Maintenance Officer, Operations Officer (F-14A). |
| 5/76-7/77 | F-14 Program Office (PMA 241) NAVAIR Logistics and Training (T-28B). |
| 8/77-12/80 | VF 14 "Tophatters" XO/CO (F-14A). |
| 1/81-10/82 | AIRANT Fighter Desk/ Nuclear Power Training. |
| 1/83-7/85 | USS *Enterprise* (CVN 65), Executive Officer. |
| 1/86-3/87 | USS *Wichita* (AOR 1). |
| 4/87-10/87 | NAVSEA 08 Senior Nuc Training/Prototype. |
| 10/87-9/88 | USS *Abraham Lincoln* (CVN 72), CO Precommissioning Unit/VF-101 FRS Instructor part time. (F-14 B/D). |
| 9/88-9/90 | USS *Dwight D Eisenhower* (CVN 69), CO (F-14B, S-3B, SH-60, F/A 19D). |
| 11/903/92 | OPNAV (OP-81), Pentagon, Washington, D.C. |
| 4/92-3/94 | Commander, Carrier Group Three. *Abraham Lincoln* Battle Group. (F-14 D, S-3B, SH-60). |
| 4/94-3/96 | National Reconnaissance Office Military Deputy. |
| 4/96-3/98 | National Geospational-Intelligence Office Director of start-up and operations |

## Summary of Significant Career Events

(1) Designated a Naval Aviator September, 1965.

(2) Combat tours from USS *Coral Sea* (CVA-43) in the Phantom II.

(3) F-14 Fleet Introduction Cadre.

(4) First F-14 barricade landing.

(5) Support of Saigon evacuation flying Tomcat.

(6) Command of the VF 14 Tophatters (Extended).

(7) Nuclear Power selection and training.

(8) Command of Wichita (AOR 1). The "Wicked Witch of the West"

- Continued -

Summary of Significant Career Events continued

(9) Command of the Abe Lincoln Pre-Commissioning Unit.

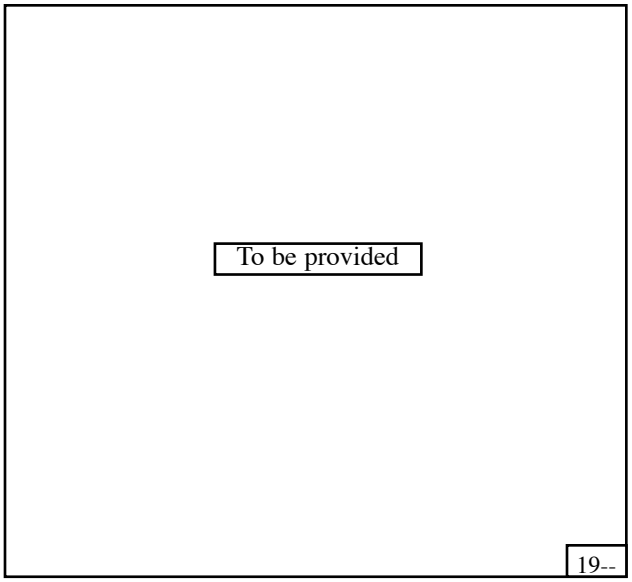
(10) One days notice to take command of and “get Ike Underway at 0730 tomorrow morning” and subsequent command tour in Ike.

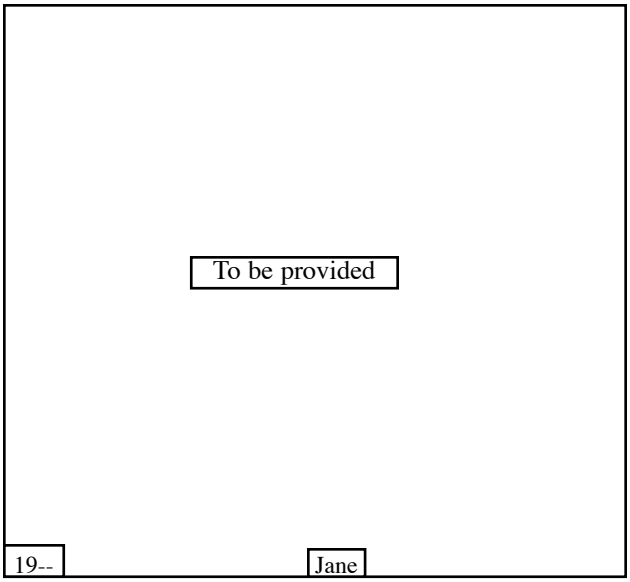
(11) Moving Ike from the Eastern Med, through the Suez and into the Red Sea to conduct flight operations over Kuwait in response to Irag’s invasion of Kuwait.

(12) Tailhook ‘91.

(13) Moving Abe Lincoln out of the Gulf to the coast of Somalia to support troops ashore in Mogodishu after the Blackhawk shootdown.

(14) Standing up and directing the National Geospatial-Inteligence Agency




## John B. Davis, CAPT USN (Ret.)

"Jack"

Date of Designation: 10 December 1954 NA # 5640

Dates of Active Duty: 5 June 1953 - 30 June 1983

Total Flight Hours: 5,475

Carrier/Ship Landings: Fixed wing: 613

Approximate Flight Hours:
Jet: 4,000 Prop: 1,000 VF/VA: 4.200
Other - VRC (C2 & T-39): 800

Combat Tours:
Vietnam: Jul. 1965 - Nov. 1965, VA-72 (A-4E)
101 combat missions.

Aviation Commands:
CO, VA-176, 1969 - 1970
CO, VRC-50, 1974 - 1976

Combat Awards:
Distinguished Flying Cross
6 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 6/49-9/53 | U. S. Naval Academy. Stayed at the Academy after graduation to coach rowing. |
| 9/53-12/54 | Flight training, Pensacola and Kingsville. |
| 1/55-4/58 | VF/VA-93, NAS Alameda, CA. Training Officer/Assistant Admin. (F-9F/A-4). |
| 5/58-6/59 | Staff COMFAIRHAWII (Aide & Flag LT) |
| 6/59-7/60 | Staff CINCPACFLT (Aide & Flag LT). |
| 7/60-7/63 | VA-126, NAS Miramar, CA. Instructor (Flight & Ground School) (F9F-8T). |
| 7/63-11/63 | VA-43, NAS Ocerana, VA. RAG student. |
| 12/63-1/66 | VA-72, NAS Oceana, VA. Admin. Officer & Ops. Officer ((A4E). |
| 2/66-7/68 | Staff COMOPTEVFOR, Norfolk, VA. (A4C/ E/F with VX-5). |
| 7/68-10/68 | VA-42, NAS Oceana, VA Student (A-6A). |
| 10/68-6/70 | VA-176, NAS Oceana, VA. XO/CO (A-6A). |
| 6/70-6/71 | U.S. Naval War College (Student). |
| 6/71-11/73 | USS *Constellation*. (Navigator). |
| 11/73-8/74 | Staff COMNAVAIRPAC (Training). |
| 8/74-8/76 | VRC-50. NAS Cubi Point, PI. CO (C-2A, CT-39). |
| 9/76-6/79 | Staff COMNAVAIRPAC. (Training, Operations, Plans). |
| 7/79-6/82 | NATO, Brussels (Chief Sit. Central). |
| 6/82-7/83 | COMNAVAIRPAC. |

### Summary of Significant Career Events

(1) Was section lead in Flight of one A-6A (VA-75) and four A-4E (VA-72) credited with destroying mobile SAM site North of Hanoi, October/November 1965.

(2) Member of the United States Olympic Team 1952 (Rowing in 4 without coxwain).


1946


1995

## John K. Davis, General, USMC (Ret.)

Date of Designation: 30 June 1954

Dates of Active Duty: 14 June 1945 - 25 August 1946
15 August 1950 - 31 May 1986

Total Flight Hours: 4,750

Carrier/Ship Landings: Fixed wing: 6 Rotary: 6

Approximate Flight Hours:
Jet: 3,000 Prop: 1,600 Helo: 150 VF/VA: 2,900
VR/VP: 500 VT: 800

Combat Tours:
Vietnam: Aviation Safety Officer, 1st MAW, and XO, MAG-11, Danang, RVN. Aug. 1969 - Aug. 1970. 171 attack missions (VA)

Aviation Commands:
CO, VMA(AW)-224. Nov. 1967 - Jan. 1968.
CO, VMAT(AW)-202, Jan. 1968 - Jul. 1968.
CO, MAG-46/MARTD, Jul. 1973 - Jul. 1975.
CG, COMCABWEST/CG, MCAS El Toro, CA., Jun. 1976 - Feb. 1977.
CG, 3rd MAW, Feb. 1977 - Feb. 1978.
CG, 1sr MAW, Feb. 1978 - May 1970.
CG, FMF Pacific, Jun. 1981 - Jun. 1983.

Combat Awards:
Legion of Merit with Combat "V" (RVN)
Distinguished Flying Cross (RVN)
Air Medal with bronze numeral 10

### Duty Assignment Chronology

| | |
|---|---|
| 6/45-8/46 | Enlisted Marine (Parris Island, Camp Lejeune, Quantico and Hawaii). |
| 8/50-3/51 | The Basic School, Quantico, VA. |
| 4/51-10/52 | 3d Amphibious Tractor Battalion, Camp Pendleton, CA. |
| 10/52-2/54 | Pre-Flight and Basic flight training, NAS Pensacola, FL. |
| 2/54-7/54 | Advanced Training Command, NAS Corpus Christi, TX. |
| 8/54-1/55 | VMF (N)-542, MCAS El Toro, CA. |
| 1/55-5/56 | VMF (N)-513, K-6 Korea and NAS Atsugi , Japan. |
| 5/56-2/58 | Marine Air Control Squadron 4 (MACS-4) , MCAS Tustin, CA. |
| 2/58-10/58 | VMA-121, MCAS El Toro, CA. |
| 10/58-6/59 | VMA-311, MCAS El Toro, CA. |
| 8/59-7/62 | Instructor, VT-26, NAS Chase Field, Beeville, TX. |
| 8/62-7/63 | Student, Air Command and Staff College , Maxwell AFB, AL. |
| 8/63-9/64 | 1st MAW, MCAS Iwakuni, Japan. |
| 10/64-8/67 | Staff, Headquarters Allied Forces Europe, Oslo, Norway |
| 8/67-7/68 | CO, VMA(AW)-224 and CO, VMAT(AW)-202, MCAS Cherry Point, NC. |
| 8/68-6/69 | Industrial College of the Armed Forces, Ft. McNair, Washington, D.C. |
| 8/69-8/70 | Aviation Safety Officer, 1st MAW and XO, MAG-11, Danang, RVN. |
| 9/70-6/73 | HQMC, Washington, D.C. |
| 7/73-7/75 | CO, MAG-46, MCAS El Toro, CA. |
| 7/75-2/78 | Assistant Wing Commander, 3d MAW, MCAS El Toro, CA., and then Commander, COMCABWEST/CG, MCAS, El Toro, CA., and Commanding General 3d MAW, MCAS El Toro, CA. |
| 2/78-5/79 | Commanding General, 1st MAW, Okinawa. |
| 6/79-6/81 | Headquarters Pacific Command, Hawaii. |
| 6/81-6/83 | Commanding General, Fleet Marine Force Pacific, Camp H. M. Smith, HI. |
| 7/83-5/86 | Assistant Commandant of the Marine Corps, Headquarters USMC, Washington, D. C. |
| 6/86 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) Flown over 30 different aircraft including; the F3D, F9F, F11F, A-6, F-4, F-104, A-4, AH-64, UH-1, CH 46, CH-53, F/A-18, and the XV-15 (MV-22 Prototype). He flew 285 combat hours in the Republic of Vietnam (160 at night) and 171 combat missions (100 night).

(2) President Marine Corps Association, 1983-1986.

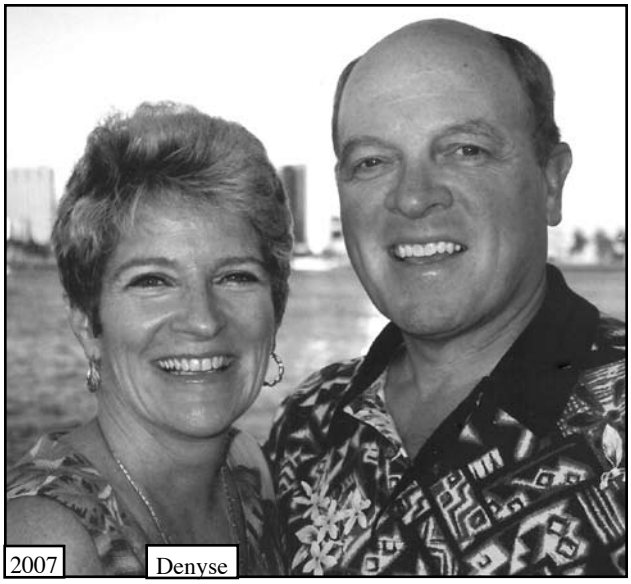
(3) Co-Chairman of the Secretary of the Navy's Advisory Committee on Retired Personnel (1989). National Commander of the Marine Corps Aviation Association (1990-1991).

Family

General Davis and his wife, the former Jane Dickey of San Clemente, CA., have three children: Keri, Gwendolyn and Julie.



April 1973, VF-151, NAS Miramar



2007 Denyse

## John R. Davis CAPT USN (Ret.)

"JR"

Date of Designation: 19 May 1972

Dates of Active Duty: February 1971 – April 1995

Total Flight Hours: 6,500

Carrier/Ship Landings: Fixed wing: 1,009 (266 night)

Approximate Flight Hours:
Jet: 4,200 VF/VA: 3,000 Other: 2,300

Combat Tours:

| | |
|---|---|
| Vietnam: | VF-151, USS Midway, Gulf of Tonkin, 12 CAP Missions, 12/73-3/74 |
| Vietnam: | VF-151, USS Midway, Dixie Station, 15 CAP Missions, 4/75 |
| Kuwait: | VF-114, USS Abraham Lincoln, Desert Storm, 22 CAP Missions, 6/91-9/91 |

Total Combat Missions: 49 CAP

Aviation Commands:
CO, VF-114, 4/90-9/91

Combat Awards:
Meritorious Service Medal

### Duty Assignment Chronology

| | |
|---|---|
| 4/68 | Join Navy ROC Program, NAS Los Alamitos, CA. |
| 7/68-8/68 | ROC Boot Camp, NAS Los Alamitos, CA. |
| 7/69-8/69 | AVROC Summer, NAS Pensacola, FL |
| 2/71-3/71 | Join AOCS class 49-1970 |
| 3/71-4/71 | VT-1 T-34B Flight Training. |
| 4/71-11/71 | VT-7/9/19 (T-2A/B/C) NAS Meridian Basic UPT. |
| 11/71-5/72 | VT-25 (TF-9J) NAS Beeville, TX Advanced UPT. |
| 5/72-4/73 | VF-121 (F-4B/J) Student - Readiness Training |
| 4/73-11/75 | VF-151 (F-4B/N) Asst. Safety/Weapons Training/ Squadron LSO. |
| 4/74-5/74 | Student - Navy Fighter Weapons School. |
| 11/75-4/78 | VT-25 (TA-4J) Flight Instructor -AV/ARM Division/Flight/Training LSO. |
| 4/78-12/78 | VF-124 (F-14) Student - Readiness Training. |
| 12/78-6/79 | VF-213 (F-14) NATOPS Officer/Squadron/Air Wing LSO. |
| 6/79-6/80 | CVW-11 Air Wing LSO. |
| 6/80-6/82 | CNAP LSO (Night BWEPS w/VF-124). |
| 6/82-7/82 | VF-124 Refresher and CQ. |
| 7/82-6/84 | VF-51 Admin and Ops. Officer. |
| 6/84-6/85 | US Navy War College. |
| 6/85-9/85 | VF-124 (F-14) Readiness Training. |
| 9/85-4/87 | VF-191, XO. |
| 4/87-9/91 | VF-114, XO/CO. |
| 9/91-4/95 | CINCPAC Crisis Center. |

### Summary of Significant Career Events

(1) Defeated Communism.

(2) Along with the Squadron Air Wing Carrier and the Battle Group established the Overseas Family Residency Program in Yokosuka Japan.

(3) Participated in the evacuation of Saigon 4/75.

(4) Enforced freedom of navigation in the Gulf of Sidra aboard USS *America* 1979.

(5) As a Landing Signal Officer, safely conducted mishap free carrier landing operations from 1973 to 1982.

(6) Completed the "stand-up" of VF-191 in Air Wing 10 as XO.

(7) In 1991 Aboard USS Abraham Lincoln participated in the evacuation of US bases in the Philippines following the eruption of Mt Pinatubo. - Continued -

Summary of Significant Career Events continued

(8) Enforced the “no fly” zone in Southern Iraq during Desert Storm.

(9) Elected to the Tailhook Association Board of Directors in 1996.

(10) In October 1997 resigned from the Tailhook board to take the Executive Director Position.

(11) Maintained the quality of The Hook magazine in di-ficult financial time.

(12) Along with a dedicated Chairman, President and Board of Directors reestablished Tailhook’s association with the US Navy.

(13) Active in Soaring in my Duo Discus



(14) Still Flying after building and testing an experimental RV-8 (N114NH)









**Howard L. DeCastro, LCOL, USMC (Ret.)**
"Lopp"

Date of Designation: 28 March 1961 NA # V-17476

Dates of Active Duty: 28 August 1958 - 1 September 1980

Total Flight Hours: 4,000

Approximate Flight Hours:
Jet: 3,750 Prop: 240
Other: 10 helicopter

Combat Tours:
Vietnam: VMFA-122, Sep. 1967 - Aug. 1968.
380 combat missions

Aviation Commands:
CO, First Naval Gunfire Liaison Company
CO, MAWTS-1

Combat Awards:
Legion of Merit (non-combat)
Distinguished Flying Cross
20 Air Medals

## Duty Assignment Chronology

Enlisted in the Marine Corps and entered "Boot Camp" on 28 August 1958, at MCRD San Diego. In "Boot Camp" was tested for flight training and selected for the Marine Aviation Cadet (MARCAD) program, beginning Pre-flight in August 1959. Just one month under 20 years old.

Flight training began with VT-1, flying the T-34 at Saufley Field, followed by VT-4 flying the T2J-1 at Sherman Field, VT-21 flying the F9, and finally VT-23 flying the F-11, both at Kingsville. Earned wings and commission at Kingsville on 28 March 1961, with designation V-17476.

First FMF assignment was with VMF (AW)-542, commanded by Bob Parnell, flying the Douglas "Skyray" at El Toro, deploying to Atsugi from October 1962, to October 1963. Numerous assignments followed, which included deployments from Atsugi to Iwakuni, Okinawa, and Taiwan.

Returning to CONUS, was assigned as a flight instructor in VT-31, flying the TS-2A. The Marine Corps required more C-130 pilots, and consequently decided to increase its instructor cadre in the twin-engine prop arena, sending six jet pilots directly to props. They initially tried to reassign instructors who were already flying the F-9s and F-11s, but were losing them to the airlines as fast as the assignments were made. Those of us returning from Japan got the job.

Flying the TS-2F was not as familiar as flying jet fighters and I was not skilled in flying props, so in my spare time I checked out in the only jet at Corpus Christi, the T1A. Within six months, the Navy and Marine Corps realized they made a mistake and five of the six Marines who were assigned to the TS-2A squadrons were reassigned to Kingsville to instruct in jets. I was assigned to VT-23, instructing in the F-11A. In June 1965, VT-23 switched from the F-11A to the F-9F and I finished my last year as an advanced jet instructor, flying the TF-9s and AF-9s.

Completed Amphibious Warfare School in the spring of 1967, and was assigned to VMFA-122 at El Toro, under command of John Verdi, to prepare for deployment to Vietnam. Served in Vietnam from September 1967, to August 1968, flying 380 combat missions. The missions were predominately close air support missions in South Vietnam with a few night Barrier Combat Air Patrol missions in North Vietnam, designed to keep the MiGs on the ground while A-6 crews were running low level night bombing missions in the North. Our most significant accomplishment was participation in breaking the siege at Khe San.

After Vietnam, was assigned to the First Marine Brigade at Kaneohe, Hawaii. Soon after, was assigned as the Commanding Officer, First Air Naval Gunfire Liaison Company, and a year later was assigned as the Safety

- Continued -

Officer of MAG-24. Completed the Hawaii tour in VMFA-235 as Assistant Maintenance Officer and then as the Executive Officer when George Leach took command. During this tour, TransPac'ed to attend the Navy Fighter Weapons "Top Gun" School. Two Israeli Fighter Pilots also attended that class and after "Top Gun" was complete, we took the Israelis to El Toro where they flew Air Combat Maneuvering sorties against pilots of VMFA-531 over the weekend, essentially conducting an ACM Seminar that was valuable to all concerned.

From Hawaii, was assigned to VMFA-531 at El Toro as Operations Officer to prepare for a Mediterranean cruise aboard the USS *Forrestal*. That cruise was delayed when the USS *Forrestal* caught fire while in port. We used the three-month delay to practice fighter tactics and defensive maneuvering with the pilots of the Navy A-6 and A-7 squadrons that were deployed with us.

During the latter part of the cruise, was assigned as Fighter Operations Officer for the *Forrestal* and developed the plan that was used to escort the U. S. Air Force C-1 30 ELINT aircraft on its route near Libya. That plan continued to be used and several years later Navy and Marine Corps fighters shot down a Libyan fighter that attacked the C-130.

Returning to El Toro, remained with VMFA-531 for about one year, during which time I was selected as the "Marine Aviator of the Year" and received the Alfred A. Cunningham Award. My next assignment was Staff Secretary to General Quinn, CG 3rd MAW. General Hal Vincent was the Chief of Staff.

My last duty station was MCAS Yuma, Arizona, where I served as a Staff Projects Officer, developing a new media based training course for Marine Corps and Navy F-4 pilot and RIO training and worked on the formulation of Marine Aviation Weapons and Tactics Squadron One (MAWTS-1), before being assigned as Operations Officer of the Training Group.

I was very fortunate to be a part of the group of Marines who worked on the formulation of MAWTS-1. The Marine Corps was dissatisfied with the integration and coordination of air power and the overall effectiveness of aviation in Vietnam, and was looking for ways to improve combat effectiveness.

The Marine Corps developed several numbered projects to improve combat effectiveness. "Project 19" was the plan to improve our aviation support to the ground forces by conducting integrated aviation training using the full capability of an augmented Marine Air Group, supporting a ground scheme of maneuver. Over a two-year period with strong support from General Hal Vincent and General Andy O'Donnell, the plan was developed, approved by General Tom Miller, DCS Aviation and General Wilson, Commandant of the Marine Corps, and tested using Marine Aviation Training Units Pacific and Atlantic. The concept proved worthy and MAWTS-1 was formed at Yuma, Arizona, in July 1978, the first new aviation squadron commissioned since World War II.

I was again fortunate to be named the first Commanding Officer of MAWTS-1 and commanded the squadron through August 1980. Recognizing that FMF squadrons, not MAWTS-11, would be fighting wars, the emphasis from the start was to gain the best knowledge and skills possible and pass them to the FMF through graduates of the Weapons and Tactics Instructor (WTI) courses, held twice yearly, and through MAWTS-1 instructor training visits to FMF squadrons and groups.

MAWTS-1 has proved to be a valuable addition to the Marine Corps' combat capability and has gained recognition for the significant role it has played in Marine Corps' combat actions since 1978.

On 1 September 1980, at the completion of my Command Tour at MAWTS-1, I retired from the Marine Corps as a Lieutenant Colonel with 22 years of service.

As a civilian, had the opportunity to work with Joe Prueher and Bill Pickavance in establishing the Naval Strike Warfare Center at Fallon, Nevada.

## Summary of Significant Career Events

(1) Top Gun School graduate.

(2) Marine Aviator of the Year and recipient of the Alfred A. Cunningham Award.

(3) First Commanding Officer of MAWTS-1.


1970


2002

## Michael P. DeLong LtGen, USMC (Ret.)

Date of Designation: March 1969

Dates of Active Duty: June 1967 – November 2003

Total Flight Hours: 6,010

Carrier/Ship Landings: Fixed wing: 7 Rotary: 4,300

Approximate Flight Hours:
Jet: 7 Prop: 854 Helo: 5,151

Combat Tours:

| | |
|---|---|
| Vietnam: | Quang Tri, Phu Bai, Marble Mt., July 1969- Aug. 1970, (CH-46F, 850 combat hours ) |
| | UH-1E gunship, Operation Frequent Wind (Evacuation of Saigon), Apr. 1975 |
| Desert Storm: | AH-1J Cobra, , Jan.-Feb. 1991, 7.8 Hours |
| Somalia: | JFACC, Dec. 1991-Mar. 1992, No aviation. |

Commands:
CO, HML-367 Det "C", Nov. 1978 – Jan. 1981
CO, ProvMAG-30, Oct.-Dec. 1986, Okinawa and South Korea
CO, HMM-266, June 1988-Sep. 1989
CO, MAWTS-1, Sep. 1989 – Aug. 1992
CG, 3d Marine Aircraft Wing, Aug. 1998 – Aug. 2000

Combat Awards:
2 Defense Distinguished Service Medals (Afghanistan and Iraq)
2 Distinguished Flying Cross Medals
Legion of Merit (Somalia)
Air Medal with Flight/Strike Numerals 69
Combat Action Ribbon (Vietnam)

### Duty Assignment Chronology

Lieutenant General DeLong is a Naval Academy graduate and holds a master's degree in industrial management from Central Michigan University.

Lieutenant General DeLong's operational assigments include: tours with Helicopter Medium Marine (HMM) Squadron 262, Quang Tri, Republic of Vietnam; Standardization Instructor, Helicopter Training Squadron 18, Naval Aviation Training Command; Maintenance Officer, Helicopter Marine Light (HML) Squadron 367, where he participated in Operations EAGLE PULL and FREQUENT WIND (evacuation of Vietnam); Operations Officer, Helicopter Heavy Marine (HMH); Commander, HML 367, Detachment C; Executive Officer and Special Projects Officer, Marine Air Base Squadron 24; Plans and Operations Officer, Marine Air Group 36; Executive/Commanding offcer, Marine Air Group 30; Executive Officer, MAG-26; Commanding Officer, HMM 266; Executive Officer and Commanding Officer, Marine Aviation Weapons/Tactics Squadron 1, where he participated in Operations DESERT SHIELD/DESERT STORM; Assistant Chief of Staff, Operations, 3rd Marine Aircraft Wing, where he served as the Joint Force Air Component Commander (JFACC) for Operation RESTORE HOPE in Somalia; Deputy Commanding General, I Marine Expeditionary Force, Camp Pendleton, CA; Deputy Commander and Acting Commander, U.S. Marine Corps Forces, Atlantic, Norfolk, VA and his previous duty as Commander, 3rd Marine Air Wing, MCAS Miramar, CA.

His principal staff assignments include Officer-in-Charge, Fleet Marine Force, Pacific Command Center; Intelligence Requirements Officer, Fleet Marine Force, Pacific; Aide de Camp to the Deputy Commander, Fleet Marine Force, Pacific; Arms Control/Strategic Weapons Action Officer in the Strategic Requirements Branch of the Plans Division, Headquarters Marine Corps; and the Director for Joint Training (J-7) and Director of Joint Training Analyses and Simulation Center, U.S. Atlantic Command. Lieutenant General DeLong's professional education includes the Basic School, Naval Flight School, Amphibious Warfare School, Defense Intelligence School, Armed Forces Staff College,

- Continued -

Duty Station Chronology continued

Army War College and a Defense Department fellowship at the Brookings Institute. Lieutenant General DeLong also holds an Honorary Doctor of Strategic Intelligence from the Joint Military Intelligence College.

At the time of his retirement, Lieutenant General Michael P. DeLong served as Deputy Commander, United States Central Command, MacDill Air Force Base, Florida.

## Summary of Significant Career Events

(1) CO, HML-367 Det "C", Nov. 1978 – Jan. 1981.

(2) CO, ProvMAG-30, Oct.-Dec. 1986, Okinawa and South Korea

(3) CO, HMM-266, June 1988-Sep. 1989.

(4) MAWTS-1, Sep. 1989 – Aug. 1992.

(5) CG, 3d Marine Aircraft Wing, Aug. 1998 – Aug. 2000

(6) Since retiring from active duty Mike has held executive positions in industry to include: Executive Vice President, Shaw Group, Inc., International Operations; Board Member, Sykes Enterprises; President, Shaw CentCom Services, LLC; Vice Chairman, Shaw Arabia Board; Vice Chairman, Shaw Kuwait Board; Board Member, AE Bio-Fuels; and President, Boeing Middle East Ltd., International Business Development, Integrated Defense Systems, The Boeing Company.


1962


1986

## David V. Denton, Colonel, USMC (Ret.)

"Hook"

Date of Designation: 5 April 1961 NA#V-17577

Dates of Active Duty: 17 January 1957 - 1 August 1987

Total Flight Hours: 5,362

Carrier/Ship Landings: Fixed wing: 446

Approximate Flight Hours:
Jet: 5,201 Prop: 161

Combat Tours:
Vietnam: MAG-11, 06/65–09/65, Danang
Vietnam: VMFA-323, 10/68–08/69, Chu Lai, (F-4B)
VMFA-334, Chu Lai, (F-4J)
Total Combat Missions: 154, (F-4)

Aviation Commands:
CO, VMFA-323, 08/78–08/80 MCAS ElToro, USS *Coral Sea* (F-4)
CO, MATSG , 12/81–05/84 NAS Lemoore (FA-18)
CO, MCCRTG-10, 06/84–06/86 MCAS Yuma (F-4, A-4, AV-8)

Combat Awards:
Distinguished Flying Cross
Air Medal with Strike/Flight Numeral 11 and Gold Star
Navy Commendation Medal with Combat "V"

### Summary of Significant Career Events

David Denton enlisted in the Marine Corps in January 1957. As a Sergeant, he was accepted into the Marine Aviation Cadet Program in 1960 and was commissioned upon completion of flight training in April 1961. He was subsequently stationed at MCAS Beaufort, SC and assigned to VMF-333 and VMF-251. Flying F8s during this tour of duty, he made a Med cruise with CVG-10 aboard the USS *Shangri-La* and participated in the Cuban Crisis by manning the hot pad at NAS Key West.

His next duty assignment was with MAG-11 Headquarters Staff at Atsugi, Japan in October 1964, where he flew F-9s and VMF-122's F8s until Mag-11 deployed to Danang Air Base, South Vietnam in June 1965. Headquarters Marine Corps denied his request for extension of his overseas tour in Vietnam and he was ordered to VT-25 at NAS Chase Field, TX in September 1965, to serve as an instructor pilot in the advanced flight training command. It was during this tour of duty the most significant event of his life occurred when he met and married the beautiful Anna Maria de la Garza of San Antonio, Texas.

In June 1968, the then Captain Denton was advised via telephone call from Headquarters Marine Corps that he would be ordered to report to MAG-13 at MCAS Chu Lai, South Vietnam in September. He was advised that since there would be no F8s there, HQMC would order him to transition training if he could find an available training billet. He found an opening at VMFAT-201 at MCAS Cheery Point, NC and with VMFA-415 at MCAS Beaufort, transitioned in to the F-4 during the months of July and August, and flew his first combat mission with VMFA-323 on October 7, 1968.

As a Major he was ordered to re-join VMFA-323 at MCAS El Toro, CA as Operations Officer in June 1970. During this tour, several significant events occurred. Most significant was Anna Maria's giving birth to his wonderful son, David Eric. Of comparatively lesser significance were his development, publishing, and the general acceptance of his "Split Plane Maneuvering" concept and his "Hook VID" tactic.

His next assignment was as Operations Officer of VMFA-531 in March 1972, in preparation for the squadron's Med cruise deployment aboard the USS *Forrestal*. Upon completion of the carrier deployment in July 1973, he attended Command and Staff College at Marine Corps Base Quantico, VA.

In July 1974, he reported for duty as the Executive

- Continued -

Officer of the Marine Air Reserve Training Detachment at Andrews A.F.B. to assist the Marine reserve squadron VMF-321 in their transition from the F-8 to the F-4 aircraft.

In August 1976, he regretfully refused the opportunity to join the anticipated Marine F-14 training detachment at Naval Air Station Miramar, CA in favor of attending the College Degree Completion Program at the Auburn University, Alabama. After graduation with a Bachelor of Science degree in Aviation Management, in August 1978 he reported for duty as Commanding Officer of VMFA-323 at MCAS El Toro, CA.

In July 1979 he took his squadron aboard the USS *Coral Sea* for an eleven month WestPac cruise, the apex and nadir of which was the Iranian US hostage extraction attempt which was aborted as his division manned their aircraft for launch to suppress air opposition from Bandar-a Abbas.

He then served as the Executive Officer of MAG-11 at MCAS El Toro until September 1981, when he began to develop plans to stand up a Marine Aviation Training Support Group at NAS Lemoore, CA in preparation for the coming of the FA-18 aircraft. He designed the mission statement, table of organization, equipment and coordinated facility requirements with the Naval Air Station. Upon completion of preparations, in November 1981 he was assigned as the Commanding Officer, MATSG Lemoore and served as an augment FA-18 flight instructor for VFA-125.

In June 1984, he assumed command of Marine Combat Crew Readiness Training Group-10 at MCAS Yuma, AZ and got to fly the groups F-4's and A-4's and got checked out in the AV-8. In June 1986. he was reassigned as the Chief of Staff of the Third Marine Aircraft Wing at MCAS El Toro, CA where he flew FA 18's and RF-4's until his retirement in August 1987.


1958


1967

## John R. Dewenter, Captain USN (Ret.)

"Jack"

Date of Designation: 19 Dec 1947 NA# 26179
Active Duty: 6/45 to 1/50, 10/50 to 6/78
Total Flight Hours: 4,289
Carrier Landings: Fixed Wing - 400
Combat Tours:
Korea: VF-781, 6/2/51-11/28/51, USS *Bon Homme Richard* (F9F-2B)
Vietnam: VA-23, 4/10/65-6/27/65 USS *Midway* (A-4E)
Vietnam: CVW-14, 7/9/67-7/11/67 USS *Constellation* (A-4C)
Vietnam: CVW-17, 7/23/67-7/29/67 USS *Forrestal* (A-4E, F-4B)
Total Combat Missions: 125 (65 F9F-2B, 1 F-4B, 59 A-4C A-4E)
Commands:
CO VA-23, USS *Midway* (CVA-41) NAS Lemoore. 7/64-7/65 (A-4)
Commander CVW-17, USS *Forrestal* (CVA-59), NAS Oceana 12/66-12/67 (F-4B, A-4E, A-6A, A-3 E-2A)
CO, USS *Cleveland* (LPD-7) 10/70-8/71 (A-4E)
Awards:
2 Legion of Merit
2 Distinguished Flying Crosses (Combat/Individual)
Bronze Star
8 Air Medals (Combat/Strike-flight)
Assortment of Eleven Other Medals/Commendations, etc.

### Duty Assignment Chronology

7/45-7/46 Navy V-5 College Training.
8/46-5/48 NavAirTrn., Dallas, Ottumwa, Corpus Christi, Pensacola, Jacksonville (N2S, SNJ, PBY, SNB, TBM).
7/48-12/48 FASRON 9, San Diego (Awaiting Assignment) (F8F, F6F, TBM, SNJ).
12/48-4/49 VA-214, NAS Seattle (squadron decommissioned). (TBM, F6F, SNJ, PB4Y-2).
4/49-1/50 VF-51, NAS San Diego (F9F, TO-1, F4U-4, SNJ, SNB).
1/50-10/50 Inactive Duty, VF-782 NAS Los Alamitos (F6F, SNJ).
10/50-1/52 VF-781, USS *Bon Homme Richard* (CVA-31) (F9F-2B, F4U-4 Combat Korea).
1/52-6/53 Naval Language School (Chinese) (F9F-4, F8F, F6F, SNB).
6/53-12/53 Naval Intelligence School (F8F, F6F, SNB).
2/54-4/54 COMNAVFE, Air Intel Officer (SNB).
5/54-6/55 United Nations Command Military Armistice Commission/Korea, Chinese Interpreter/Chief Translation Section (SNB, L-19).
7/55-6/56 VF-93 Admin Officer, NAS Alameda USS *Oriskany* (CVA-34) (F9F-8, TV-2).
6/56-4/57 COMFAIRWESTPAC Aide and Flag Lt., NAS Atsugi (F9F-8, TF, R4D, WV-2, R5D-2, F3D, P5M, A3D, AJ, SNB).
4/57-8/57 COMCARDIV 5 Aide and Flag Lt., USS *Bennington* (CVA-20) (TV-2, SNB).
10/57-11/57 ATU-206 Instructor, NAS Pensacola Blue Angel tryouts (F9F-8, SNB).
11/57-6/60 Blue Angels Admin/Ops. (F11F-1, F9F-8, TV-2).
9/60-11/61 CINCLANTFLT Aide to Deputy CINCLANT/CINCLANTFLT (S2F-l, T2V-1, UO-l, R4Y, T-28, F9F-8T, UF-2).
11/61-5/62 VA-125 Replacement Pilot Training, NAS Lemoore (F9F-8T, A4D-1/2/2N).
5/62-6/63 CAG-19 OPS Off., USS *Bon Homme Richard* (CVA-31) (A4D-2C/N, A3B, TF-9J).
6/63-7/65 VA-23 XO/CO, USS *Midway* (CVA-41) (A4E/C Combat Vietnam).
7/65-7/66 US Army War College (U-6A UC-45)
8/66-12/66 COMNAVAIRLANT Replacement Pilot Training (F-4B, TF-9J, TA-4F, A-4E/C).
12/66-12/67 CVW-17 Air Wing Commander, USS *Forrestal* (CVA-59) (F-4B, A-4E/C, A-6A, A3 E-2A Combat Vietnam).
1/68-7/69 CNO OP-614B Politico-Military Affairs, Pentagon (U-11A, US-2B).
8/69-7/70 National War College.

- Continued -

| | |
|---|---|
| 9/70-8/71 | CO, USS *Cleveland* (LPD-7) WestPac (A-4E). |
| 9/71-8/72 | Council on Foreign Relations, NYC Fellowship |
| 9/72-7/74 | State Department, Deputy Director for International Security Operations. |
| 8/74-5/75 | DIA, Attaché Training and Language Refresher. |
| 6/75-6/78 | Def. and Naval Liaison Officer, Hong Kong |
| 7/78 | Retired from active duty. |




## Summary of Significant Career Events

(1) 4/49-1/50. Closed out first active duty tour assigned to Navy's first West Coast jet squadron, VF-51, flying the F9F-3 (also TO-1/jet transition, F4U-4, SNJ, SNB.) Volunteered for return to active duty June 1950, recalled October 1950 and joined VF-781, the only 100% volunteer reserve squadron. Flew Corsairs until we received F9F-2B for Korean deployment aboard USS *Bon Homme Richard*.

(2) 9 January 1951, NAS Miramar. Dead-stick landing in F9F-2B after low altitude flame-out near NAS Miramar.

(3) July 1955. Joined VF-93 at NAS Alameda as the F9F-8 fighter squadron began early transition to Special Weapons Delivery mission, pioneering jet low level navigation and delivery techniques. Deployed to WestPac aboard USS *Oriskany* fully integrated into SIOP. Believe this was last swept wing deployment on straight deck carrier. Before cruise, on 23 January 1956. ditched F9F-8 in San Francisco Bay after flame-out near NAS Alameda. Was informed by OpNav representative that this was first successful ditching of swept wing jet in water.

(4) November 1957. Joined the Blue Angels flying No. 5, Solo Lead, and No. 4, Slot. The first year the solos introduced new maneuver, the "Back-to-Back," involving one aircraft inverted and the second flying close wing position right-side-up. A few seasons later this was also incorporated into the diamond.

(5) 2 August 1957. Blue Angel show for Clarence, N.Y. just east of Buffalo. At 8,000 ft over show site, on run-in for opener, experienced beginning of main bearing failure. While attempting to reach NAS Niagara engine running rough, losing power, seized and flamed out. Rather than eject over heavily populated Buffalo suburbs attempted straight-in, dead stick landing with fully fueled, heavy F11F on short runway at Buffalo International Airport. Touched down on "landing" end of runway, but came to rest on apron of gas station across Gennessy Blvd busy with Saturday afternoon traffic. Only damage was to the aircraft, but the accident became a major media event - favorable to Navy. Most important of many items of correspondence received was the following:

FM CNO
TO NAS NIAGARA
FOR LT JOHN R DEWENTER USN X INFORMATION CDR EDWARD HOLLEY USN FROM ADM BURKE X YOUR MAGNIFICENT ACTION THIS AFTERNOON IN LANDING YOUR AIRCRAFT RATHER THAN HAZARDING THE LIVES OF THE CIVILIAN POPULACE REFLECTS THE HIGHEST CREDIT ON YOURSELF THE BLUE ANGELS AND THE NAVY X WELL DONE.

(6) 1966 Organized, commissioned and trained new air wing, CVW-17, for USS *Forrestal* deployment to Vietnam.

(7) 29 July 1967. Tragedy strikes. As CAG, had been out on the early morning coordinated strike. While debriefing in the Air Intelligence spaces just below flight deck heard the chilling announcement on 1MC, "Fire, fire, fire on the flight deck aft!" The Forrestal Fire, the worst naval disaster since World War II, took 134 lives and about 30 aircraft and terminated a very short combat tour for ship and air wing.

(8) Limited Vietnam Combat: Standard 24-month squadron XO/CO rotation left me only two months for first Vietnam combat tour. Forrestal Fire - only one week for CAG combat tour.

(9) 11 to 25 January 1971. USS *Cleveland* (LPD-7) played key role in, at that time, an extremely sensitive and highly classified operation in support of MACV and South Vietnamese (ARVN) incursion into Cambodia. Deputy Commanding General MACV and his staff made their home aboard USS *Cleveland* as their Command Center. As CO, operated ship inside Sihanoukvllle Bay, Cambodia. as a staging platform for army gunships and other helos with ships personnel refueling and rearming the helos. Conned ship in and out of the bay each night at varying hours passing through its long, narrow entrance at top speed, darkened ship and general quarters as a precaution should unfriendly forces have moved into area and occupied shoreline. Deputy Commanding General, MACV, wrote in part: "Responding on short notice to a heavy and demanding air operations schedule with Cobra gunships and other aircraft not normally flown from CLEVELAND's decks..."

(10) 3 June 1974. Legion of Merit, Citation: "service as Deputy Director of International Security Operations Department of State...responsible for a number of complex and highly sensitive National Security Council directives bearing on the Law of the Sea, and formulating policy recommendations in such broad areas as the Indian Ocean,

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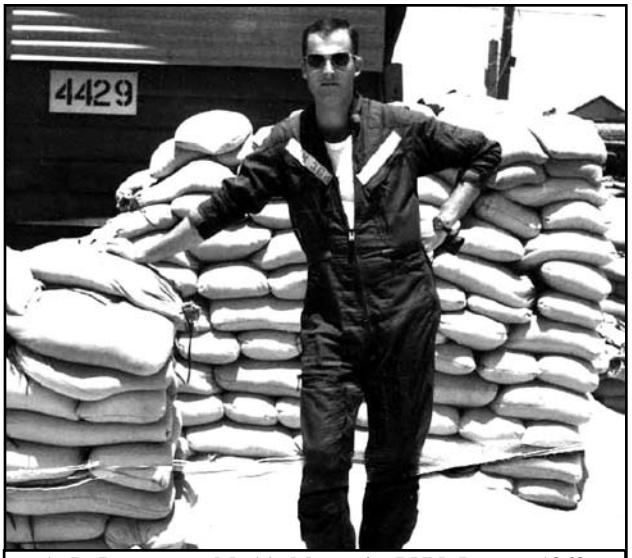
Persian Gulf, the Western Pacific, and the Mediterranean and

Caribbean Seas...official member of the U.S delegation in the highly important negotiations with the Soviet Union on military incidents at sea"

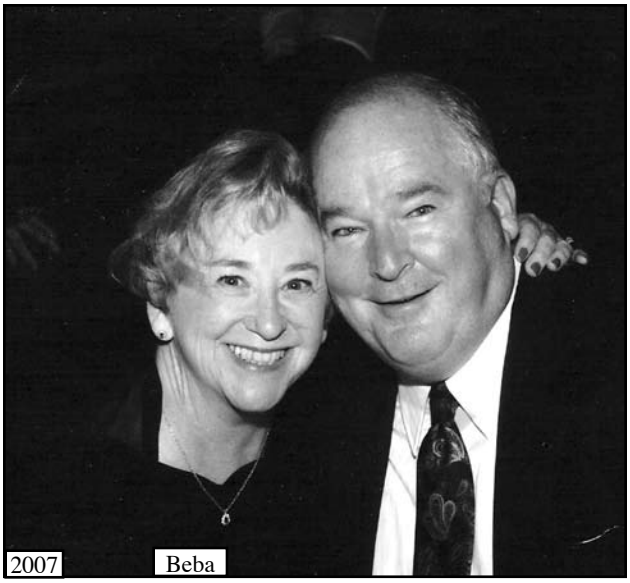
(11) 27 April 1978. Legion of Merit (2nd Award), Citation: "As the United States Defense Liaison Officer to the British Crown Colony of Hong Kong...support of U.S. Navy Fleet operations in the Pacific…fulfillment of priority national requirements concerning the People's Republic of China during an especially critical time in the United States relations with that nation." The first U.S. active duty military officer to be allowed into the PRC (May 1978).

**Significant Academic Activities:**
(1) National War College, Army War College, Navy Language School (Chinese Mandarin, intensive 18 mos course), Military Fellow at Council on Foreign Relations, Articles published in Foreign Affairs quarterly, Naval Institute Proceedings. Bachelors and Masters Degrees from George Washington University.

**Post Retirement Activities:**
1978 to1980. Vice President of the National Council for US-China Trade, Washington, DC.
1980 to 1987 Beijing Representative for FMC Corporation, Vice President, FMC Far East. Ltd.



1stLt Donovan - Marble Mountain, RVN, January 1969


2007 Beba

## The Honorable Joseph P. Donovan, Sr.

**(former MAJOR USMCR)**

"Pat"

Date of Designation: 2 April 1968

Dates of Active Duty: June 1966 - June 1971

Total Flight Hours: 1,200+

Carrier/Ship Landings: USS *Iwo Jima*, USS *Princeton*, USS *Repose* and USS *Sanctuary*, and CONUS Training USS *Duluth* MBLX 1970; Day & Night Rotary 40+.

Approximate Flight Hours:
Prop: 75 VT: 75 Helo: 1,200

Combat Tours:
Vietnam: I-Corps, RVN, MCAF Phu Bai, MCAF Marble Mtn.: (CH-46A&D, Aug. 1968-Sept. 1969
Total Combat Missions: 700+ (CH-46D)

Aviation Commands:
HMM-364, 1st MAW, MAG-16, Squadron Pilot, Legal Officer; 2 Sep. 1968-June 1969;
HMM-364, 1st MAW, MAG-16 (CH-46D) Section Leader and Flight Leader, "The Purple Foxes".
H&HS-16 Staff, MAG-16, with collateral duty flying as Squadron Pilot with HMM-364; 20 June 1969-12 September 1969 (CH-46A & CH-46D).

Combat Awards:
2 Navy Crosses
1 Silver Star
2 Distinguished Flying Crosses
1 Purple Heart
35 Strike/Flight Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 4/68-8/68 | MCAF Camp Pendleton, HML-776 (UH-1E) Pilot Qualified in Model Training; LFTC NAS Coronado, FAC Certification & Naval Gunfire Gunfire Orientation. |
| 8/68-6/69 | HMM-364 Phu Bai and Marble Mtn (CH-46D). |
| 7/69-9/69 | H&HS-16, Marble Mtn. (CH-46D). |
| 10/69-7/71 | HMM-163, MCAS Santa Ana, CA. Squadron Pilot; TempDutyAssign CG MCAS Special Projects Officer; HAC Certification CH-53A June 1971. |
| 3/72-6/72 | MACG-48, NAS Glenview, IL. (CH-34D 10+ hours). |
| 10/72-10/73 | VTU-Law, San Diego, CA. |
| 11/73-2/76 | HMM-764, MCAS Santa Ana, CA., DIFOT Squadron Pilot. |
| 11/76-6/77 | MARTD, NAS Glenview, IL. Transition Training UH-1E, Squadron Pilot. |
| 7/1/77 | Permanent Rank – Major USMC. |
| 1977- | Inactive Reserves. |
| 10/86 | Honorable Discharge. |


"Ready APP" TBS MCB Quantico, August 2004

### Summary of Significant Career Events

(1) 2 Sep 1968. PQM in the UH-1E reporting to 1st MAW, assigned to fly CH-46 in HMM-364 "The Purple Foxes"; first under LtCol Joe Dobbratz, USMC, then LtCol Bud Statzer, USMC, and in January 1969 under LtCol E. R. "The Papafox" Brady, USMC and in Aug. 1969 with LtCol C. R. Dunbaugh, USMC.

- Continued -

Summary of Significant Career Events continued

(2) Flying with the finest Marines, Crew Chiefs, Mechs and Gunners, who maintained and repaired our CH-46's and who flew with our brother Navy Corpsmen and Medical Doctors.

(3) Feb 21 and 22, 1969, on first mission as Helicopter Aircraft Commander (HAC) and wingman, taking over in mid-flight as Section Leader in the Stygian pitch darkness of the mountains surrounding Elephant Valley, NW of Da-Nang, west of Hai Van Pass above DaNang Bay and then to the 'French Fort' east of Hill 55.

(4) March 17, 1969, Go Noi Island, day medevac mission under mortar fire.

(5) April 21, 1969 northwest of Liberty Bridge, day medevac Arizona Territory.

(6) April 28, 1969, First Marine Division Recon Team Extract from mountains west of An Hoa; and return to extract lone member, OIC.

(7) May 9, 1969, "Mission 5-Mike" at theVillage of MyHiep(3), three clicks NW of Liberty Bridge, Arizona Territory.

(8) Emergency external ladder extract of Marine Recon



Team from mountains west of An Hoa

Chicago Memorial Day – Grand Marshall
Beverly Hills – Morgan Park 27 May 2002

**Family Recognition:**

On a personal level, my dear wife Beba and I acknowledge with gratitude our sons Pat, Brian, Dan, Tom and our daughter, Captain Eileen C. Donovan, USMC. We share our great pride in our daughters-in-law, Liz, Rachel and Judy and in our seven grandchildren, Brendan, Sean, Maeve, Joy, Abigail, Grace and Rylan.

**Of Singular Note:**

My wife and I share the distinct privilege of having pinned The Naval Aviator "Wings of Gold" on First Lt. Eileen C. Donovan, USMC of HT-8 at NAS Whiting Field, FL., 27 July 2007.

**Bar Memberships and Associations:**

Illinois Supreme Court (Oct. 21,1976) ARDC Registration #0658200 Active.
The Supreme Court of Texas, (Sept. 10, 1993). Status Active Member #00786863.
The United States Court of Appeals, Seventh Circuit, (Nov. 9, 1976).

**Education:**

The University of San Diego Law School J.D.
May 1975, San Diego, California
The University of Dallas, B. A.
May 1966, Irving, Texas

**Aviation Awards Conferred:**

Navy Cross - 17 Nov. 1969
(for medevac mission of 22 Feb. 69)
The Purple Heart - 23 Aug. 1971
(for wounds in action 22 Feb. 1969)
The Distinguished Flying Cross - 26 Sep. 1969
(for medevac of 17 Mar. 1969)
Navy Cross - 14 May 1970
(for medevac of 21Apr. 1969)
The Distinguished Flying Cross - 14 Jan. 1970
(for medevac of 28 Apr. 1969)
The Silver Star Medal - 13 Apr. 1970
(for medevac of 9 May 1970)
Air Medal, Strike Flight with Numerals 35
(700 missions 15 Sep. 1968 - 26 Jul. 1969)
Pilot of the Year 1970 – American Helicopter Society - Frederick L. Feinberg Award



NAAS Barin Field after SNJ Carquals - 1956



1991 Jeanne

## James E. Dorsey Jr., VADM, USN (Ret.)

"Yank"

Date of Designation: 25 October 1956 NA # V-10530

Dates of Active Duty: 23 March 1955 - 1 July 1991

Total Flight Hours: 4,747

Carrier/Ship Landings: Fixed wing: 931

Approximate Flight Hours:
Jet: 4,262 Prop: 250 Helo: 25 VF/VA: 4,213/50
VR/VP: 40 VS: 10 VT: 160

Combat Tours:
Vietnam: CAW-2 (F4J), Nov. 1968-May 1969, USS *Ranger*
CAW-2 (F4J), Nov. 1969-May 1970, USS *Ranger*
VF-21 (F4J), Nov. 1972-May 1973, USS *Ranger*
Total 226 combat missions

Aviation Commands:
CO, VF-121, Dec. 1971 - Mar. 1972
CO, VF-21, Jun. 1973 - Jul. 1974
CO, VF-121, Jul. 1974 - Mar. 1976
CO, USS *Caloosahatchee* (AO-98), Apr. 1978 - Dec. 1979
CO, USS *America* (CV-66), Feb. 1981 - Aug. 1982
COMCARGRU 4, Mar. 1984 - Aug. 1985
Commander, Third Fleet, Jan. 1989 - Jul 1991

Combat Awards:
1 Air Medal (Individual)
12 Air Medals (Strike/Flight)

### Duty Assignment Chronology

| | |
|---|---|
| 10/56-2/59 | Fighter Squadron 61. |
| 2/59-2/61 | Fighter Squadron 41. |
| 2/61-1/63 | Fighter Squadron 101 - LSO. |
| 1/63-11/64 | Fighter Squadron 102 - LSO. |
| 11/64-11/65 | Fighter Squadron 101 - LSO. |
| 11/65-12/67 | US Naval Postgraduate School, Monterey, CA. (DUINS). |
| 12/67-7/68 | Fighter Squadron 121 (DUINS). |
| 7/68-7/70 | Attack Carrier Air Wing TWO (Operations Officer and LSO). |
| 7/70-12/71 | XO, Fighter Squadron 121. |
| 12/71-2/72 | CO, Fighter Squadron 121. |
| 2/72-5/72 | Fighter Squadron 121 (DUINS). |
| 5/72-6/73 | XO, Fighter Squadron 21. |
| 6/73-7/74 | CO, Fighter Squadron 21. |
| 7/74-3/76 | CO, Fighter Squadron 121. |
| 3/76-5/76 | Staff, COMNAVAIRPAC (DUINS). |
| 5/76-4/78 | XO, USS *Midway* (CV-41). |
| 4/78-12/79 | CO, USS *Caloosahatchee* (AO-98). |
| 12/79-4/80 | Bureau of Naval Personnel (DUINS). |
| 4/80-2/81 | COMNAVAIRLANT (Assistant C/S and Deputy C/S for Readiness). |
| 2/81-8/82 | CO, USS *America* (CV-66), |
| 8/82-3/84 | Defense Communications Agency (Director Joint Program Office). |
| 3/84-8/85 | Commander, Carrier Group FOUR. |
| 8/85-9/87 | Headquarters, U.S. European Command (Director of Operations, J-3). |
| 9/87-1/89 | Office of the CNO (Assistant DCNO, Plans, Policy and Operations (OP-06B)). |
| 1/89-6/91 | Commander THIRD Fleet. |
| 7/1/91 | Retired from active duty. |

### Summary of Significant Career Events

(1) Participated as instructor pilot in introducing F4 to Navy.

(2) LSO during 4 tours.

(3) CO of first large deck carrier to transit Suez canal.

- Continued -

Activities Since Military Retirement

Since departing active Naval service, has been self employed and has consulted for the Center for Naval Analysis, Raytheon Corporation, TRW Corporation, BETAC Corporation, Grumman Aircraft Corporation, Norden Systems, and is an Associate of Burdeshaw Associates, LTD.

Has served for over three years as the co-chairman of the Secretary of the Navy's Retiree Council. In this capacity is recalled to active duty each year for several weeks and works to maintain and enhance the rights and benefits of both active duty personnel and retirees. Also is a member of the DOD Retiree Council and meets with OSD and senior active duty persons who formulate retiree policy for the Secretary of Defense.

Additionally, is life member of TROA, The Fleet Reserve Association, The Association of Naval Aviation, National Naval Aviation Museum and the Pax River Naval Test Center Aviation Museum. Also, has served as a member of the board of directors of two civic organizations.





**Curtis R. Dosé, Commander, USN (Ret.)**

"Curt"

Date of Designation: August 1968 NA # V-27112

Dates of Active Duty: July 1963 - March 1979

Total Flight Hours: 7,700

Carrier/Ship Landings: Fixed wing: 580

Approximate Flight Hours:
Jet: 7,600 Prop: 75 Helo: 25 VF: 1,200
VT: 1,200 VX: 800 Other: Airline - 4,500

Combat Tours:
Vietnam: VF-92, USS *America* (CVA-66), Sep. - Dec. 1970.
Vietnam: VF-92 (F-4), USS *Constellation* (CVA-64), Aug. 1971 - Jul. 1972.

Combat Awards:
Silver Star and 13 Air Medals

## Summary of Significant Career Events

(1) 1962-67: Joined the Navy Reserves while still in high school, and went to Boot Camp before senior year, then served as a Signalman 3rd on an ammunition ship during Christmas break. Went to the U. S. Naval Academy, Annapolis 1963-67. Nuclear science major and astrophysics minor, rowed crew all four years.

(2) 1968-69: Completed Naval Flight Training to jets in 13 months (top student in quarter), and was plowed back as an advanced jet training instructor in TF-9F Cougars in VT-21. Selected in first group of instructor pilots for new TA-4J Skyhawk.

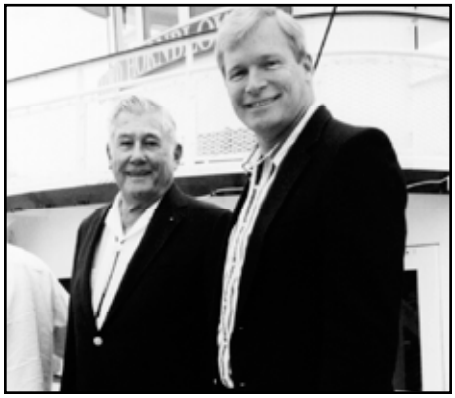
(3) 1970-72: Transitioned to F-4 Phantom II in VF- 21, then sent as a replacement pilot to VF-92, deployed on USS *America* off Vietnam. Between cruises, selected for new Naval Fighter Weapons School "Top Gun", graduated as top crew. Redeployed to Vietnam on USS *Constellation* for 11 month cruise that proved to be the bloodiest of the Vietnam War, with the most combat missions, most BDA, most SAMS, most MiGs, etc. Shot down a Russian PVO Colonel (their "Top Gunsky" instructor) flying a MIG-21MF over NVN Kep Airfield, in first known contact with this new version. Later had first recorded SA-7 Strella missile in Vietnam fired at his Phantom II.

(4) 1972-76: Graduated from Navy Test Pilot School (top student), then assigned to Carrier Suitability branch of Flight Test. Conducted numerous first catapult and arrested landing flights for new weapons/aircraft configurations/carriers, wing-down landing tests in the F-8 Crusader, early carrier suitability tests for the new F-14 Tomcat, etc. Drag raced an F-14 Tomcat on a catapult against a famous funny car for a publicity stunt (Tomcat won).

(5) 1976-79: Two cruises with VF-2 on USS *Enterprise* flying F-14 Tomcat. Admin Officer, then Operations Officer. Developed new combat tactics to optimize this new fighter.

(6) 1974-Present: Married Camille Pharr 01/19/74. They have two daughters, Kendra (1976) and Kara (1979).

(7) CDR Curtis R. Dosé and his father, CAPT Robert G. Dosé are the only father and son who both had enemy aircraft kills. They are also the only father and son who are both Golden Eagles.









## Carl H. Dubac LtCol, USMC (Ret.)

"Shooter"

Date of Designation: 7 November, 1957 NA# V-13584

Dates of Active Duty: 24 February 1956-29 February 1976

Total Flight Hours: 3,400

Carrier/Ship Landings: Fixed wing: 23

Approximate Flight Hours:
Jet: 2,500 Prop: 900 VF/VA: 2,425 VR/VP: 210
VS: 75 VU: 140 VT: 520 Other:

Combat Tours:

| | |
|---|---|
| Vietnam: | Danang, III MAF, May 1965-July 1965 |
| Vietnam: | Chu Lai, MAG 12-VMA 311, July 1965-December 1965 |
| Vietnam: | Danang, VMA(AW) 242, November 1969-July 1970 |
| Vietnam: | Danang, 1st MAW-G3, July 1970-October 1970 |

Total Combat Missions: 274 (O-1B/E - 11, A-4E - 41, A-6A - 222)

Aviation Commands: None

Combat and other Flight Performance Awards
Air Medal with two gold stars and bronze numeral 18
Navy Commendation Medal with Combat "V

### Duty Assignment Chronology

| | |
|---|---|
| 02/56-09/56 | USMC Basic School, MB, Quantico, VA. |
| 10/56-08/57 | USN Air Training Command, NAS, Pensacola, FL (T34, T28B, T28C). |
| 08/57-01/58 | USN Air Training Command, NAS, Corpus Christi (TX, TV-2, F9F-5). |
| 03/58-03/60 | VMA 214, MAG-13, MCAS, Kaneohe, HI; NAS, Atsugi, Japan (FJ-4, FJ-4B). |
| 3/60-8/61 | MACS-2, MAG-13, MCAS, Kaneohe, HI, (FJ-4B(VMA-214), F8U-1E(VMF-232), F9F-8T(H&MS-13). |
| 10/61-06/62 | USN Test Pilot School, NATC, Patuxent River, MD (FJ-4B, F11F, F4D, T2V, T-28, UF-1, JD). |
| 06/62-11/64 | VF/VA Branch, Service Test Division, NATC, Pax River, MD (A-4, A-6, A-3, F-8, F-4, T-1, T-2, TF-9J, T-39, T-1, T-2, P-2, P-3, S-2, UC-45J). |
| 12/64-05/65 | TF-79/III MEF G3, Camp Haige, Okinawa (TF-9J, UC-45J). |
| 05/65-7/65 | III MAF Command Center, Danang, Vietnam, (O-1B/E (VMO-2). |
| 07/65-12/65 | H&MS-12, MAG-12, 1st MAW, Chu Lai, Vietnam, (A-4E (VMA-311)). |
| 01/66-06/66 | H&HS, MCAS, El Toro, CA T-33B, (U-11A, UC-45J). |
| 06/66-06/69 | USN Post Graduate School (NPGS, Monterey, CA (T-1A, T-28,S-2B). |
| 07/69-09/69 | VMA(AW) 121, MAG 14, 2nd MAW, MCAS, Cherry Point NC (A-6A). |
| 11/69-07/70 | VMA(AW)-242, MAG 11, 1st MAW, Danang, Vietnam (A-6A). |
| 7/70-10/70 | G3, 1st MAW, Danang, Vietnam (A-6A) (VMA(AW)-225) (A-4E (VMA-311)). |
| 12/70-12/72 | AirOpsDiv, USMC Development Center, MCB, Quantico (VA T-28, OV-10). |
| 12/72-02/76 | OPNAV 982E42, OP98, CNO, Pentagon, Washington, DC |

### Summary of Significant Career Events

(1) After completion of flight school, joined VMA 214 in Hawaii as the squadron transitioned from VMF (F2H/FJ-4) to VMA (FJ-4B). Commanding Officer: LtCol John F. Bolt (1958)

(2) Participated in planning and execution of VMA 214 operation trans-PACing single section's of FJ-4B A/C

- Continued -

Summary of Significant Career Events continued

from MCAS Kaneohe, HI to NAS Alameda, CA using squadron A/C as buddy tankers. Eight FJ-4B were utilized for each section trans-PAC (2 trans-PAC A/C + 1 backup) (4 buddy tanker A/C + 1 backup). Flew as trans-PAC A/C pilot (5.0 hour flight – with 2 in-flight refuelings from FJ-4B buddy tankers) as well as buddy tanker pilot on two other trans-PAC missions. (1960).

(3) Completed USN Test Pilot School and assigned to NATC Service Test Division, VF/VA Branch. Conducted T&E test flights on all operational Navy/USMC fighter and attack aircraft including F-4, F-8, A-4, A-6. Service Test Division Project Test Manager/Test Pilot for both A-4E and A-6A BIS Trials as well as J-52 Engine Accelerated Service Tests. Significant flight testing included thunderstorm penetration evaluations of J-52 engine installed in A-4E conducted at Roosevelt Roads, Puerto Rico; A-4E dead stick landings to develop optimal flame out approach profiles conducted at Edwards AFB & NAS Patuxent River; high altitude J-52 engine restart evaluations in the A-4E conducted at Edwards AFB. (1961-1964).

(4) Upgraded from Associate Member to Member of the Society of Experimental Test Pilots (SETP). (1964).

(5) One of the three Officers assigned as III MEF/TF79 (IIIMAF) Command Center Duty Officer when the command became Operational in Danang, Vietnam in May 1965. Served in this capacity during the initial build up of combat forces until July. Flew eleven combat missions with VMO-2 (O-1B/E) at Danang before being transferred to MAG-12 at Chu Lai, Vietnam. Flew 34 combat missions in VMA 311 A-4E's from Chu Lai SATS field. (1965).

(6) Attended Navy Post Graduate School, Monterey, CA. Earned a Master Degree in Electrical Engineering – MSEE. (1966-1969).

(7) Served as Operation Officer and Executive Officer of VMA (AW)-242 stationed in Danang, Vietnam from November 1969 through July 1970 (219 A-6 combat missions). Transferred to 1st MAW, G3 when Squadron returned stateside. Flew three more A-6 combat sorties with VMA (AW)-225 and seven A-4E combat missions with VMA-311. (1969-1970).

(8) Head of the Avionics Branch, Air Operations Division of the Marine Corps Development Center (MCDEC). Managed and directed all development and improvement programs for USMC air armament systems such as A-6 RADFAC Bombing system, laser guided weapons, laser designator/ranger devices, ground controlled bombing systems and air control/management systems. (1970-1972)

(9) Development Coordinator on the CNO staff (OPNAV 982E42) for over three years. Managed and coordinated all aspects of the requirements, development and procurement of USN/USMC aircraft systems and weapons including Anti-Radiation Missile subsystems, improved aircraft weapon delivery systems with both active and passive sensors, guided missiles, aicraft radar and infrared systems/subsystems, weapon fuses, aircraft gun systems, air-to-surface weapon components and Joint Service aircraft muntions. (1972-1976).

(10) Co-Founder and Chairman of DCS Corporation, an Engineering/Information Technology firm dedicated to providing best value technical services to the Naval Aviation community. Since its inception in 1977, over 75% of the Corporation's operations have been in direct support of Naval Aviation programs at Navy/USMC agencies, principally the NAVAIRSYSCOM, NAWCAD and NAWC.

(11) Upgraded from Member to Associate Fellow of the Society of Experimental Test Pilots (SETP) 2009.







**Fred L. Dungan, LCDR USN (Ret.)**
"Buck"

Date of Designation: 13 November 1942 NA# C-946

Dates of Active Duty: 15 February 1942-27 October 1945.

Total Flight Hours: 3,305

Carrier/Ship Landings: Fixed wing: 144 (F6F)

Approximate Flight Hours:
Prop: 1,650 VF: 1,650
Commercial and private pilot: 1,655

## Duty Assignment Chronology

| | |
|---|---|
| 12/8/41 | Naval Aviator Cadet, , Seaman 2nd class,NAS Los Alamitos, Long Beach, CA. |
| 2/42 | NAS Los Alimitos, CA. |
| 3/42 | NAS Dallas, Ground School. |
| 4/42 | NAS Corpus Christi, Flight Traning. |
| 9/42 | Brownsville, TX, Advanced Flight Training. |
| 13/11/42 | Friday.Commissioned with Wings of Gold. |
| 12/42 | Project Afirm, Quonset Point, RI. Highly classified nightfighter developement unit. |
| 12/19/42 | Served as saftey pilot on first GCA blind landing to a stop. First in history of aviation. |
| 7/43 | VF[N]-76 |

Combat Tours:

| | |
|---|---|
| WWII: | CV-10, South Pacific, USS *Yorktown,* 16 January-March. 1944. |
| 2/1/44 | Kawajalein Invasion. |
| 3/44-9/44 | CV-12, USS *Hornet,* Palau strike, 31March 1944. |
| 4/14/44 | Hollandia and New Guinea. |
| 4/23/44 | Shot down first enemy, a Mitsibushi Twin Engine Bomber. Awarded Air Medal. |
| 4/30/44 | First strike on Truk. |
| 6/12/44 | Guam strike. |
| 6/13/44 | Guam strike. |
| 6/16/44 | First strike on Chi-Chi Jima, Bonin Islands. |
| 6/14/44 | Strike on Orote Field, Guam. Shot down 6.2 confirmed.Awarded D F C. Broke-up enemy landing pattern. |
| 7/4/44 | Chi-Chi Jima, Bonnins. With wing man, Johnny Dear, sank a DDE, shot down 4 enemy confirmed and wounded in left shoulder. Landed on the USS *Yorktown* (CV-10). Awarded Navy Cross & Purple Heart |
| 8/1/44 | Transferred by breeches bouy to USS *Hornet* (CV-12). |
| 8/10/44 | Breeches bouy to USS *Yorktown* (CV-10) enroute Bremerton, WA. |
| 8/25/44 | Admitted to Navy Hospital, Bremerton, WA. |
| 9/11/44 | Transferred to Navy Hospital Long Beach, CA. |
| 11/10/44 | Returned to flight status and attached to NAS Los Alamitos, Long Beach, CA. |
| 11/21/44 | Attached to NACTU LANT, NAS Quonset Point, R.I. as nightfigher instructor. First flight in 5 months, was in an F6F. |
| 7/4/45 | Appeared on Wrigley radio program, "The First Line". |
| 8/22/45 | Attached to VF (N) 90 NAS Boca Chica, FL. |
| 9/8/45 | Released from active duty as of 27 Oct. 1945. |

Total Combat Missions: 44

Combat Awards:
Navy Cross
Distinguished Flying Cross
Air Medal
Purple Heart
Presidential Unit Citation

- Continued -

## Summary of Significant Career Events

(1) 1945-1947. Fixed Base Operater at Teterboro Airport, Hackensack, N.J.

(2) 1947-1982. 3M Company, selling industial abrasives to factories in New England.

(3) 1982 Retired.

(4) 1966-1992. Volunteered as US National Ski Patrol for 26 years.

(5) Goodwill Industries Volunteer.

(6) 1994 to present; Retired Senior Volunteer Program [RSVP] as a deputy with the Orange County Sheriff Dept. in San Clemente.







**Robert F. Dunn, Vice Admiral, USN (Ret.)**
"Bob"

Date of Designation: 21 October 1953 NA # V-3817

Dates of Active Duty: 1 June 1951 - 31 May 1989

Total Flight Hours: 6,112

Carrier/Ship Landings: Fixed wing: 934

Approximate Flight Hours:
Jet: 2,755 Prop: 3,304 Helo: 53 VF/VA: 3,177

Combat Tours:
Vietnam: XO, VA-146 (A-4C), USS *Ranger* (CVA-61), Gulf of Tonkin, 1966.
Vietnam: CO, VA-146 (A-4C), USS *Constellation*, CVA-64 Gulf of Tonkin, 1967
Total 255 missions over Southeast Asia.

Aviation Commands:
CO, VA-146, Jan. - Nov. 1967
COMCVW 7, Jun. 1970 - Jan. 1971
CO, USS *Saratoga* (CV-60), Sep. 1974 - Sep. 1976
Commander, Naval Safety Center, Oct. 1976 - Aug. 1977
Commander Carrier Group Eight, May 1978 - Jun. 1980
Chief of Naval Reserve, Oct. 1982 - Dec. 1983
ComNavAirLant, Dec. 1983 - Dec. 1986
DCNO, Air Warfare, Jan. 1987 - May 1989

Combat Awards:
2 Silver Stars
2 Distinguished Flying Crosses
Bronze Star
28 Air Medals

**Duty Assignment Chronology**

| | |
|---|---|
| 6/51-4/52 | USS *Nicholas* (DDE-449), Westpac and Hawaii. |
| 6/52-10/53 | Flight training, Pensacola and Corpus. |
| 10/53-3/54 | VA-95 (AD-6), NAS Alameda, CA. |
| 3/54-2/55 | VF-194 (AD-6), NAS Alameda and Westpa |
| 2/55-1/57 | VA-196 (AD-6), NAS Alameda and Westpac. |
| 1/57-2/60 | Naval Air Basic Training Command (T-28), Instructor, Whiting Field. |
| 2/60-5/61 | COMCARDIV 7 Staff, NAS Alameda and Westpac. |
| 5/61-7/61 | Safety School, University of Southern California, Los Angeles. |
| 7/61-1/62 | VA-44 (A4D), NAS Jacksonville, FL |
| 1/62-6/63 | VA-36 (A4D), NAS Cecil Field and two Med cruises. |
| 7/63-6/64 | U.S. Naval Postgraduate School, Monterey, CA. |
| 7/64-10/65 | Buweps Rep Sacramento |
| 10/65-2/66 | VA-125 (A4C), NAS Lemoore, CA. |
| 2/66-11/67 | XO/CO, VA-146 (A4C), NAS Lemoore and two Westpac cruises |
| 12/67-7/68 | UK JSSC Latimer, Bucks, UK. |
| 7/68-2/70 | Bupers, Washington, D. C. |
| 7/70-1/71 | COMCVW 7 (CAG), NAS Oceana and Med. |
| 1/71-9/72 | COMSIXTHFLT (Ops) Gaeta, Med. |
| 1/73-1/74 | CO, USS *Mount Whitney*, Norfolk and Med. |
| 9/74-9/76 | CO, USS *Saratoga*, NAS Mayport and Med. |
| 10/76-8/77 | Naval Safety Center, Norfolk, VA. |
| 5/87-6/80 | COMCARGRU 8, Norfolk and Med. |
| 6/80-10/83 | CNMPC, Washington, D. C. |
| 10/83-12/83 | Chief, Naval Reserve, Washington, D. C. and New Orleans. |
| 12/83-12/86 | ComNavAirLant, Norfolk, VA. |
| 1/87-5/89 | DCNO (Air), Washington, D. C. |

- Continued -

## Summary of Significant Career Events

(1) Celebrated 60th birthday with 14 traps aboard US *America* (CV-66) flying single place F/A-18C. Possibly oldest person ever to make a carrier landing.



"Ok 3" landing on USS *America*, June 14, 1988 - Age 60



After 10 landings on America, June 14, 1988 - Age 60

(2) Gray Eagle at time of retirement - 1989.



On becoming The Gray Eagle



1949



1998 Beverly

## Donald B. Edge, Captain, USN (Ret.)

"Don"

Date of Designation: 10 July 1947

Dates of Active Duty: 7 June 1944 - 30 June 1974

Total Flight Hours: 4,246

Carrier/Ship Landings: Fixed wing: 1,615

Approximate Flight Hours:
Jet: 1,102 Prop: 3,146 VF/VA: 2,842

Combat Tours:
Korea: VC-3 (F4U5N), Jan. 1953 - Jul. 1953, 58 combat missions.
Vietnam: COMCVW-14 (F4B), Aug. 1964 - Nov. 1964, 34 combat missions.

Aviation Commands:
CO, VF-213, Sep. 1960 - Jul. 1961
COMCVW-14, Mar. 1964 - Mar. 1965
CO, USS *Kawishiwi* (AO-146), Jan. 1967 - Feb. 1968
CO, NAS North Island, Jun. 1970 - Jul. 1972

Combat Awards:
4 Air Medals
2 Meritorious Service Medals
Legion of Merit

### Duty Assignment Chronology

| | |
|---|---|
| 1/46-11/47 | Flight Training, (Student), NAS Corpus Christi, Pensacola, Jacksonville and Norfolk (N2S, SNJ, SNB, PBY, SB2C). |
| 11/47-12/49 | NAF Charlestown, RI., Personnel/Material Officer, (SB2C, AD-2). |
| 1/50-2/52 | Pensacola, Flight Instructor (SNJ) |
| 3/52-6/55 | VC-3, NAS Moffett, Personnel Officer (F6F, F9F, F2H3). |
| 7/55-7/58 | University of Nebraska, Associate Professor (SNB). |
| 7/58-6/59 | Stanford University, Student/Master of Arts Degree in Education (SNB). |
| 7/59-12/59 | NAS Miramar, RAG Student (F3H2). |
| 12/59-2/61 | XO/CO, VF-231, NAS Moffett (F3H2). |
| 2/61-8/63 | USS *Bon Homme Richard* (CVA-31), Air Operations Officer (SNB, C-1). |
| 9/63-2/64 | RAG Training/PCAG, NAS Lemoore, Whidbey, Miramar (A-4 , A-3 Fam and F-4). |
| 3/64-3/65 | COMCVW-14, Miramar and USS *Constellation* (F-4). |



COMCVW-14, USS Constellation - 1964

| | |
|---|---|
| 4/65-2/67 | JCS, Pentagon, J-3 Action Officer (T-28). |
| 2/67-2/68 | CO, USS *Kawishiwi* (AO-146) (SNB, C-1). |
| 2/68-6/70 | COMNAVAIRPAC Staff (Pers-60, Operations/Training-03 (SNB). |
| 6/70-7/72 | CO, NAS North Island, CA. (SNB). |
| 7/72-6/74 | Chief of Staff, COMCARDIV THREE, NAS Alameda and USS *Ranger* (SNB). |
| 7/1/74 | Retired from active duty. |

### Summary of Significant Career Events

Donald B. Edge, born in Laverne, Iowa, March 23, 1922, was graduated from the U. S. Naval Academy, Class of 1945. He received his Navy Wings on June 7, 1947.

- Continued -

Summary of Significant Career Events continued

His first assignment as a Navy Pilot was with VA-94, and in 1950 he returned to Pensacola for two years as a flight instructor.

In March 1952 he reported to VC-3 and during the Korean Conflict deployed on the USS *Philippine Sea* and later USS *Hornet*. He was awarded the Air Medal with three Gold Stars in lieu of three additional awards for "meritorious achievement in aerial flight."

July 1955 through June 1958 Captain Edge was Associate Professor of Naval Science at the University of Nebraska. He then attended the Graduate School of Stanford University where he received his Master of Arts Degree in Education in June 1959. He served as Executive Officer and later Commanding Officer of Fighter Squadron 213, and completed two years duty on USS *Bon Homme Richard* in September 1963.

In March 1964, Captain Edge became Commander, Attack Carrier Wing FOURTEEN embarked in USS *Constellatio*n. As a result of the Wing's activities in the Gulf of Tonkin during the period August 2 - 5, 1964, the Wing was awarded the Navy Commendation and the Armed Forces Expeditionary Medal.

He reported in March 1965 to the Joint Staff of the Joint Chiefs of Staff. He was awarded the Joint Service Commendation Medal for "meritorious service as a staff operations officer in the Pacific Division, Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff from March 1965 through January 1967." He was "instrumental in developing, in coordination with other government agencies, concepts, plans, and operations procedures for command and control of air strikes against North Vietnam."

In February 1967, Captain Edge assumed command of USS *Kawishiwi* and then reported to the Commander Naval Air Force, U. S. Pacific Fleet as Force Personnel Officer March 1968 and ultimately the Force Readiness Officer. The Meritorious Service Medal was awarded the Captain for "outstanding meritorious service while serving as Force Readiness Officer." He distinguished himself by supervising the development and implementation on long range development-overhaul schedules for the Pacific Fleet Carriers, scheduled to deploy to the Western Pacific in direct support of Combat Operations in Southeast Asia.

Captain Edge assumed command of Naval Air Station, North Island on 2 July 1970; His next assignment is as Chief of Staff, COMCARDIV THREE.

Captain Edge has been awarded the Korean Presidential Unit Citation, the American Defense Service Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal, World War II Victory Medal, Philippine Liberation Medal, Philippine Defense Service Medal with one star, Navy Occupation Service Medal, China Service Medal, and the Republic of Vietnam Campaign Medal with device.

Captain Edge is married to the former Beverly Beale Feldmann of Minneapolis, Minnesota. They have four children: Deborah, Donald, Diane and Dorian.

Aircraft flown include:
N2S, SNJ, SB2C (3-4-5), AD-2, SNB, F6F, F4U5N,
C-45, C-1, F2H3, F2H2, F-4B, PBY, F9F, A-4 (C-D-E).







## Leon A. Edney, Admiral, USN (Ret.)

"Bud"

Date of Designation: August 1958

Dates of Active Duty: 6 June 1957 - 1 August 1992.

Total Flight Hours: 5,700

Carrier/Ship Landings: Fixed wing: 1,020

Approximate Flight Hours:
Jet: 3,700 Prop: 2,000 VF/VA: 3,700
VS: 2,000

Combat Tours:
Vietnam: VA-164, USS *Oriskany* (CVA-34), Apr. 1966 - Nov. 1966 and Jun. 1967 - Feb. 1968.
Vietnam: XO/CO, VA-27, USS *Enterprise* (CVAN-65), Oct. 1971 - Dec. 1971 and Jul. 1972 - Apr. 1973
Total 357 combat missions (Vietnam)

Aviation Commands:
CO, VA 27, Dec. 1972 - Jan. 1974.
CVW-2, Nov. 1974 - Jan. 1976.
CO, USS *Ponchatoula* (A0-148), Jun. 1976 - Jun 1977.
CO, USS *Constellation* (CV-64), Jan. 1980 - Apr. 1981
COMCARGRU One, Feb. 1984 - Nov. 1985
CINCLANT/SACLANT, May 1990 - Aug. 1992

Combat Awards:
3 Legions of Merit
5 Distinguished Flying Crosses
Bronze Star
8 Air Medals (Individual)
33 Air Medals (Strike Flight)
2 Navy Distinguished Service Medals
2 Defense Distinguished Service Medals

## Duty Assignment Chronology

| | |
|---|---|
| 6/53-6/57 | Midshipman, U.S. Naval Academy, Annapolis. |
| 8/57-8/58 | Navy flight training. |
| 9/58-8/62 | Pilot, VS-27 and VS-24. |
| 8/62-8/63 | Graduate studies, Harvard University, MPA. |
| 8/63-8/65 | Special Assistant to DCNO (R&D), Pentagon. |
| 8/65-10/65 | Jet transition training, light attack aircraft. |
| 10/65-3/68 | Pilot, VA-164, USS *Oriskany* (CVA-34). Completed two Vietnam deployments. |
| 4/68-5/70 | RAG Instructor, VA-122, NAS Lemoore, CA. |
| 1970-71 | White House Fellow. Special Assistant to the Secretary of Transportation. |
| 10/71-1/74 | XO and CO, VA-27, USS *Enterprise* (CVAN-65). Third Vietnam deployment. |
| 10/74-5/76 | Commander, Carrier Air Wing Two, USS *Ranger* (CV- 61). |
| 5/76-6/77 | CO, USS *Ponchatoula* (A0-148). |
| 7/77-1/80 | Chief of Staff, Commander, Cruised Destroyer Group Five. |
| 1/80-4/81 | CO, USS *Constellation* (CV-64). WestPac. |
| 6/81-1/84 | Commandant of Midshipman, U. S. Naval Academy, Annapolis, MD. |
| 1/84-10/85 | Commander, Carrier Group One, USS *Constellation* (CV-64). Western Pacific. |
| 11/85-10/86 | Director, Aviation Plans and Requirements , OPNAV, Pentagon. |
| 10/86-10/87 | Director, Office of Program Appraisal for the Secretary of the Navy. |
| 10/87-8/88 | Chief of Naval Personnel and the Deputy Chief of Naval Operations for Manpower, Personnel, and Training, Washington, D.C. |
| 8/88-5/90 | Vice Chief of Naval Operations. |
| 5/90-8/92 | Supreme Allied Commander Atlantic (NATO) |
| 8/1/92 | Retired from active duty. |

Admiral Leon A. "Bud" Edney, a native of Dedham, Massachusetts, was commissioned an Ensign in 1957 following his graduation from the U. S. Naval Academy. He earned a master's degree in Public Administration from Harvard University in 1963.

- Continued -

Designated a Naval Aviator in 1958, Admiral Edney's first operational flying tours were with Air Antisubmarine Squadrons 27 and 24. Following his graduate studies at Harvard, he served a two-year tour in Washington, D. C., as a Special Assistant to the Deputy Chief of Naval Operations for Research and Development. In 1965, Admiral Edney transitioned to light attack jet aircraft and was assigned to Attack Squadron 164. In 1970, he was assigned to the Staff of the Chief of Naval Operations as the Western Hemisphere Plans Officer in the Political-Military Plans Division. He was selected as a White House Fellow in 1970 and served as a Special Assistant to the Secretary of Transportation. In 1971, Admiral Edney was named Executive Officer of Attack Squadron 27 and assumed command of the squadron the following year.

Admiral Edney assumed command of Carrier Air Wing TWO embarked in the aircraft carrier USS *Ranger* (CV-61) in 1974. He then became the commanding officer of the fleet oiler USS *Ponchatoula* (AO-148) two years later. He then served as Chief of Staff for Commander, Cruiser Destroyer Group FIVE before assuming command of the aircraft carrier USS *Constellation* (CV-64) in January 1980. Under his command, *Constellation* participated in RIMPAC '80 exercise with navies from the Pacific basin before deploying to the Western Pacific in April 1980. During this deployment, *Constellation* remained on station in the Indian Ocean for 110 straight days in support of U. S. foreign policy.

In June 1981, Admiral Edney was designated a Commodore and became the sixty-ninth Commandant of Midshipmen at the US. Naval Academy. In March 1984, he became Commander, Carrier Group ONE and made another deployment to the Western Pacific embarked in *Constellation* the following year.

Following his assignment as Commander, Carrier Group ONE, Admiral Edney served as the Assistant Deputy Chief of Naval Operations for Air Warfare; Director, Aviation Plans and Requirements Division; and later Director, Office of Program Appraisal for the Secretary of the Navy. In 1987, he became the Chief of Naval Personnel, and the Deputy Chief of Naval Operations for Manpower, Personnel, and Training. He assumed his present rank and the duties of Vice Chief of Naval Operations in August 1988, and as such was directly responsible to the Chief of Naval Operations for the command of the Navy's operating forces and the administration of its share establishment.

In May 1990, Admiral Edney assumed duties as NATO's Supreme Allied Commander, Atlantic, and Commander in Chief, U.S. Atlantic Command. He retired on 1 August 1992

Admiral Edney's personal awards and decorations include the Defense Distinguished Service Medal, the Navy Distinguished Service Medal with gold star, the Legion of Merit with two gold stars, Distinguished Flying Cross with four gold stars, Bronze Star Medal, Meritorious Service Medal with gold star, Air Medal with gold numeral 8 and bronze numeral 30 Navy Commendation Medal with Combat V, and the Republic of Vietnam Gallantry Cross with gold star, as well as various campaign and unit awards. During his career he has accumulated more than 5,600 flight hours, flown 340 combat sorties, and made more than 1,000 carrier landings.

Family:

Admiral Edney is married to the former Margon Beck of Hastings, Nebraska. They have two daughters, Merrie and Jaimie. The Edneys reside in Annapolis, Md.

## Summary of Significant Career Events

(1) 1970 - 1971 White House Fellow.

(2) In December 1972, as CO of Attack Squadron 27 on USS *Enterprise*, participated in “Linebacker II” Strikes over Hanoi that terminated U. S. participation in Vietnam War and brought about release of POWs.

(3) March 1985 and October 1995, as COMCARGRU One, introduced first operational deployment of the F/A-18 aboard flagship USS *Constellation* (CV-64) and the Lamps Mark III helicopter aboard USS *Cromlen* (FFG-7).

(4) In June 1989, accompanied Admiral Bill Crowe, CJCS, on historic 12 day visit to the Soviet Union just before that empire dissolved ending the Cold War.


1969



1999

## L. F. Eggert, RADM, USN (Ret.)

"Gus"

Date of Designation: 23 December 1954 NA # 5972

Dates of Active Duty: 6 June 1952 - 1 September 1984

Total Flight Hours: 6,280

Carrier/Ship Landings: Fixed wing: 876

Approximate Flight Hours:
Jet: 5,800 Prop: 330 Helo: 150 VF/VA: 6,130
VR/VP: 60

Combat Tours:
Vietnam: CO, VA-192, 1967-1968 (A4F)
Vietnam: COMCVG-9, 1970-1972 (A7, F4, A6, RA5C, SH30, E2, EA6)

Aviation Commands:
CO, VA-192 (Golden Dragons), 1967-1968
COMCVG-9, 1970-1972. (Embarked on USS *Constellation*)
CO, USS *Constellation* (CV-64) 1975-1976
Commander Fleet Air WESTPAC, 1980-1981

Combat Awards:
Navy Cross
Silver Star
2 Legion of Merit with combat "V"
2 Distinguished Flying Crosses
Bronze Star
25 mission Air Medals
Presidential Unit Citation - 1st Vietnam era Air Wing to receive PUC for combat.

## Duty Assignment Chronology

| | |
|---|---|
| 7/52-9/53 | USS *Valley Forge* (CV-45). Assistant Navigator |
| 10/53-12/54 | Navy Air Training (SNJ, F6F-5, F9F-2). |
| 1/55-10/59 | VF-62 and VA-106, NAS Cecil Field, FL. (F2H-2, F9F-8, A4D-2). |
| 11/59-6/62 | NATC Patuxent River, MD. (T-28, OV-1, OV-10, F9F6, F4D(F6F), F8U, F3H, C54, FJ-4) |
| 7/62-6/63 | Naval War College - Student (T1A). |
| 7/63-7/65 | Staff, AirOps COMSECONDFLT (SNB). |
| 8/65-6/67 | Staff, OPS CVW-8 (F4H, A4D, F8U). |
| 7/67-12/68 | CO, VA-192, NAS Lemoore, CA. (A4F). |
| 1/69-9/70 | USNTPS, Patuxent River, MD. CFI/Deputy Commander (Multiple fixed wing, helo plus gliders). |
| 10/70-6/72 | COMCVG-9, NAS Lemoore, CA. (A7, F4, A6, RA5, SH60, E2, AE6). |
| 7/72-4/73 | Staff, COMNAVAIRPAC Training Officer (F4, A7). |
| 5/73-7/74 | CO, USS *Denver* (LPD-9). Home port San Diego. |
| 8/74-7/76 | CO, USS *Constellation* (CVA-64) (A6, A7, F4). |
| 8/76-7/77 | OPNAV (OP-50W), Pentagon. |
| 8/77-7/79 | COMFAIRWESTPAC, NAF Atsugi, Japan (A7). |
| 8/79-5/81 | OPNAV (OP-942), Command, Control and Information Systems. |
| 6/81-8/83 | U.S. CINCLANT/CINCLANTFLT Inspector General, Norfolk, VA. |
| 9/83 | Retired from active duty to Patuxent River area. |

## Summary of Significant Career Events

(1) As Operations Officer VA-106 - first fleet aircraft (A4) to launch and land on training CV (USS *Lexington*).

- Continued -

Summary of Significant Career Events continued

(2) Test pilot at Patuxent River, including CFI. Introduced gliders, along with "Pete" Conrad, developed jet aircraft spin examinations (Fun!).

(3) First operational night hook-less A4 barricade landing on *Essex* class CV. (Not fun!)

(4) Squadron/Wing commands and successful/exciting combat (Vietnam) tours including leading largest air-to-air engagement of the war. Isn't that what it's all about!

(5) While at NATC Pax River, introduced sailplanes (gliders) to test pilot school curriculum, and delivered the first USAF aircraft to the school (T-38). He also wrote a text and taught the first systems analysis course there.

(6) Pentagon tours included OPNAV (50W) where he was responsible for the development of the Naval Aviation 5 year Plan, and as OP-942 introduced the first approved Tactical Flag Command Center (TFCC), and was the U.S. Navy's sponsor for the Global Positioning System (GPS) and the Joint Tactical Information Distribution System (JTIDS).

(7) As Commanding Officer of USS *Constellation*, was OTC of the last major CENTO exercise in the Indian Ocean, with *Constellation*, the first U.S. aircraft carrier to operate in the Persian Gulf.

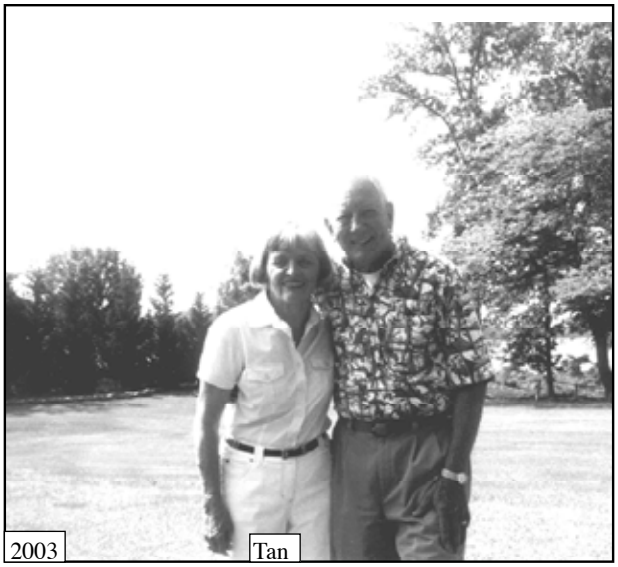
**Post Retirement**

Since his 1983 retirement from active duty with the Navy, Gus had been Director, Chesapeake Region, for the BDM Management Services Company until 1992, living in California, Maryland. He remains active with the Navy, serving as the president of the Board of Directors for the Naval Air Test and Evaluation Museum at Patuxent River, Maryland.

His own reflections:

"My Naval Career was one that I would not change one iota, especially my experiences with my squadron VA- 192, Air Wing Nine, *Constellation* and all the people of those units. It was particularly pleasant to have been moved from CAG Nine in *Constellation*, to become Captain of *Constellation*, with CAG Nine embarked. I remember squadron command as the last time an aviator can be the Boss, and still be 'one of the boys'. As CAG you were accepted by all the squadrons, and they wanted to treat you as 'one of their boys', but you had too many other patches on your flight jacket to be truly one of theirs. Of course, as the ship's Captain you were virtually too high above their heads; you were more fatherly, and they were 'your boys'. In every case we were never boys, but men, of varying ages and experience, each of whom knew he was the best in his trade. We were in a very serious business; we took it seriously, did it well, and enjoyed it".


1965


2003 Tan

## Paul H. Engel, RADM, USN (Ret)

"Paul"

Date of Designation: 20 January 1950 T322

Dates of Active Duty: 5 April 1948 - 31 August 1980

Total Flight Hours: 5,407

Carrier/Ship Landings: Fixed wing: 541

Approximate Flight Hours:
Jet: 1,500 Prop: 3,907 VF/VA: 1,000 VT: 1,400
VS: 1,548 VU/VFP: 459

Combat Tours:
Vietnam: Feb. 65-Dec. 65. CVW-16 Operations For Jim Stockdale/XO-VA-164.
Vietnam: Jun. 66 - Oct. 66. CO, VA-164, Tonkin Gulf. 175 combat missions.

Aviation Commands:
CO, VA-164. Jun. 66 - Oct. 66 (A-4s).
Training Air Wing 7, Saufley Field. Jun. 73 - Jun. 74.
Training Air Wings 6 & 7. Jun. 74 - Jun. 75.

Combat Awards:
Legion of Merit
3 Distinguished Flying Crosses
2 Personal Air Medals
17 Strike/Flight Air Medals.

### Duty Assignment Chronology

| | |
|---|---|
| 1950-1953 | VS-22, NAS Norfolk, VA. ASW Pilot (TBM & AF). |
| 1953-1955 | NAAS Saufley Field. Flight Instructor (SNJ/ TV-2). |
| 7/55-12/55 | NATU Photo School, NAS Pensacola. (F-9F-2P). |
| 1956-1958 | VFP-62, NAS Jacksonville, FL., USS Lake Champlain (F9F-8P, F2H-2P). |
| 1958-1960 | Ship's Company USS FDR (CVA-42). Strike OPS/Legal Officer, OOD. (TF, AD5). |
| 1960-1962 | USNPGS. Under-graduate completion with other Flying Midshipmen. (T2J, SNB & T28). |
| 1962-1964 | Fighter Photo Desk, BUWEPS. This was the period of the Cuba Missile Cruise and I was in a support role to my former Photo Squadron, VFP-62. (TV, SNB and TF-1). |
| 1964-1967 | CAG OPS, CVW-16, USS Oriskany. Served for then Commander Jim Stockdale. Was pre-dawn launched the day after he was shot down in search for him. XO/CO VA-164. (A4E). |
| 1967-1969 | Pentagon assignment. Aide to ADM. Jim Russell and recorder on Aircraft Carrier Safety Review Panel. Helped ADM. Jim Holloway III establish the CVN Program Coordination Office which provided justification for the USS Nimitz, USS Eisenhower and USS Carl Vincent. |
| 1969-1970 | Student, National War College and Georgetown University. |
| 1970-1971 | COMCARDIV Nine Operations Officer. Returned to Tonkin Gulf. RADM Hutch Cooper was assigned Command of Task Force at 1800 on night of Son Tay Raid. Exciting night, first launch for the Ranger of the cruise at 0100, many white faced aviators in the briefing room that night. |
| 1971-1973 | Director, Cost Review and Analysis, Office of the Navy Comptroller. |
| 1973-1975 | Training Air Wing Commander. Great to be back in the cockpit. Qualified as a Primary Flight Instructor. (T34, T28, T2J and TA4). |
| 1975-1978 | Navy Auditor General/Director Naval Audit Service. |
| 1978-1980 | Deputy Commander/Comptroller Navy Sea Systems Command. Served about 3 months as Vice Commander. Retired 1980. |

- Continued -

## Summary of Significant Career Events

(1) Source of commisssion - Holloway Plan Flying Midshipman. Reported to Fleet as a First Class Mid'n. Initial Carrier qualification - (SNJ). USS Cabot. Advanced qualification - (TBM), USS Siapan.

(2) Ships flown from: USS Cabot,USS Siapan, USS Mindora, USS Palau,USS Kula Gulf, USS Siboney, Lake Champlain (in last air group to deploy on axial deck flying F9F-8P), USS Roosevelt,USS Midway, USS Ranger, USS Forestal, and USS Lexington.

(3) Made final four traps as Commodore TRAWING Six on 30 April 1975 in TA-4. Age required that I have a sitter in the rear cockpit. CDR Ken Webb, CO VT-4 was the brave soul.

(4) I was very lucky and commended for a successful wheels up night landing after engine failure in the landing pattern at NAS Norfolk on 11 May 1950. I was a First Class Midshipman at that time.

(5) Survived fires on USS Lake Chaplain 4 July 1957 and USS Oriskany 26 October 1966.

(6) Awarded fourth Legion of Merit on retirement.

## Post Military Activity

Seven years, United Services Planning Association. Independent agent for firm working with military families in their financical management. Military consultant. Insurance consultant with the Hauck Companies.

- Past President, Flying Midshipmen Association.
- President Aviation Midshipmen Foundation.
- Vice President St. Mary's Hospital Foundation.
- Served 5 years on board for Aviation Exploring BSA.
- Past Chairman, Supervisory Comte Andrews FCU.
- Past Chairman, Music and Arts Comte Aldersgate UMC.
- Chairman Charity Comte Lexington Park Rotary Club.
- Board Member, Navy League, Pax River Council.
- Past Board Member, National War College Alumni Association.
- Chair for Washington Area National Security Seminars.


1950


1999 Margaret

## William H. Fitch, Lt. General, USMC (Ret.)

Date of Designation: 1 April 1952

Dates of Active Duty: September 1950 - 1 September 1984

Total Flight Hours: 6,895

Carrier/Ship Landings: Fixed wing: 300+ Rotary: 30

Approximate Flight Hours:
Jet: 4,000 Prop: 2,000 Helo: 600 VF/VA: 5,000

Combat Tours:
Vietnam: VMA(AW)-533, Jul. 1967 - Sep. 1968 .Chu Lai
MAG Operations and XO
Total 310 combat missions (200+ A-6, 100 A-4)

Aviation Commands:
CO, VMA(AW)-225 (A6A).
CO, VMA(AW)-533 (A6A), Chu Lai, Vietnam.
Commander, MAG-14.
Commander, 32d Marine Expeditionary Unit.
CG, 9th Marine Expeditionary Brigade.
CG, 1st Marine Aircraft Wing.

Combat Awards:
Silver Star
Distinguished Flying Cross
29 Air Medals (4 individual and 25 strike/flight)
Legion of Merit with Combat "V"

## Summary of Significant Career Events

Bill Fitch grew up in Fort Meade, Florida, graduated from the University of Florida in June 1950, and enlisted as a NavCad in September 1950. He began flight training at Pensacola in November 1950, and flew the SNJ and F6F Hellcat.

On April 1, 1952, he received his naval aviator wings and was commissioned a Marine second lieutenant.

His first year out of flight school was spent flying F4U-5N Corsairs (VMF-114) from the aircraft carriers, *Wright, Coral Sea* and *Tarawa*. Aboard *Tarawa* he made a two month Caribbean cruise and a seven month Med cruise. He logged over 100 CV landings in the Corsair. One of those arrested landings aboard *Tarawa* was with the left landing gear full up and the right landing gear full down. After a normal carrier approach, his hook caught #7 wire (of 11 wires) with minor damage to the aircraft. Three days after the incident, and after an engine, prop, left wing tip and left flap change, he flew the aircraft off of *Tarawa* on a maintenance test flight. During the following 31 years he would fly accident free for over 6,500 hours.

His second year out of Pensacola was spent flying the AD-4B Skyraider from USS *Saipan*. *Saipan* operated in the Yellow Sea and Sea of Japan, with the squadron (VMA-324) flying in support of the Korean War armistice.

On Easter Sunday 1954, he launched from *Saipan* flying an AU-1 Corsair into a small French airfield in Vietnam. That short pierced steel matting airfield would later become DaNang, RVN. The Corsairs (20 AU-1s) were given to the French to fly combat at Dien Bien Phu and against Viet Minh guerrillas. This eight month cruise with VMA-324 aboard culminated in Saipan transiting both the Panama and Suez canals, and completing an around-the-world cruise. He logged over 100 CV landings in the AD-4B.

He checked out in the F9F-5 Panther jet in 1954, and had over a thousand hours in jets when he completed test pilot training in Class 19 at Patuxent River (February 1958).

After Patuxent he was assigned as a project pilot in VX-5, China Lake. At VX-5 he flew the A-4C and FJ-4B on developmental flights for conventional and nuclear weapons tactics, and flew the FJ-4B aboard several carriers. During

- Continued -

that tour he invented and flight tested the multiple carriage bomb rack. This rack enabled the A-4 to carry 16 MK-81s and evolved into the multiple ejector and triple ejector racks, which were used on most jet attack and fighter aircraft for the next 35 years. He received US Patent 3,122,056 and was awarded the Navy Commendation Medal for his invention of the Multiple Carriage Bomb Rack and for his flying the first 13 test flights of the MCBR on the A-4 Skyhawk. He initiated and planned the first conventional weapons project ever undertaken by VX-5.

He deployed with an A-4B Skyhawk squadron (VMA-311) to Japan in 1961 for a one year overseas assignment with the squadron. During that tour he flew the A-4B Skyhawk from USS *Coral Sea, Midway* and *Bon Homme Richard*, and made his 300th arrested carrier landing.

In 1963, after a brief tour on the A-4 Desk at BuWeps, he served for 30 months as a staff officer in SecNav R&D. During this R&D tour in the Pentagon he checked out in the F-4 Phantom and the A6 Intruder.

At Cherry Point, N.C. in 1966-67, he commanded an A6A Intruder squadron, then he was assigned in July 1967, to Chu Lai, RVN. At Chu Lai he commanded his second A6A squadron, where he flew night low level attack missions against North Vietnamese targets in all route packages. During this combat tour he flew 310 combat missions, of which over 200 were in the A6A and over 100 were in the A-4 Skyhawk. He was awarded the Silver Star medal for a single plane A6A low level night strike against a Hanoi, NVN target.

In 1971, he graduated from National War College and received a MS degree in International Affairs from George Washington University.

From April 1972 to September 1973, he commanded Marine Aircraft Group 14, and during that tour he flew F4B/J, A6A, EA6A, TA4F and RF4B aircraft.

From September 1973 to July 1974, he commanded the 32d Marine Expeditionary Unit in the Mediterranean Sea, and during that tour he flew UH-1N, AH-1J, CH-53D, and CH-46D helicopters from the LPH, USS *Iwo Jima*. He made 30 helicopter landings aboard various amphibious ships in four models of helicopters, in addition to flying from expeditionary sites.

He served as G-3, 2d Marine Aircraft Wing for a year before moving to HQMC to serve as Executive Assistant to LtGen Tom Miller. This was his third Washington tour.

Promoted to brigadier general in April 1976, his flag tours sequentially were as Assistant Wing Commander, 1st Marine Aircraft Wing; CG 9th Marine Expeditionary Brigade in Korea; head of Marine R&D for three years at HQMC for his fourth Washington tour; CG, 1st Marine Aircraft Wing in Japan for two years; and head of Marine Aviation at HQMC for 26 months in his fifth and final Washington tour.

He flew 6,895 flight hours in 121 different models of aircraft. He had over 4,000 jet flight hours in fighters and attack aircraft, over 1,000 hours in propeller fighters and attack aircraft, about 1,000+ hours in various propeller trainers, proficiency and utility aircraft, and he had about 600 hours in helicopters. His first flight piloting an F/A-18 Hornet was in January 1982 and he flew his last F/A-18 flights in January 1983. In February 1983 he flew the F-16.

In December 1983 he flew an RAF Hunter T7 on a night flight out of Farnborough, England using the RAF night attack system. This RAF system consisted of a wide-field-of-view FLIR display in the cockpit HUD and a look-down display, and with the pilot wearing night vision goggles. After his return to Washington, he convinced the then Secretary of the Navy that the RAF night attack system should be incorporated into the F/A-18 Hornet and the AV-8B Harrier. He and his staff initiated the "Cheap Night" program with a TA-7C modified to use the RAF night attack system. This TA-7C was flown out of China Lake in March-June 1984 period, to demonstrate the system to a multitude of Navy Department dignitaries and senior officers. Cheap Night convinced the power players in the SecNav, the Navy and Marine Corps on the value of night attack with Forward Looking Infrared (FLIR) and night vision goggles.

Over 1,000 of his flight hours were flown in the A6A /E Intruder and over 1,000 flight hours were flown in the A-4 Skyhawk. He flew his last fighter hop in June 1984, piloting a developmental F-15E at McDonnell Douglas, St. Louis. The day before his retirement parade on August 28, 1984, he flew two hours piloting a UH-1N Huey. His last military flights were to and from Patuxent River.

He retired as a lieutenant general effective September 1, 1984, and was awarded the Navy Distinguished Service Medal at his retirement. He retired with 34 years active duty and just over 32 years as a Marine officer. His decision to retire three years early was prompted by his opposition to development and production of the A6F aircraft. As DC/S Aviation he was an advocate of what later would become the F/A-18D, and he felt that production of the A6F was a mistake. His position of opposition to the A6F presented an untenable situation with the then Secretary of the Navy. The SecNav advocated development and production of the A6F. Several years after Bill Fitch retired, the A6F program was cancelled. It was canceled after the expenditure of several hundred millions of development dollars.

In his eight years as a general officer (1976-1984), he flew over 35 different models of aircraft and flew 1,000 flight hours as pilot.

Since August 7, 1955, he has been married to the former Margaret Marie Williams of Bartow, Florida. Margaret and Bill Fitch live in McLean, Virginia, and he has been a member of the Golden Eagles since 1986.



Three first son Navy fighter pilots



## James H. Flatley III, Rear Admiral, USN (Ret.)

"Jim"

Date of Designation: 7 December 1957 NA # V-13299

Dates of Active Duty: 15 December 1954 - 31 July 1987

Total Flight Hours: 4,460

Carrier/Ship Landings: Fixed wing: 1,608

Approximate Flight Hours:
Jet: 4,042 Prop: 408 Helo: 10 VF/VA: 3,893

Combat Tours:
Vietnam: VF-213, Dec. 1967 - May 1968, (Gulf of Tonkin) - 117 Combat Missions.
VF-212, Jan. 1969 - Jul. 1969 (Gulf of Tonkin) - 74 Combat Missions.
CO, VF-31, May 1972 - Jan. 19 73 (Gulf of Tonkin) - 155 Combat Missions.

Aviation Commands:
CO, VF-31, May 1971 - May 1972
Commander, Carrier Air Wing 7, Dec. 1974 - Mar. 1976
CO, USS *Saratoga* (CV-60), Jun. 1979 - Nov. 1981
Commander, Carrier Battle Group 8, Mar. 1983 - May 1985

Combat Awards:
Silver Star
2 Distinguished Flying Crosses
Bronze Star with Combat "V"
6 Air Medals (Individual)
24 Air Medals (Strike/Flight)

### Duty Assignment Chronology

| | |
|---|---|
| 6/56-8/56 | U. S. Naval Academy, Annapolis, MD. |
| 8/56-7/57 | Naval Air Basic Training Command, NAS, Pensacola, FL (Flight Training). |
| 7/57-12/57 | NAS Corpus Christi, TX (Advanced Training) |
| 12/57-1/62 | Fighter Squadron 33. |
| 2/62-1/65 | Naval Test Pilot School and Flight Test, Naval Air Test Center, Patuxent. |
| 1/65-4/67 | Attack Carrier Air Wing THREE Staff. |
| 4/67-7/69 | Fighter Squadron 213 (Safety Officer). |
| 7/69-7/70 | Air Command and Staff College, Air University, Maxwell AFB, AL (Student). |
| 7/70-12/70 | Commander Fleet Air, Norfolk (Inspection Coordinator). |
| 1/71-5/72 | XO, Fighter Squadron 31. |
| 5/72-5/73 | CO, Fighter Squadron 31. |
| 5/73-5/74 | Staff, COMNAVAIRLANT (Fighter Training Coordinator). |
| 5/74-3/76 | Commander, Attack Carrier Air Wing SEVEN. |
| 3/76-8/76 | Staff, COMNAVAIRLANT (Ship's Training Officer). |
| 6/76-2/77 | Surface Warfare Officers School Command, Newport, RI., and Senior Officer Ship Material Training. |
| 2/77-7/78 | CO, USS *Caloosahatchee* (AO-98). |
| 7/78-5/79 | Office of CNO, Executive Assistant to VCNO. |
| 5/79-11/81 | CO, USS *Saratoga* (CV-60). |
| 11/81-3/83 | Commander, Naval Training Center Great Lakes, IL. |
| 3/83-5/85 | Commander, Carrier Group EIGHT. |
| 5/85-7/87 | Director, Strike and Amphibious Warfare Division (OP-954). |
| 7/86-7/87 | Deputy Director, Naval Warfare (OP-095B) |
| 7/31/87 | Retired from active duty. |

Post-retirement Professional Affiliations

- Chief Executive Officer, Patriots Point Development Authority and Naval and Maritime Museum April 1994 - Present)
- Director, Advanced Systems, Cambridge Research Associates (April 91 - February 94).
- Chairman of the Board, Intermarine USA (April 89 - April 92).
- Managing Director, Intermarine USA (December 89 - April 91).

- Continued -

Post-retirement Professional Affiliations continued

- USO World Board of Governors (February 87 - Present).
- United States Naval Institute Proceedings (Life Member).
- U. S. Naval Academy Foundation (1987 - Present).
- Association of Naval Aviation (Life Member)
- Surface Navy Association (Life Member)
- Navy Submarine League (Life Member)

## Summary of Significant Career Events

(1) As the Flight Test Carrier Suitability Project Pilot for the C-130 Carrier Feasibility Study, completed 29 Touch & Go and 21 Full Stop landings aboard USS *Forrestal* (CV-59), November 1963. Awarded DFC

(2) In sixty-five months of operational command in the carrier aviation environment (Squadron, Air Wing, Carrier Battle Group), never suffered the loss of an aircraft under my responsibility.

(3) First U. S. Navy carrier aviator to accumulate 1,600 carrier landings.

(4) As Commanding Officer of VF-31, led the "Tomcatters" in winning both the Battle "E" and CNO Safety Award during VF-31's/*Saratoga's* only combat deployment: 2,200 squadron combat missions without personnel or aircraft injury or loss.

(5) As Commanding Officer of USS *Saratoga* (CV-60) led "*Sara*" and crew to Arliegh Burke Award a most improved carrier in the Atlantic Fleet.

**Personal and Family**

Rear Admiral Flatley is married to the former Nancy Monica Christie of Norfolk, Virginia. They have six children. Their two oldest sons, James Henry IV and Joseph are Navy fighter pilots and their youngest daughter Kara is a Naval Academy graduate, a Lieutenant in the Supply Corps and is married to Richard Brophy a Navy fighter pilot. Her sister, Mary, is married to Rex Kiteley a Navy flight surgeon. Their remaining son and daughter, Pat and Kate, lead normal American lives. RADM Flatley's father was the USS *Yorktown's* first Air Group Commander and World War II fighter ace and the Pacific theater namesake for carrier aviations Safety Award - The Flatley Award.

**Other Honors and Awards**

Rear Admiral Flatley's honors include:

- United States Navy League's John Paul Jones Award for Inspirational Leadership for his command tour aboard USS *Saratoga*.

- The National Recreation and Parks Association Award to the military member of the Armed Forces who contributed most to the health and welfare of his Command - the first award ever to a Navy ship's Commanding Officer - USS *Saratoga*.



ENS W. F. Foster, VF-111, NAS Miramar, 1951



1991

## Wynn F. Foster, Captain, USN (Ret.)

Date of Designation: 15 December 1950 NA # T1242

Dates of Active Duty: July 1944 - May 1946
August 1949 - July 1972.

Total Flight Hours: 3,484

Carrier/Ship Landings: Fixed wing: 658

Approximate Flight Hours:
Jet: 1,940 Prop: 1.544 VF/VA: 1,940

Combat Tours:
Korea: Jul. 1952-Feb. 1953, F9F-2, 75 combat missions.
Vietnam: May 1965-Jul 1966, A-4E, 163 combat missions.

Aviation Commands:
CO, VA-163, Nov 1965-Jul 1966

Combat Awards:
Silver Star
Distinguished Flying Cross
19 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 6/44-6/45 | V-12A Program, Teachers College, Dickinson, ND. Student. |
| 7/45-10/45 | Pre-Flight, Iowa City, IA. Student. |
| 11/45-5/46 | Corpus Christi, TX. Student (N-2S). |
| 8/49-12/50 | NavAirTraCom, Student (SNJ-5, F8F-2). |
| 1/51-3/51 | FASRON Seven, NAS North Island, CA. Pilot Pool (SNJ-5, SNB-5, JRB-5). |
| 4/51-5/51 | Aviation Ordnance Officer School, NAS Jacksonville, FL. Student. |
| 5/51-10/51 | VF-111, NAS Miramar, CA. (F9F-2). |
| 10/51-3/53 | VF-721/VF-141, NAS Miramar, CA. (F9F-2, F9F-5). |
| 4/53-5/54 | VX-4, NAS Pt. Mugu, CA. Missile Test (F3D-3M |
| 6/54-8/55 | Corpus Christi, TX. Flight Instructor. (F6F-5, T-28B). |
| 8/55-6/57 | NAS Pensacola, FL. Flight Instructor (F9F-2). |
| 7/57-6/58 | Line School, Monterey, CA. Student (SNB-5). |
| 7/58-11/58 | CIC-Air Control , Air Control School, Glynco, CA. Student. |
| 12/58-9/60 | USS *Forrestal* (CVA-59), Asst. Operations Officer (TF-1). |
| 11/60-4/61 | VA-43, NAS Oceana, VA. FRP Training ( A4C). |
| 4/61-12/62 | VA-76/LantFIt, Ops Officer/XO, (A-4C). |
| 1/63-9/64 | NavAirTechTraCom, Staff Personnel-Leadership Officer, (T-28B). |
| 10/64-1/65 | VA-125, FRP Training (A-4C). |
| 1/65-8/66 | XO/CO, VA-163 (A-4E). |
| 8/66-6/67 | NavHosp, Oakland, CA. Patient. |
| 6/67-8/67 | VA-125, NAS Lemoore, CA. TAD. |
| 9/67-8/68 | OPNAV, Washington, DC, Plans & Programs. |
| 9/68-5/70 | COMCARDIV ONE, Operations Officer. |
| 5/70-8/72 | COMFIRSTFLT, ACoS Operations & Training. |

## Summary of Significant Career Events

(1)
- Soloed N2S "Yellow Peril" 12 March 1946.
- Early jet pilot (1951).
- Sparrow missile test program, VX-4.
- Four Med, three WestPac deployments.
- Participant in 1962 Cuban Missile Crisis.
- Flew 238 combat missions (75 Korean War, 163 Vietnam War).
- Lost right arm when A-4E struck be enemy anti-air craft fire during Vietnam war combat mission. Following hospitalization and fitting with prosthesis (artificial arm), successfully maneuvered through Navy bureaucracy to remain on unrestricted active duty. Earned "Captain Hook" nickname. when selected for promotion to that grade.

- Continued -

Summary of Significant Career Events continued

Post-retirement:

(8) Wrote book, “Captain Hook: A Pilot’s Tragedy and Triumph in the Vietnam War,” based on career experiences, published in 1992 by Naval Institute Press.

(9) Wrote book, “Fire on the Hangar Deck,” recounting a tragic fire that occurred on board the aircraft carrier *USS Oriskany* in October 1966, published in 2001 by Naval Institute Press.

(10) Life Member of Tailhook Association.

(11) Associate Editor of The Hook magazine, 1989 to 2006.

(12) Received Tailhook Association “Lifetim Achievement Award,” 1998.







## Paul A. Fratarangelo, MGEN, USMC (Ret.)

"Frat"

Date of Designation: 5 January 1969 NA# V-27607

Dates of Active Duty: 4 August 1964 - 1 July 1997

Total Flight Hours: 5,926

Carrier/Ship Landings: Fixed wing: 263

Approximate Flight Hours:
Jet: 5,653 Prop: 203 Helo: 70 VF/VA: 5,410

Combat Tours:

Vietnam: VMFA-542 (F-4B, TF-9J), Chu Lai, Nov. 1966-Dec. 1967, 378 combat missions as F-4B RIO.

Vietnam: VMFA-333 (F-4J), CVW-8, USS *America* (CVA-66), Tonkin Gulf, Jul. 1972-Feb. 1973, 93 combat missions

Gulf War: Inspector General/Cmdr Forward Headquarters Element, U. S. Central Command, Riyadh, Saudi Arabia, 1990-1991

Aviation Commands:
CO, H&MS-15 (F-4J/S, TA-4F, OA-4M), 1980-1981
CO, MAG-41 Det A (F-4S, F/A-18, UC-12B), 1984-1986
CO, MAG-11 (F/A-18A/B/C/D, F-4B, A-6E, OA-4M, KC-130), 1988-1990
CG, 3d MAW (F/A-18A/C/D, AH-1W/UH-1N, CH-46E, CH-53D/E, TH-57, KC-130, TAV-8D), 1993-1995
COMCABWEST (UC-12B, UH-1N), 1995-1997

Combat Awards:
35 Air Medals (2 individual and 33 strike/flight)
Navy Commendation Medal with Combat "V"
Vietnam Gallantry Cross with gold star

## Duty Assignment Chronology

| | |
|---|---|
| 1964-1965 | Marine Corps Basic School and Radar Intercept School. |
| 1966 | VMFA-251, MCAS Beaufort, SC. |
| 1967 | VMFA-542, Chu Lai, RVN. |
| 1968 | Flight Training (Pensacola, Meridian, Kingsville). |
| 1969-1971 | Pilot Training Officer, VMFA-251, MCAS Beaufort, SC. |
| 1971-1973 | Asst. Operations Officer, VMFA-333, CVW-8 USS *America* (CVA-66) Med and West Pac Cruises. |
| 1973 | Navy Fighter Weapons School, NAS Miramar, CA. |
| 1973-1975 | Operations Officer, MAG-31, MCAS Beaufort, SC. |
| 1975-1977 | Operations Officer and Maintenance Officer, VF-124, NAS Miramar, CA. |
| 1978-1979 | Maintenance Officer, VMFAT-101, MCAS Yuma, AZ. |
| 1979-1980 | XO, VMFAT-101, MCAS Yuma, AZ. |
| 1980-1981 | CO, H&MS-15, MCAS Iwakuni, Japan. |
| 1981-1983 | Ops Research Analyst, Tactical Air Division, OASD (PA&E). |
| 1983-1984 | Naval War College. |
| 1984-1986 | CO, MAG-41 Det A, NAF Andrews AFB. |
| 1986-1988 | Assistant Chief of Staff, G-3, 3d MAW, MCAS El Toro, CA. |
| 1988-1990 | CO, MAG-11, MCAS El Toro, CA. |
| 1990-1992 | Commander Forward Headquarters Element/ Inspector General, U. S. Central Command, MacDill AFB, FL. |
| 1992-1993 | Deputy CG, I Marine Expeditionary Force, Camp Pendleton, CA. |
| 1993-1995 | CG, 3d Marine Aircraft Wing, MCAS El Toro, CA. |
| 1995-1997 | Commander Marine Corps Air Bases Western Area, MCAS El Toro, CA. |

- Continued -

## Summary of Significant Career Events

(1) Accepted for Naval Aviator training while assigned as a Radar Intercept Officer with VMFA-542 at Chu Lai, RVN 1967. Completed flight school in 12 months and received my Naval Aviator wings on 5 January 1969.

(2) Selected to join VMFA-333 for the first Marine F-4 squadron carrier deployment with Carrier Airwing Eight aboard USS *America* (CVA-66). Privileged to learn fighter tactics under "Bear" Lasseter and "Lil John" Cummings. Completed Med Cruise with 6th Fleet during 1971 than joined 7th Fleet for West Pac/Combat tour 1972-1973. Developed successful MIGCAP tactics during West Pac tour.

(3) Despite being pulled up to the MAG-31 staff following two carrier cruises, CO, VMFA-333, LtCol "Bear" Lasseter sent me to Navy Fighter Weapons School with three F-4Js and a full maintenance crew. I never forgot this lesson and supported TOPGUN and MAWTS-1 "aircraft and maintenance crew overhead requirements" throughout my career.

(4) Qualified as an Aerial Combat Tactics Instructor ACT(I) in the F-4J/S and TA-4F, and as a TA-4J Adversary Pilot.

(5) Selected to be a F-14 Fleet Replacement Squadron instructor with VF-124 at NAS Miramar, CA. Earned designations as F-14 Advanced Tactics Instructor and Air-Air Gunnery Instructor with VF-124.

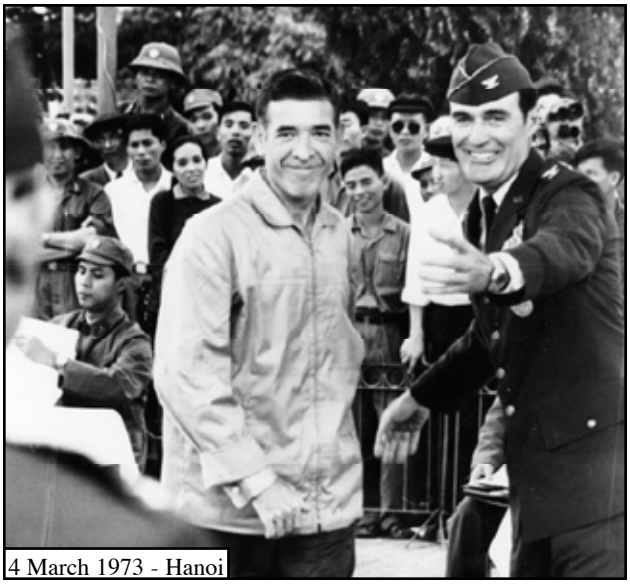
(6) Made 'career move' from operations to maintenance with VMFAT-101. At direction of my CO, John "Fox" Clark, launched and recovered all 33 squadron aircraft TWICE in one day. Learned key role of quality aircraft maintenance in supporting aircrew training and aircraft mishap prevention.

(7) Assigned command of MAG-41 Det A and discovered the tremendous capabilities and contributions of Marine Reserve Forces.

(8) As CO, MAG-11, commanded nine squadrons with five different model aircraft (F/A-18A/B/C/D, F-4B, A-6E, KC-130, OA-4M). MAG-11 squadrons flew 45K+ hours annually for two years mishap free. Designated F/A-18 ACT(I).

(9) As CG, 3d MAW, addressed mutual aircrew training and aircraft safety concerns with CNAP under formal MOA.


VF-192, F9F-5 1953


4 March 1973 - Hanoi

## Robert Byron Fuller, RADM, USN (Ret)

"By"

Date of Designation: 7 November 1952 NA # T-2740

Dates of Active Duty: 14 July 1945- 6 August 1946
1 June 1951- 30 November 1982

Total Flight Hours: 6,710

Carrier/Ship Landings: Fixed wing: 640

Approximate Flight Hours:
Jet: 4,800 Prop: 1,200 Helo: 15 VF/VA: 4,600
VR/VP: 200 VT: 300

Combat Tours:
Vietnam: Jan 1967 - 14 July 1967, A-4, 110 combat missions aboard USS *Bon Home Richard* (CVA-31).
Vietnam: 14 July 1967 - 4 March 1973: 2,060 consecutive days of combat with the enemy.

Aviation Commands:
CO, VA-76, Dec 1966- July 1967
CO, USS *Detroit* (AOE-4), Aug 1974- Nov 1975
CO, USS *America* (CV-66) Sept 1976- Mar 1778
Commander Carrier Group Four, Jun 1980- Feb 1982

Combat Awards:
Navy Cross
2 Silver Stars
2 Legion of MERIT one w/ COMBAT "V"
4 Distinguished Flying Crosses
2 Bronze Stars w/ Combat "V"
13 Air Medals (2 Individual/11 Strike Flight)
3 Navy Commendation Medals W/ Combat "V"
2 Purple Hearts
Republic of Vietnam Air Gallantry Cross w/Silver Wings
POW Medal

## Duty Assignment Chronology

| | |
|---|---|
| 7/45-8/46 | Boot Camp San Diego.<br>Forward FireRoom USS *Waldron* (DD-699). |
| 8/46-7/47 | US Naval Reserve. |
| 7/47-6/51 | US Naval Academy. |
| 6/51-9/51 | Instructor USNA. |
| 10/51-11/52 | Flight Training (SNJ,F6F,F8F). |
| 11/52-11/53 | All Weather Flight. |
| 3/53-11/55 | VF-192. Transitioned from F4U-4's to F9F-5's Two Deployments aboard USS *Oriskany* (CVA-34). Between deployments, attended USAF Fighter Weapons School at Nellis AFB. Flew F-86. |
| 11/55-11/58 | CIC School, NAS Glynco, GA. Flew 4 types of jets and 4 different types of props. |
| 11/58-4/60 | Flag Lieutenant, Carrier Division Seven. |
| 5/60-9/60 | VA-126 A-4 RAG. |
| 9/60-11/63 | VA-55 Two Deployments aboard USS *Ticonderoga* (CVA-14). |
| 11-63-8/65 | Bupers Detailer. |
| 8/65-1/66 | Armed Forces Staff College. |
| 2/66-8/66 | XO, VA-44 (A-4 RAG). |
| 9/66-12/66 | XO, VA-76 (A-4). |
| 12/66-7/67 | CO, VA-76 (A-4). |
| 7/67-3/73 | POW, Hanoi Hilton. |
| 8/74-11/75 | CO, USS *Detroit* (AOE-4). |
| 5/76-8/76 | First Class of Senior Officers' Material Readiness Training at Idaho Falls, ID. |
| 9/76-4/78 | CO, USS *America* (CV-66). |
| 5/78-5/80 | Director Joint Reconnaissance Center (JRC), Joint Chiefs of Staff. |
| 6/80-3/82 | Commander, Carrier Division Four, Embarked USS *Eisenhower*, USS *Nimitz*, and USS *John F. Kennedy.* |
| 11/82 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) The honor and privilege of serving with some of the bravest Warriors this nation has ever produced while a POW in Hanoi. One of the longest consecutive times in solitary confinement during the whole experience- 25 months. Ground eyewitness of Tactical and B-52 1972 Christmas bombing of Hanoi. Saw the fire of 16 B-52's as they were hit by SAMs.

(2) As Battle Group Commander, sailed with *Eisenhower* Group on eight month and seven day deployment to Northern Arabian Sea with only one five day port call.

(3) During the Bi-Centennial year of 1976, The A-4 assigned to me as Squadron Commander was placed in the National Air and Space Museum in Washington, D.C.

Post Retirement Activities




(1) VP/President of a tug/barge towing company for 12 1/2 years.

(2) 1997, Sailed across the Atlantic, 1999, sailed from FIGI to New Zealand.

(3) After retirement, continued love of flying by owning a Piper Arrow, Pitts Special, Bucker Yungmann, Cessna Turbo 210, 2 Citabrias, and a Siai Marchetti.



My favorite Bucker Yungmann

**Family**

Married high school Sweetheart, Mary Anne McGinley, Four children, seven grand children. Son, Bob, Jr. 10 years a Marine, then 10 years as USN. Bob and my son-in-law, Matt Tuohy, who is CO, USS *Kitty Hawk* (CV-63), flew off my old ship the USS *America* during Desert Storm. Son-in-law, Craig Evans served in Vietnam as a US Marine.


1980


1996

**George M. Furlong, Jr., RADM, USN (Ret.)**
"Skip"

Date of Designation: 30 July 1957 NA # V-12907

Dates of Active Duty: June 1949 - January 1986

Total Flight Hours: 4,500

Carrier/Ship Landings: Fixed wing: 930

Approximate Flight Hours:
Jet: 4,300 Prop: 200 Helo: 30 VF/VA: 4,200
HS/HC/HU: 30 VS: 310 VU/VFP: 30
Other: 500 hours as PBY-5A crewman.

Combat Tours:
Vietnam: 1965-1971, five deployments to Vietnam (3 as pilot) with COMCARDIV NINE, VF-142 (F4B/J), 3 deployments in USS *Constellation* (CVA-64) and USS *Enterprise* (CVN-65) - 226 missions.

Aviation Commands:
CO, VF-142, 1970 - 1971
COMCVW-14, 1973 - 1974
CO, USS *Ponchatoula* (AO-148), 1975 - 1976
CO, USS *Independence* (CV-62), 1977 - 1978
COMFITAEWWINGPAC, 1981 - 1983

Combat Awards:
12 Air Medals (strike/flight)

## Duty Assignment Chronology

| | |
|---|---|
| 12/48-11/50 | VPML-79, VP-791, PBY Crewman, NAS Memphis, TN. |
| 11/50-6/51 | Naval Training Center (NTC), San Diego, CA. |
| 6/51-12/51 | NAS Alameda, CA. |
| 12/51-6/52 | Naval Academy Preparatory School (NAPS), NTC Bainbridge, MD - NAPS Instructor. |
| 6/52-6/56 | Midshipman, U.S. Naval Academy, Annapolis. |
| 6/56-9/56 | Temporary Duty, NAS Pensacola. |
| 9/56-7/57 | Flight Training, NAS Pensacola, Whiting Field, Barin Field and NAS Corpus Christi. |
| 7/57-6/58 | VF-121 (F-11 and FJ-3M), NAS Miramar, CA |
| 6/58-9/58 | VA-156 (F-11), WestPac. |
| 9/58-7/61 | VF-111 (F-11), 3 WestPac deployments in USS *Shangri La* (1) and USS *Hancock* (2). |
| 7/61-6/63 | U.S. Naval Postgraduate School, Monterey, CA. B.S. in Aeronautical Engineering. |
| 6/63-6/65 | U.S. Naval Weapons Evaluation Facility, Kirtland AFB, F-4 Project Officer. |
| 6/65-6/67 | COMCARDIV NINE, Flag Secretary, Vietnam, 10 different CV's. |
| 6/67-6/71 | VF-121. VF-142 (F-4B/J), Maintenance Officer/XO/CO. Three deployments to Vietnam in USS *Constellation* (CVA-64) and USS *Enterprise (CVN-65)* - 226 missions. |
| 6/71-7/71 | COMNAVAIRPAC (Fighter Training). |
| 7/71-1/72 | Nuclear Power School, Mare Island, CA. |
| 1/72-7/73 | COMNAVAIRPAC (F-14 Fleet Introduction Program Manager). |
| 7/73-11/74 | COMCVG-14, USS *Enterprise* (CVN-65). First F-14 and S-3 Air Wing. |
| 11/74-2/76 | CO, USS *Ponchatoula* (AO-148), Pearl Harbor and WestPac. |
| 2/76-3/77 | SOMRC and other schools. |
| 3/77-9/78 | CO, USS *Independence* (CV-62). Med deployment and complex overhaul. |
| 9/78-9/80 | Chief of Staff, SIXTH Fleet. |
| 9/80-5/81 | OPNAV, OP-50W (Ops Analysis). |
| 5/81-8/83 | COMFITAEWWINGPAC, NAS Miramar, CA |
| 8/83-12/85 | Deputy Chief of Naval Education and Training, NAS Pensacola. |
| 1/86 | Retired from active duty. |
| 1/86-1/97 | Executive Vice President, Naval Aviation Museum Foundation. |
| 1/97 | Retired from Foundation. |

- Continued -

## Summary of Significant Career Events

(1) Three and one-half years enlisted service.

(2) U. S. Naval Academy and U. S. Navy Postgraduate School graduate.

(3) Never CQ'ed in training command.

(4) Flew F-11 during three WestPac deployments, 800+ hours and 250 traps.

(5) F-4 test work and circular runway evaluation (T-28 and A-4).

(6) Maintenance Officer, XO and CO of VF-142, Vietnam.

(7) F-14 Program Manager, Fleet Introduction.

(8) First F-14 and S-3 CAG.

(9) Took "Indy" thru first CV complex overhaul.

(10) OP-50W (Ops Analysis) for Wes McDonald.

(11) "Last fleet pilot and oldest to check out in the F-8", NAS Miramar, 1983 - nice airplane.

(12) I had a wonderful career and like all of us, would do it over again at the drop of a hat. We need to work as a group toward making Naval Aviation of today as much of a challenge as it has always been and as much fun as it used to be.


1953


2002 Barbara

## Marvin T. Garrison, Col. USMC (Ret)

"Marv"

Date of Designation: 12 March 1954 V-4224

Dates of Active Duty: 4 January 1949 - 1 August 1981

Total Flight Hours: 6,286

Carrier/Ship Landings: Fixed wing: 115 Rotary 12

Approximate Flight Hours:
Jet: 3,900 Prop: 2,386 VF/VA: 5,174
Helo: 212 VR/VP: 600 VS: 300

Combat Tours:
Korea: VS-25, 1952
Vietnam: 1966-67 VMF(AW)-232, 235, and 312. (F-8s), HHS-11, (TF-9J), 188 Combat Missions.
Vietnam: 1972-73 7th Air Force.

Aviation Commands:
CO, Flight Alfa of VF(AW)-235, Dec. 1954-Dec. 1965.
CO, VMT-103, Mar. 1968-Feb. 1969.
CO, MCCRTG-10, Feb. 1969-Jul. 1969.
CO, VMT-103, Jul. 1969-Feb. 1970.
CO, MAG-49, Jun. 1974-Sep. 1077.
Commander, MARTD Willow Grove, PA. Jun. 74-Sep. 77.

Combat Awards:
Bronze Star with Combat "V".
9 Air Medals.
Navy Commendation Medal with Combat "V".
Republic of Vietnam Air Force Medal.
Aircrewman Wings

### Duty Assignment Chronology

| | |
|---|---|
| 1/49-3/49 | USN Boot Camp, San Diego, CA. |
| 4/49-5/60 | AT/AL School, NATTC Memphis, TN. |
| 6/60-7/50 | Combat Aircrewman Training - NAS Corpus Christi, TX. |
| 8/50-1/52 | VP(ATU)-12 Air-crewman on P2V and PB4Y-2 aircraft. |
| 1/52-7/52 | VS-25 Air-crewman on AF-2S/AF-2W. |
| 7/52-8/53 | Basic Flight Training Pensacola, FL (SNJ). |
| 8/53-10/63 | Navy School All Weather Flight, NAS Corpus, Christi, TX (SNB). |
| 10/53-3/54 | VA ATU-301 NAAS Cabiness Field, TX (AD-1). |
| 4/54-3/56 | VMAT-20, MTG-20, MCAS Cherry Point, NC. (AD-1, 2, & 4). Completed attack training and retained as Instructor Pilot. |
| 4/66-2/57 | First Marine Aircraft Wing, K-3, Korea, and NAS Iwakuni, Japan. Aide-de-Camp to Commanding General. Flew AD type aircraft with VMA-121, VMA-251, and H&HS-1 |
| 3/57-7/58 | VMF-333 (FJ) MCAS Miami FL. Also continued to fly AD withVMA-324, 331, and H&MS-31. |
| 8/58-9/61 | VMFT-10 (F9F-8) MCAS El Toro, CA. Completed fighter training and was retained as Instructor Pilot. |
| 9/61-6/62 | College degree program. Flew U-20A and L-19E with US Army and T-33B with USAF. |
| 6/62-6/64 | Headquarters, U.S. Marine Corps, Washington, D. C. (T-28/U11). |
| 6/64-12/65 | VMF (AW)-235 (F-8E) MAG-31, MCAS Beaufort, SC. |
| 1/66-2/67 | VMF (AW)-235 (F-8E) MAG-11, Danang AB, RVN. Flew (F-8) and (TF-9J) as FASTFAC and TACA. While on MAG-11 staff continued to fly combat missions with VMF (AW)-232. |
| 3/67-4/68 | 3d MAW MCAS El Toro, CA. NATOPS Supervisor. Flew (TA-4) with VMT-103, (A-4) with VMA-214, (F-4J) with VMFA-334, (RF-4B) with VMCJ-3, (F-4B) with VMFA-122, and the (T-1A, U11A) with H&MS-37. |
| 4/68-2/69 | CO, VMT-103 (TA-4F) MCAS Yuma, AZ. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 2/69-6/69 | CO, MCCRTG-10 (West Coast RAG) consisting of VMFAT-101 (F-4), VMAT-102 (A-4), VMT-103 (TA-4), and H&MS-10. |
| 6/69-4/70 | CO, VMT-103, (TA-4F) MCAS Yuma, AZ. |
| 4/70-4/72 | 4 th MAW, NAS Glenview, IL. NATOPS supervisor. Flew (F-8, RF-8, A-4, OV-10, and the U-11A). |
| 4/72-4/73 | 7 th AIR FORCE (USAF in Republic of Vietnam) Chief, Fighter Section. |
| 4/73-8/77 | XO/CO MAG-49, NAS Willow Grove, PA. (A-4, F-8, and CH-53). |
| 8/77-8/79 | Joint Chiefs of Staff - Crisis Manager. Flew (T-39) on trips. |
| 8/79-8/81 | Office of the Secretary of Defense. Assistant to the Director of Test and Evaluation of Air and Ground Warfare Systems. Flew (T-39) on trips. |

## Summary of Significant Career Events

1. Joined the US Navy while awaiting assignment to flight school as Naval Aviation Cadet (Class V-5). Flew as aircrewman in PB4Y-2, P2V and AF2S type aircraft after boot camp and electronics school. VP at NAS Corpus Christi,TX. VS was in Korean theater aboard three different carriers.

2. After flight school was commissioned as a 2nd Lt. USMCR and assigned to VMAT-20 (AD-1,2,3 and 4) as a replacement pilot (student). Completed attack training and was retained as Instructor Pilot for two years. Flew 500 hours in AD type aircraft in twelve months following flight training. Qualified as Special Weapons Delivery pilot. Back to Korea at K-3 flying ADs. One of forty-three officers selected for regular commission.

3. Assigned to VMFT-10 (F9F-8) as replacement pilot (student) following staff tours. Completed fighter training and was retained as Instructor Pilot for three years. Also served as instrument check pilot in F9F-8T. Earned Special instrument rating as 1st Lt with all minimums waived.

4. Lead Captain in the Marine Corps project in evaluating the USAFs “Flight System”. System modified so that I was assigned seven F8E aircraft, ten pilots, a portion of the maintenance, operations, logistics, and administrative personnel. Demonstrated the ability to deploy flight independent of squadron to places such as NAS, Key West, FL for active air defense (hot pad alert) against Cuban Air Force; Roosevelt Roads, PR for crisis, and flight demonstrations at various locations.

5. After promotion to Major, was selected to lead the advanced party for introduction of the F-8E into combat operations. Full squadron followed one month later. While on this tour, was designated a TACA for MAG-11, flying F-8 and TF-9 type aircraft. Also designated as Controller for Specified Combat Strike Zones. When assigned to MAG-11 continued to fly combat mission with VMF(AW)-235 and 232.

6. After combat tour, was assigned to 3 rd MAW at El Toro for duty as NATOPs supervisor. Flew as flight evaluator in A-4, TA-4, F-4, RF-4 T-1A, and F-8 type aircraft. Evaluated OV-10, AH-1, Lockheed Rigid RotarTestbed, Beech King Air and Queen Air types of aircraft for commanding general. As a major, was selected to command Marine Training Squadron 103 at MCAS Yuma, AZ., reporting directly to CG Fleet Marine Forces, Pacific in Hawaii. Control of 103 passed to CG 3 rd MAW, El Toro and RAG group was formed designated as MCCRTG-10. Promoted early to Lt. Col and selected to command the new group which consisted of VMFAT-101 (F-4), VMAT-102 (A-4), VMT-103 (TA-4F),and H&MS-10. After a colonel (06) was located and trained to assume command, reassumed command of VMT-103 for an additional year.

7. Assigned to 4 th MAW Marine Air Reserve Training Command as NATOPS supervisor. Flew as flight evaluator in A-4, F-8 and OV-10 type aircraft. Traveled to and flew with every 4 th MAW fixed wing squadron in the USA. Also conceived, planned, and participated in the Marine Corps Reserve’s first jet carrier qualifications.

8. Chief Fighter Section, 7 th Air Force in Vietnam. Not permitted to fly because of security clearance. Planned the daily 135 USAF aircraft strike on North Viet Nam including target selection and ordnance. Selected to be 7 th Air Force project officer for introduction of the F-111A and F-4E (Rivet Haste) into combat operations. Selected to represent the Marine Corps for the exchange of POWs in Homecoming.

9. When Vietnam conflict ended, was selected as XO/CO of MAG-49, NAS Willow Grove, PA. Flew A-4, TA-4, F-8, and CH-53 aircraft. Commanded all air elements of annual West Coast Air/Ground exercise- ”Lucky Gregory.” A-4 squadron earned CNO safety award. Formed an ACM team using fighter pilots in clean A-4/TA-4. Flew to fighter bases to conduct dissimilar ACM with other than A-4 aircraft.

10. Presently an active member of the following organizations:

RED RIVER VALLEY FIGHTER PILOTS ASSOCIATION. (River Rats).
ASSOCIATION OF NAVAL AVIATION (past squadron Commander and National Trustee).
MARINE CORPS AVIATION ASSOCIATION (past squadron Commander).
TAILHOOK ASSOCIATION (past Board of Directors member and presently Vice President, Marine Corps Affairs).
ANCIENT ORDER OF QUIET BIRDMEN (QBs).
ORDER OF DEWALEONS.
AIR FORCE ASSOCIATION.
TRUSTEE NOV 10TH ASSOCIATION
and unfortunately, the CATERPILLAR CLUB.

11. To borrow a phase from General Jimmy Doolittle, USAF: “I could never be so lucky again”.







**Harry E. Gerhard, Jr., RADM, USN (Ret.)**
"Harry"

Date of Designation: 30 September 1949 NA # T-86

Dates of Active Duty: May 1943 - June 1976

Total Flight Hours: 4,879

Carrier/Ship Landings: Fixed wing: 648 Rotary: 5

Approximate Flight Hours:
Jet: 2,938 Prop: 1,941 Helo: 2 VF/VA: 3,477
VT: 1,400 (T33, SNB, R4D)

Combat Tours:
Vietnam: COMCVW-7, June 1965-December 1965, USS Independence (CVA-62), "YANKEE" and "DIXIE" stations. 110 combat missions.

Aviation Commands:
CO, VF-103, November 1963 into December 1964. (XO from Sep. 1962 to Nov. 1963)
COMCVW-7, May 1965 into Jul 1966.
CO, USS Constellation (CVA-64), Jan. 1971 into Sep 1971. [Hospitalized approx. two months prior to scheduled relief].

Combat Awards:
Silver Star
Distinguished Flying Cross (2)
Meritorious Service Medal (2)
Air Medal (16)

## Duty Assignment Chronology

| | |
|---|---|
| 5/43 | Enlisted as Apprentice Seaman. |
| 7/45 | Commissioned Ensign, USNR. |
| 7/45-8/45 | Destroyer Officers' School. |
| 9/45-7/47 | USS Goodrich (DDR-831). PACFLT Far East Service entire period. Served as Navigator, Assistant Gunnery Officer, Division Officer. |
| 7/47-1/48 | Staff, COMOPDEVFOR; USS E-LSM 445; and EAG-128 USS Mississippi as one of two Night Fighter Director Officers. |
| 1/48-10/49 | CNATRA as a Student Naval Aviator and graduated in Navy's second Jet Transition Class. |
| 11/49-12/52 | VF-21, LANTFLT & MED. deployments. |
| 1/53-7/53 | U.S. Naval Postgraduate School, Monterey. |
| 8/53-7/55 | CNAVANTRA. NSAWF (Instrument Instructor). Last six months in ATU-201 as Tactics Instructor. |
| 7/55-6/57 | VX-3. Project Test Pilot and Project Officer. |
| 6/57-6/58 | Flag Lieutenant & Aide to COMCARDIV SIX. |
| 7/58-6/59 | NAVPHIBSCOL Little Creek. Training Officer. |
| 7/59-6/61 | VF-174 (F8 Replacement Pilot Training). Operations Officer. |
| 7/61-6/62 | Marine Corps Schools, Quantico. Senior School student. |
| 7/62-12/64 | VF-103. XO then CO. LANTFLT & MED. deployments. |
| 12/64-7/66 | Commander, Attack Carrier Air Wing SEVEN. LANTFLT & PACFLT deployments. |
| 7/66-6/67. | National War College. Student. |
| 7/67-12/67 | George Washington University. Student. |
| 1/68-12/69 | Office of the CNO (OP-06). Section Head OP-601C. Executive Assistant and Senior Aide to the OPDEP. |
| 1/70-9/70 | USS Great Sitkin (AE-17). Commanding Officer. |
| 10/70-12/70 | PCO Course. East & West Coasts. |
| 1/71-9/71 | USS Constellation (CVA-64). Commanding Officer. |
| 9/71-1/72. | Hospitalization & Convalescence. |
| 2/72-3/75 | Office of the CNO (OP-06). Division Director OP-63. |
| 4/75-6/76 | SACLANT. Deputy Chief of Staff & C-03. |
| 6/1/76 | Retired from active duty and pursued commercial activities until 31 December 2000. |

- Continued -

## Summary of Significant Career Events

(1) Oct. 1949. Graduated in second jet transition class (F80C).

(2) Feb. 1951. CVG-2 flew low over-flights of all of Greece, attenuating Communist uprising and led to COMSIXTHFLT relaxing jet operating curbs.

(3) Mar.-May 1951. Flew sole armed fighter escort for a number of sensitive VFP missions.

(4) 1955-1957. Flew 6 different (so-called SACRED SIX) model test aircraft (project profiles), plus 2 prop support aircraft.
- Made first instrumented night F8 shipboard landings. [F8's were Nos. 13-18 off the LTV line.]
- As Project Officer, completed Navy's Tactical and Operational SIDEWINDER Project.
- Developed initial ACM maneuvers with and for the F8.
- Participated in development of the "ZOOM CLIMB" maneuver - to 78,000 feet.

(5) 1962-1964. Refined fighter tactics vs. BISON/BEAR intended overflights in LANTFLT.
- At request of COMSIXTHFLT, removed a SVERDLOVSK Flag Cruiser from our formation using repetitive sonic booms from 12,000'. Dislocated boiler bricks causing SVERDLOVSK to fall back rapidly. Required tow to SEVASTOPOL.

(6) 1965. Devised tactics to kill first North Vietnam (NVN) SAM-2 site. Later, USAF used variant with its WILD WEASEL and IRON HAND tactics.
- First used SIDEWINDERS at night to shut-down NVN searchlights and, sometimes, against relatively heavy AAA fire.
- Developed anti-radiation tactics which helped lead to HARM missile.
- Encouraged wing F4 CO's to modify AWG radars for low-level SNAKE-EYE deliveries at night and in inclement weather.
- Steepened Wing A4 and A6 deliveries proximate to 65 degrees from vulnerable glide angle deliveries.
- First used MK-83s (w/ Daisy Cutters set HIGH) on flak suppressors. NVN responded by chaining gunners to mounts.
- First AIRWING to coordinate Strike tactics w/ VMCJ, ECM, and AEW assets and capabilities - day and night.

(7) 1971. Established a SAFETY Department on CVA-64 (reported the first). Paid large dividends with the inherited 85% crew turn-over.

(8) 1973. Had A7's in Swiss AF caverns. AVION MARCEL DASSAULT blocked Swiss acquisition politically.

(9) 1974. After two years working with the SHAH, put nearly 80 F-14's into the Iranian AF.

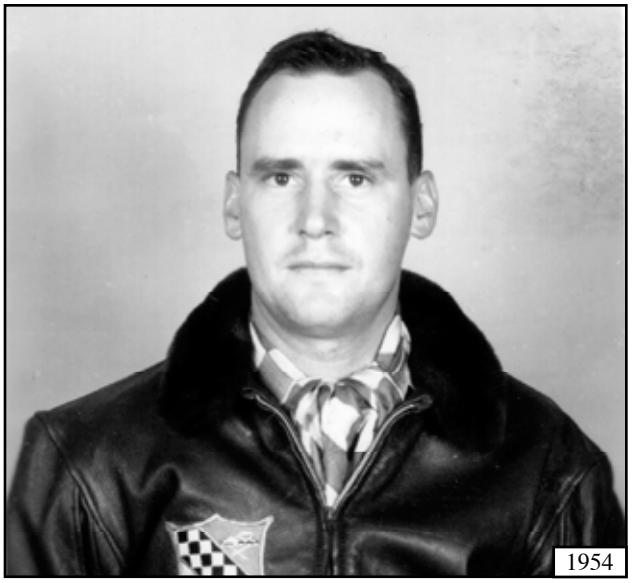


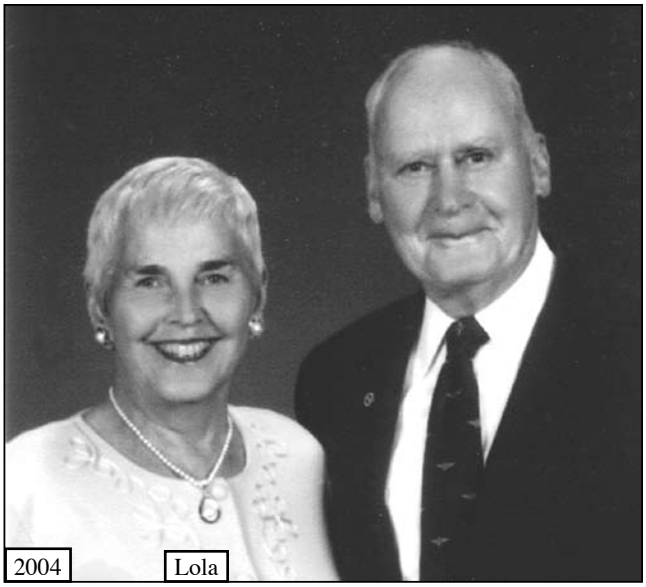
August 1962 - Prime Minister Ky's visit to CVA-62



Fall 1974 - With Shah onboard IIS Babr (Persian Gulf)

The experiences were great and a lot of fun - - but the people really made it all worthwhile.


1954


2004 Lola

## Paul K. German, Col. USMC (Ret)

"Paul"

Date of Designation: 15 June 1954 V-4705

Dates of Active Duty: June 1945 - June 1948 (Enlisted)
June 52 - October 1978 (Officer)

Total Flight Hours: 4,655

Carrier/Ship Landings: Fixed wing: 72, Rotary 0

Approximate Flight Hours:
Jet: 2,940: Prop: 1,711 VF/VA: 1,509 VT: 1,889

Combat Tours:
Vietnam: August 1968 - September 1969
(A-6, A4) 284 combat missions.

Aviation Commands:
CO, VMA-224, January 1968 - August 1968.
CO VMA(AW)-533, September 1968 - August 1969.

Combat Awards:
Legion of Merit w/combat "V"
20 Air Medals.

### Duty Assignment Chronology

| | |
|---|---|
| 1/53-7/54 | Pensacola., Corpus Christi, Flight Training. Student Pilot, (SNJ, SNB, F6F, TV-2, F9F-2). |
| 7/54-11/55 | MCAS Cherry Point, VMF-312, Squadron Pilot, (F9F4, FJ-2, TV-2). |
| 12/55-2/57 | Korea/Atsugi Japan, First MAW, Wing Schools Instructor (AD-2, 3, SNB, FJ-2, TV-2, F9F-5). |
| 2/57-1/59 | NAS Olathe, JTTU-NATC, Flight Instructor (TV-2, F9F-6/8/8T, F11F). |
| 7/59-6/61 | Monterey, CA. USNPGS, Student, Aeronautical Engineering (T2-J, AD-5, SNB, T-28). |
| 7/61-9/62 | Cherry Point/CVA-62),VMF(AW)-115 Squadron Pilot (F4-D, F9F-8T). |
| 9/62-4/63 | MCAS Cherry Point, VMGR-252, Sqadron Pilot (KC-130F). |
| 5/63-6/64 | MCAS lwakuni, Japan, VMGR-152, AMO/Pilot, (KC-130F). |
| 7/64-10/67 | Washington, D.C. BUWEPS, C-130, Engineering Manager( T-28, T1-A, T-39, KC-1130F). |
| 10/67-1/69 | MCAS Cherry Point, MAG-14, (C-I17, T1-A, A-6A). |
| 1/68-8/68 | MCAS Cherry Point, VMA(AW)~224, Commanding Officer (A-4 & A6A). |
| 8/68-3/69 | RVN, Chu-Lai, VMA(AW)~533 Commanding Officer, (A-6A). |
| 3/69-9/69 | RVN Chu-Lai, MAG-12, Operations Officer, (A-4, A-6, TA4-F). |
| 10/69-5/71 | HQ. FMFPac, Hawaii, HQ. FMFPac, Asst. G4, Aviation (T-28, TA-4F, T1-A). |
| 6/71-5/72 | Kaneohe, Hawaii, MAG-24, Executive Officer (TA-4F, F-4B, F-4J, OV-10 A) |
| 6/72-6/73 | Newport, R.I.Naval War College, student. |
| 6/73-6/76 | Washington, D.C.,HQMC, Executive Asst. Air. |
| 6/76-5/77 | Okinawa, Japan, First Marine Air Wing, Chief of Staff, (C-117, TA-4F, CT-39G, A-6E, F-4J). |
| 6/77-10/78 | Washington, D.C. HQMC, Executive Asst, O&T. |

### Summary of Significant Career Events

(1) As the Standardization Officer of Jet Transition Unit (JTTU) at Olathe, Kansas in 1958, and as the designated flight instructor, provided jet transition training for Capt. David McCampbell, the Navy's highest ace and Medal of Honor recipient.

(2) Assigned to the Bureau of Naval Weapons (BUWEPS) in 1965 as the Class Desk, or engineering manager. Was ordered temporarily to Antarctica, with appropriate engineering personnel, to investigate failures of the nose wheel /skis of the LC-130s in Antarctia environment during Operation Deep Freeze. - Continued -

(3) Received the Headquarters Marine Corps Commandants Aviation Efficiency Award in 1968 at Chu-Lai, RVN, as CO of, and on behalf of, VMA(AW)-533 for their combat performance during the preceding months.






**Paul T. Gillcrist, Rear Admiral, USN (Ret.)**
"Paul"

Date of Designation: 18 December 1953 NA # T-4011

Dates of Active Duty: 6 June 1952 - 1 October 1985.

Total Flight Hours: 6,000+

Carrier/Ship Landings: Fixed wing: 966

Approximate Flight Hours:
Jet: 5,200 Prop: 700 Helo: 100 VF/VA: 5,900

Combat Tours:
Vietnam: VF-53, USS *Ticonderoga* (CVA-14), Tonkin Gulf, Mar. 66 - May 66. 44 combat missions.
Vietnam: VF-53, USS *Hancock* (CVA-19), Tonkin Gulf, Jan. 67 - Jun 67. 90 combat missions.
Vietnam: VF-53, USS *Bon Homme Richard* (CVA-31), Tonkin Gulf, Jan 68 - Mar. 68. 33 combat missions. Total - 167 missions.

Aviation Commands:
CO, VF-53, Mar. 67 - Mar. 68.
Commander, Carrier Air Wing THREE, Apr. 71 - Feb. 72.
CO, NAS Cecil Field, Oct. 75 - Feb. 77.
COMFITAEWWINGS, PAC, Apr. 79 - May. 81.

Combat Awards:
Distinguished Flying Cross
Bronze Star
13 Air Medals
Republic of Vietnam Gallantry Cross

## Duty Assignment Chronology

| | |
|---|---|
| 12/18/53 | Designated Naval Aviator. |
| 3/54-10/55 | Fighter Squadron 191 (USS *Oriskany*). |
| 11/55-2/58 | Fleet Air Gunnery Unit, Pacific, NAAS El Centro, CA. |
| 3/58-10/58 | Navy Test Pilot School, NAS Patuxent River, MD. |
| 11/58-3/61 | Flight Test Division, Carrier Branch, NAS Patuxent River, MD. |
| 4/61-3/64 | Fighter Squadron 62 (USS *Shangri-La* and USS *Lexington*). |
| 4/64-8/65 | American University, Washington, D. C. |
| 9/65-3/68 | Fighter Squadron 53 (USS *Ticonderoga*, *Hancock* and *Bon Homme Richard*). |
| 4/68-10/69 | OPNAV (Pentagon) |
| 11/69-11/72 | Carrier Air Wing 3, USS *Saratoga* (CV-60). |
| 12/72-4/75 | OPNAV (Pentagon) |
| 3/75-5/77 | NAS Cecil Field, FL. |
| 6/77-8/79 | CINCLANT, Norfolk, VA. |
| 9/79-11/80 | COMFITAEWWING, PAC, NAS Miramar, CA. |
| 12/80-5/82 | COMNAVBASE San Diego/COMNAVBASE San Francisco. |
| 6/82-10/85 | OPNAV(OP-50), Pentagon. |
| 10/1/85 | Retired from active duty. |

## Summary of Significant Career Events

(1) Flew early swept wing jet aircraft from straight deck carrier, USS *Oriskany* (CVA-34), 1955.

(2) Selected as Weapons Delivery Instructor at Fleet Air Gunnery Unit Pacific (Oct 55 - Feb 58). Conducted first U. S. Navy air-to-air rocket firings.

(3) As test pilot at Flight Test Division, 1958-1961, flew 34 different model test airplanes, including single and multi-engine jet and props.

(4) MIG pilot, 1969 (10 flights).

(5) First real life use of rocket powered ejection system (May 1959).

- Continued -

Summary of Significant Career Events continued

(6) Flew contingency air defense flights versus Cuban aircraft from NAS Key West and McCalla Field at Guantanamo Bay, Cuba.

(7) Flew contingency flights against Cuban air defenses from the USS *Lexington* (CV-16) in 1962.

(8) Commanded Air Wing THREE during first evaluation of "CV concept" during 6th Fleet deployment of USS *Saratoga*, 1971-72.

(9) First Flag Officer to land in F-14 on a carrier, 1981, on USS *Kitty Hawk* (CV-63) at age 51.

(10) First Navy pilot to fly the SH-2G.

(11) Flew two missions in F-20 at age 55.

(12) Selected "Tailhook Aviator of the Year" by the Tailhook Association, 1985.

(13) Received Tailhook Association's Lifetime Achievement Award, 1966.







**W. Scott Gray III, Capt USN (Ret)**
"Scott"

Date of Designation: 26 May 1954 NA# V-4602

Dates of Active Duty: 1 June 1946- 15 June 1948 V-5
6 June 1952 - 1 Aug. 1977 USN

Total Flight Hours: 4,357

Carrier Landings: Fixed wing: 942 (223 night)
(SNJ, F2H, F3H, F4H, F9F-8, A4, A7)

Approximate Flight Hours:
Jet: 3,810 Prop: 547

Combat Tours:
Vietnam: VA-36 (A4), Feb. 1966-Jun. 1966 , CVAN-65
Vietnam: VA-147 (A7), Oct. 1967-Jun. 1968, CVA-61
Vietnam: VA-147 (A7), Oct. 1968-May 1969 CVA-61
Total combat missions: 228 (A4, A7)

Aviation Commands:
CO, VA-147
CO, VA-122

Combat Awards:
23 Air Medals

## Duty Assignment Chronology

09/52-02/53 USS *Owen* (DDE-827), Navigator.
04/53-05/54 NATC Student, (SNJ, SNB, F6F, TV-2, F9F-2)
07/54-12/57 VF-71 Admin Off, LSO (F2H-3/4, AD-5/6, TV-2).
01/58-12/59 ATU-213, Instructor, LSO (F9F-8T, TV-2).
02/60-06/61 VF-101 Instructor, LSO (F3H, F4D, F4H, TV-2).
06/61-06/63 CVG-7 Staff Officer, LSO (F3H, F4H, A4).
07/63-07/65 COMNAVAIRLANT Staff LSO (F9F-8P, A4).
08/65-01/66 VA-44 DUINS (A4).
02/66-01/67 VA-36, Operations Officer (A4).
02/67-05/67 VA-122 DUINS (A7).
05/67-05/69 VA-147 (1st A7 Fleet Sqdn.) XO, CO (A7).
05/69-08/69 COMFAIRALAMEDA, Ops. Officer (A7).
09/69-09/70 VA-122, CO (A7, A4, T-28).
11/70-09/72 OPNAV, OP-604 (A7, A4).
09/72-09/73 ICAF DUINS.
09/73-09/75 BUPERS, Deputy Director (Enlisted Personnel).
09/75-09/77 CNO Staff, OP-09C.

## Summary of Significant Career Events

(1) 4,350 hours of flight time, 900 plus carrier landings, 223 night carrier landings, 228 combat missions all accident free.

(2) CO of an A7 squadron for one year, with ZERO aircraft accidents and ZERO combat losses during six months in combat in Vietnam.

(3) As CO, turned a behind schedule A7 RAG squadron into a safe operating, ahead of schedule, efficient combat training command.

(4) Drafted into the Landing Signal Officer (LSO) military occupational specialty (MOS) as an additional duty by Admiral "Peg Leg" Hoskins. Personally "waved" over 6,000 carrier landings with ZERO accidents. As senior CVW-7 LSO for two years, two deployments, approximately 5,000 carrier landings, the Air Wing had no carrier landing accidents .

(5) TDY from CVG-7 to the German Navy to demonstrate the USMC SATS short airfield tactical operations catapult and arresting gear on 1,000 feet of German autobaun flying British Seahawk and French Fouga aircraft.

(6) Maintained carrier qualified currency in at least one type of Navy aircraft for 17 years from NATC to last fleet duty assignment. (- Continued -)




(7) As AIRLANT LSO, established formal LSO training by the RAG in order to enhance inter Air Wing coordination and standardize carrier aircraft landing techniques and recovery operating procedures. Instituted a formal curriculum, classroom and hands on practical field experience for training new LSOs.

(8) Co-authored, produced and directed the U.S. Navy LSO training film staring JERRY ZACHARIAS that was used as a training aid and instrumental in attracing more highly qualified and motivated NAs into becoming LSOs. Four of the six 2004 Blue Angles were former Squadron LSOs.

(9) Implemented multiple aircraft currencies for LSOs, two aircraft for Squadron LSOs, and as many as practi cable for Air Wing LSOs.

(10) Standardized the AIRLANT LSO platforms, their equipment, communications, and operating procedures.






## Howard E. Greer, Vice Admiral, USN (Ret.)

"Howie"

Date of Designation: 21 November 1945 NA# C-28306

Dates of Active Duty: 9 June 1943 - 1 April 1978

Total Flight Hours: 5,292

Carrier/Ship Landings: Fixed wing: 418

Approximate Flight Hours:
Jet: 2,073 Prop: 3,219 VF/VA: 2,510
VR/VP: 1,615 VS: 76 VU/VFP: 780 VT: 251
Other: Centurion - *Leyte* (F8F), *Coral Sea* (F2H) and *Shangri La* (A4)

Combat Tours:
WW II: USS *Princeton* (CVL-23), Aug. 1943 - Oct. 1944, as ship's officer in Gilbert Islands, Tarawa, Roi, Namur, Eniwetok, Palau, Guam, Saipan, Battle of Philippine Sea and Rabaul campaigns.
Vietnam: Four tours with Seventh Fleet during Vietnam 1964 - 1972. Yankee Station commander (CTG-77.0) during all of Linebacker I campaign in 1972.

Aviation Commands:
CO, VF-64 (F3H), 1957 - 1958
Commander, CAG-10 (USS *Shangri La*), 1961 - 1962
CO, USS *Hancock* (CVA-19), 1968 - 1969
Commander, CARDIV THREE, Feb. 1972 - Sep. 1972
COMNAVAIRLANT, Feb. 1975 - Apr. 1978

Awards (Non-combat):
2 Distinguished Service Medals
4 Legions of Merit
Navy Commendation Medal
Pacific Theater WW II Ribbon with 9 Battle Stars
Vietnamese Distinguished Service Award

## Duty Assignment Chronology

(* combat deployment)

| | |
|---|---|
| 6/40-6/43 | Midshipman , US Naval Academy, Annapolis. |
| 6/43 | Commissioned Ensign. |
| 6/43-9/43 | Operational Training, Florida. |
| 9/43-10/44 | *USS Princeton (CVL-23) - Pacific Fleet. Promoted to LTJG (9/44). |
| 11/44 -3/45 | NAS Ottumwa, Iowa. Duty under instruction. |
| 3/45-11/45 | NAS Corpus Christi, TX. |
| 11/45-5/46 | NAS Miami. Promoted to LT (3/46). |
| 6/46-7/46 | Carrier Qualification, Jacksonville, FL. |
| 7/46-7/48 | VF-7A (USS *Leyte*) Quonset Point, RI. |
| 8/48-7/49 | OPNAV(OP-50), Navy Department, Washington, D. C. |
| 8/49-2/50 | COMFAIRJAX Staff, Jacksonville, FL. |
| 3/50-8/51 | OPNAV (Aide to DCNO (Air)). |
| 9/51-9/52 | VF-62, USS *Coral Sea*. |
| 10/52-7/53 | SIXTH Fleet Staff. |
| 8/53-5/54 | Naval War College (Command & Staff). Promoted to LCDR (1/54). |
| 6/54-6/56 | NAS Jacksonville (Assistant Operations Officer). |
| 7/56-5/57 | Executive Officer, VA-214, Moffit Field. |
| 6/57-6/58 | Commanding Officer, VF-64, USS *Midway*. Promoted to CDR (1/58). |
| 7/58-11/59 | COMCARDIV 7, Operations Officer. |
| 12/59-7/60 | VF-101, Operations Officer, NAS Key West. |
| 8/60-5/61 | Industrial College of the Armed Forces. |
| 6/61-8/62 | Commander, CAG-10, USS *Shangri La*. |
| 9/62-7/64 | COMNAVAIRLANT (Operations/Air Wing Training. Promoted to CAPT (7/63). |
| 8/64-8/66 | *COMSEVENTHFLT (Assistant Chief of Staff (ACOS) Operations). |
| 8/66-8/67 | *Commanding Officer, USS *Ponchatoula* (AO-148). |
| 8/67-9/67 | COMFAIRALAMEDA - Special Assistant. |
| 11/67-2/69 | *Commanding Officer, *USS Hancock* (CVA-19) |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 3/69-11/69 | COMNAVAIRPAC - Chief of Staff. Promoted to RADM (11/69) |
| 12/69-2/72 | Commander, NAVAIRRESFOR. |
| 3/72-9/72 | *Commander, CARDIV THREE. |
| 9/72-2/75 | CINCPACFLT - Deputy for Operations and Plans. Promoted to VADM (2/75) |
| 2/75-4/78 | COMNAVAIRLANT - Commander. |
| 4/1/78 | Retired from active duty. |

## Summary of Significant Career Events

(1) Writer for Admiral Arthur Radford when he testified before Congress during the "Revolt of the Admirals" - 1949.

(2) Introduced Sparrow III to Fleet with F3H-2 in 1957.

(3) ACOS for Operations and Plans for Seventh Fleet for first two years of Vietnam War, 1964 - 1966.

(4) Served as Tactical Commander during all air operations by naval forces in Linebacker I campaign 1972 including mining of Haiphong in May 1972 as Yankee station commander.







## William A. Gureck, Rear Admiral, USN (Ret.)

"Bill"

Date of Designation: 28 April 1950 NA # T-565

Dates of Active Duty: 17 July 1948 - 1 August 1984

Total Flight Hours: 5,300

Carrier/Ship Landings: Fixed wing: 810

Approximate Flight Hours:
Jet: 4,002 Prop: 1,286 Helo: 12 VF/VA: 4,450
HS/HC/HU: 12 VS: 20 VT: 418
Other: SNB/C-1/C-2 - 400

Combat Tours:
Vietnam: CVW-5 Operations Officer, Tonkin Gulf retaliatory strike (USS *Maddox* incident), 2 - 5 Aug. 1964.
Vietnam: CVW-5 OPS/XO, VF-53, Nov. 1965 - May 1966
CO, VF-53, Jan. 1967 - Apr. 1967
CAG-19, May 1969 - Nov. 1969
COMCARGRU 7 OPS, Jun. 1970 - Dec. 1970
Total 275 VF/VA combat missions

Aviation Commands:
CO, VF-53, May 1966 - Apr. 1967
CAG-19, , Sep. 1968 - Dec. 1969
CO, USS *Shreveport* (LPD-12), Sep. 1972 - Nov. 1973
CO, USS *John F. Kennedy* (CV-67), May 1974 - Nov. 1975
Commander CARGRU SEVEN, Feb. 1978 - May 1980.

Combat Awards:
5 Legion of Merit
Distinguished Flying Cross
Bronze Star
Meritorious Service Medal
25 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/48-4/50 | Flight Training Pensacola/Corpus Christi. |
| 5/50-6/50 | Jet transition , NAAS Whiting Field. |
| 7/50-9/50 | VF-11. |
| 9/50-6/53 | VF-12. |
| 7/53-12/54 | ATU-201, Flight Instructor, Corpus Christi. |
| 12/54-2/57 | Blue Angels. |
| 3/57-7/57 | NATTC JAX, Guided Missile School. |
| 8/57-4/59 | USS *Saratoga* (CV-60), Flight Deck Officer. |
| 5/59-4/60 | Fleet Training Group, Guantanamo Bay, Cuba. |
| 5/60-10/60 | VF-124 RAG. |
| 11/60-7/61 | VF-51, Operations Officer. |
| 8/61-6/62 | Naval War College. |
| 7/62-3/64 | U. S. Navy Postgraduate School (B.S. degree). |
| 4/64-5/65 | CVW-5, Operations Officer. |
| 5/65-5/66 | XO, VF-53. |
| 5/66-4/67 | CO, VF-53. |
| 5/67-5/68 | BUPERS, Head, Aviation Junior Officer Assignment Section. |
| 6/68-8/68 | VA-125, VF-124 RAGS |
| 9/68-12/69 | Commander Air Wing 19 |
| 1/70-6/71 | Carrier Group SEVEN, Operations Officer. |
| 7/71-8/72 | OPNAV, Executive Assistant to OP-090, Director, Navy Program Planning |
| 9/72-11/73 | CO, USS *Shreveport* (LPD-12). |
| 12/73-4/74 | COMNAVAIRLANT, Assistant Chief of Staff for Readiness. |
| 5/74-11/75 | CO, USS *John F. Kennedy* (CV-67). |
| 12/75-8/77 | CINCLANTFLT, N-1 (Deputy Chief of Staff, Readiness and Resources). |
| 9/77-1/78 | Senior Officer Ship Material Readiness Course, Idaho Falls, ID. |
| 2/78-5/80 | Commander Carrier Group SEVEN. |
| 6/80-8/84 | OPNAV (OP-094) Deputy Director for Command and Control. |
| 8/1/84 | Retired from active duty. |

- Continued -

Duty Assignment Chronology continued

8/84-12/94 Joined Sanders Associates, Inc., as Vice President, Federal Systems Group, Field Operations, - became Lockheed Sanders. Retired from Lockheed Sanders in December 1994. Moved to Pensacola in December of 1994.

## Summary of Significant Career Events

(1) Among first to go straight to jet squadron from flight training (one month jet transition at Whiting Field May 1950).

(2) Blue Angels pilot 1954-1956 (flew #2 and #4).

(3) Participated in last national air show - Oklahoma City in 1956.

(4) CVW-5 Operations Officer during August 1964 - first strikes against NVN.

(5) COMCARGRU SEVEN OPS for Son Tay prison strike; major planning role for air ops.

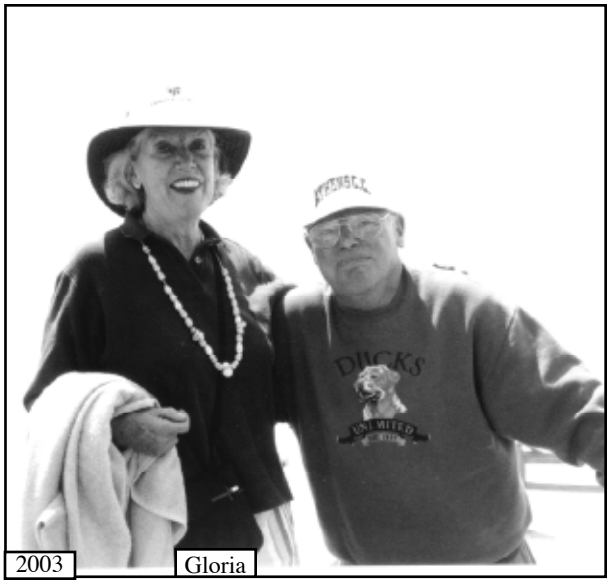
(6) As COMCARGRU SEVEN, led first US forces to Persian Gulf in reaction to Iran's taking of US citizens hostage in October 1979.

## Personal

Rear Admiral Gureck is married to the former Miss Phyllis Rein of North East, Pennsylvania. The Gureck's have a son and daughter, LCDR W. Scott and Kristin.



1990



2003 Gloria

## Richard A. Gustafson, MGEN USMC (Ret.)

"Gus"

Date of Designation: 15 Jan. 1960 V-15881

Dates of Active Duty: 7 Jun. 1957 to 1 Oct. 1990.

Total Flight Hours: 5,602

Carrier/Ship Landings: Fixed wing: 139

Approximate Flight Hours:
Jet: 4,954 Prop: 580 VF/VA: 3,844
VR/VP: 340 VT: 336
Other: VX-5 809 RDT&E: 186 Helo: 68

Combat Tours:
11/67 - 10/ 68 Chu Lai RVN,VMA-211/MAG-12 (A-4E, A-6A) - 427 missions.

Aviation Commands:
CO, VMA-513, Japan, AV-8's, Sep. 1975 - Jul. 1976.
CO, MAG-32, A-4's, and AV-8's, Cherry Point, May 1981 - Apr. 1983.
CG 8th MAB, Air/Ground, Iceland, Jun. - Aug. 1983.
CG 3rd MAB, Air/Ground, Korea, Sep. - Dec. 1983.
CG 2nd MAW, Apr. 1988 - Jul. 1990.

Combat Awards:
Distinguished Flying Cross
29 Strike/Flight Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 6/57-3/58 | Basic School, Quantico, VA., Student. |
| 5/58-1/60 | Flight Training. |
| 1/60-3/62 | VMA-311, El Toro, *USS Coral Sea, USS Midway,* MCAS Iwakuni (A4D-2). |
| 4/62-3/64 | MARTD Norfolk (A4D-2). |
| 3/64-10/64 | USN Test Pilot School. |
| 10/64-8/67 | VX-5 (A4C/E/F, A-7A, A-1E/H). |
| 9/67-11/67 | VMA-211, Iwakuni (A-4C). |
| 12/67-9/68 | MAG-12, Chu Lai, RVN (A-4E/C, TA-4F, A-6A). |
| 10/68-7/69 | MAG-32, S3A; MCAS Beaufort (A-4C, TA-4F, F-4B). |
| 8/69-8/70 | USN PG School, Monterey, CA. (T-1A,) Student. |
| 9/70-5/72 | Cranfield Institute of Technology, England. Student (C-1A, C-131) NAF Mildenhall. |
| 6/72-7/75 | PMA-257B (AV-8A) London, England; Hunter, Whrilwind, Harrier with RAF; AV-8A with Hawker Siddeley, C-1A with NAF Mildenhall. |
| 9/75-7/76 | CO, VMA-513, MCAS Iwakuni (AV-8A). |
| 8/76-5/77 | Army War College Carlise, PA. Student. |
| 6/77-4/81 | HQMC, APW-21, APP-21,APW. |
| 5/81-4/83 | CO MAG-32, MCAS Cherry Point (AV-8A, A-4M, OA-4M). |
| 4/83-8/83 | AWC 2nd MAW (A-4M, AV-8A). |
| 9/83-6/84 | AWC 1st MAW, Okinawa (F-4S,A-4M). |
| 6/84-4/86 | DEP CMDR FMF Pacific, Camp Smith, HI. (TA-4F). |
| 6/86-3/88 | DEP CMDR/Chief of Staff U.S. Forces Japan, (A-4M, O/A-4M). |
| 4/88-7/90 | CG 2nd MAW, MCAS Cherry Point (AV-8B, F/A-18A). |







## Earl B. Hailston, LtGen (Ret.)

"Titan"

Date of Designation: 1 June 1973

Dates of Active Duty: October 1967 –October 2003

Total Flight Hours: 3,105

Carrier/Ship Landings: Fixed wing: 12

Approximate Flight Hours:
Jet: 2,975 Prop: 30 VF/VA: 2,800
Helo: 50

Combat Tours:

| | |
|---|---|
| Vietnam | 1st RECON BN, 1969-1970 |
| Iraq: | Commander Marine Forces, US Central Command |

Commands:
CO, VMFA-312, 1986-1987
CO, MAG-31, 1992-1994
CG, 3rd FSSG, 1994-1996
CG, III MEF (Marine Air-Ground Task Force) 1999-2001

Combat Awards:
Defense Distinguished Service Medal
Silver Star
Bronze Star
Combat Action Ribbon
Vietnamese Honor Medal First Class
Vietnamese Cross of Gallantry with Gold Star

### Duty Assignment Chronology

| | |
|---|---|
| 1/68-9/68 | Grunt 2ndMarDiv. |
| 4/69-7/69 | I Company 3/27. |
| 7/69-12/70 | E Co, 1st Recon Bn. |
| 1/71-2/72 | H&HS 2nd MAW. |
| 2/72-06/73 | Flight School. |
| 7/73-1/74 | VMFAT- 201 (F-4J). |
| 1/74-7/76 | VMFA-312 (F-4J). |
| 8/76-5/77 | AWS. |
| 6/77-7/78 | VMFA-232/ MAG-15 (F-4J & TA-4J(. |
| 8/78-7/81 | VMFAT-101 ( F-4J/N/S). |
| 8/81-7/82 | Air Command and Staff College. |
| 8/82-5/85 | Headquarters, Marine Corps, Washington, D.C |
| 5/85-7/88 | MAG-31/VMFA-312. |
| 7/88-5/89 | U. S. Army War College. |
| 6/89-8/91 | U.S. Forces Korea, C/J-3. |
| 9/91-5/92 | 2nd MAW, G-3. |
| 5/92-5/94 | CO, MAG-31. |
| 5/94-7/96 | CG 3rd FSSG, Okinawa. |
| 9/96-12/96 | HQMC I&L. |
| 1/97-7/99 | PACOM J-5, Hawaii. |
| 7/99-8/01 | CG III MEF, Okinawa. |
| 8/01-10/03 | CG MarForPac/MarCent. |

### Summary of Significant Career Events

(1) Enlisted Marine Infantryman.
Infantry Officer in Vietnam, 1st Recon Bn.

(2) Commanded last CONUS F-4 PHANTOM Squardon.

(3) During OIF-1 Commanded the largest Marine Corps Force since WWII.







## Morris E. Haller, Captain, USN (Ret.)

"Seb"

Date of Designation: 8 May 1941 NA # 7629

Dates of Active Duty: 15 July 1940 - 30 June 1972

Total Flight Hours: 5,507 (Mostly in Seaplanes PBY, PBM and P5M.)

Approximate Flight Hours:
Prop: 5,507 VP/ASW: 5,507

Aviation Commands:
CO, VP-44 (P5M's) 1958 - 1959
CO, Naval Station Guam, 1965 - 1967

Awards:
3 Air Medals (for night strikes on Japanese shipping along China coast)
2 Meritorious Service Medals
Navy Unit Commendation
Presidential Unit Citation

## Duty Assignment Chronology

1941 Completed flight training at Pensacola in May 1941 in P2Y2's and P3M's as Final Squadron. Capt. A.C. Reed, CO, NAS Pensacola pinned on my wings.

1941 To Flight Instructor School, NAS Jacksonville, FL., in July 1941 (Smoke Strean was one of my instructors). From there to Primary Flight Instructor, Lee Field, Green Cove Springs, FL.

1943 Moved from Lee Field to Mainside-JAX as Instrument Instructor in SNJ's with Charlie Goldtrap (Eastern Airline Pilot) as our mentor.

1944 To duty in Coronado, CA., in PBY's and then on West to Kaneohe, Oahu as PPC (Patrol Plane Commander) of PBY-5 TRANSPAC (19.2 hours from San Diego Bay to Kaneohe Bay). Continued West to the Philippines and VPB-71 "Black Cat" Squadron as PPC and Maintenance Officer. Awarded Air Medals (3) for air strikes at night along the China coast on Japanese "Sugar Charlies" cruising coast at night to get gaso line to Japan. VPB-71 received the Navy Unit Commendation and Presidential Unit Citation during this deployment.

1945 War ended and I returned to CONUS to assume duties as XO of Seaplane Tender (USS *Rockaway*) as LCDR. From USS *Rockaway* to Operational Training in PBM's, Banana River, FL. in 1946. Then on to Squadron Duty in Norfolk, VA., in VPAM-3 as Operations Officer.

1947 Next duty was at Fleet Sonar School, Key West, FL. Was the only aviator on the Staff to present the Air ASW picture to CO/XO classes. (CAPT George W. Anderson as student, enroute to CO of carrier, was most complimentary).

1949 Line School, Newport, RI. (Section Leader).

1950 Back to Key West and Air Development Squadron ONE (VX-1) as Tactical Development Officer. Was Project Supervisor for "Fleet Evaluation" of SSQ-2 Sonobuoy and for "Fleet Evaluation" of P5M as Antisubmarine Warfare Aircraft.

1953 To OPNAV Staff (OP-05W) for matters related to ASW. Capt. Roy Johnson as Head of OP-05W. Our primary mission was "Air Weapons Systems Analysis Staff" for OP-05. Kept busy preparing studies and painting NAVY picture on Capitol Hill at the Symington Committee Hearings on "Air Power". (RADM James Russell was STAR performer for Navy). While in OP-05W , I participated in P5M/USS *Guavina* (submarine) evaluation of refueling operations as they would apply to future P6M employment. On this small OP-05W Staff were CDR's Dave Richardson, Mickey Weisner, Jig Dog Ramage, Art Brassfield and a few others.

1956 Attended Armed Forces Staff College, Norfolk, VA.

1957 To VP-44 as XO flying P5M's, NAS Norfolk, VA.

- Continued -

Duty Assignment Chronology continued

1958 To VP-44 as CO flying P5M's, NAS Norfolk, VA. Squadron received the Atlantic Fleet NAVY "E" for excellence in ASW.

1959 To USS *Saratoga* as Navigator during the Lebanon crisis in Med. (RADM George Anderson was our CARDIV Commander). Back to U. S. and Norfolk Navy Shipyard and CAPT John Hyland as C.O. on Shakedown Cruise to GTMO - (How lucky can you be?).

1959 Selected for CAPT and ordered to BUPERS as Head of the Officer Placement Section. Appointed as Recorder of the CDR to CAPT Selection Board,

1960. (A real eye opener). Member of BUPERS Command Selection Boards for 1960, 1961 and 1962.

1962 Ordered as Director of Navy Recruiting, THIRD Recruiting Area, Macon, GA.

1965 Ordered to Guam as CO of Naval Station during Vietnam conflict. As CO, NAVSTA, was responsible for arrangements for President Johnson's SEATO Conference on Guam. (i.e. billeting, transportation, messing, station security, etc.)

1967 Ordered to Staff, Commander U. S. Naval Forces, Southern Command/COM 15th Naval District (via Washington, D. C. and the Latin American Affairs Officers School). As N-4 and Latin American Affairs Officer, I visited every country in South and Central America. Fleeted up to Chief of Staff in 1967. Was awarded the Meritorious Service Medal in 1970.

1970 Returned to U.S. and final tour as Director of Navy Recruiting, THIRD Recruiting Area, Macon, GA. During this tour, I was ordered to Pensacola, FL., to establish the Officers School of Navy Recruiting. (Would have been in deep trouble without a lot of help from Smoke Strean).

1972 Retired from active duty on 30 June. Received the second Meritorious Service Medal.

Life Member of ANA - X.O. Bald Eagle Squadron, 1980-82. CO of Banana River Squadron, 1993-96.

Life Member, Naval Aviation Museum, Pensacola, FL.



1972


2006 Joy

**Richard W. Hamon, CAPT USN (Ret.)**
"Dick"

Date of Designation: 9 November 1961 NA # V-18290

Dates of Active Duty: 8 June 1960 - 30 June 1990

Total Flight Hours: 3,860 (Accident Free)

Carrier/Ship Landings: Fixed wing: 1,050

Approximate Flight Hours:
Jet: 3,460 Prop: 400

Combat Tours:
Vietnam: VA- 164 (A-4E), USS Oriskany, May-Nov. 1965, 138 combat missions
Vietnam: VA-105 (A-7A), USS Saratoga, May 1972 - – Jan 1973, 148 combat missions
Total Combat Missions: 286

Aviation Commands:
VA-37 "Bulls": Oct. 1976 - Jan. 1978, USS *Saratoga* (A-7E)

Combat Awards:
3 Distinguished Flying Crosses
7 Individual Air Medals
25 Strike/ Flight Air Medals
3 Navy Commendation Medals w/Combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 3/54-6/56 | NARTU, AR-AT3, NAS Miami, FL, First aircraft flight (R4D) in 6/54 to NAS Guantanamo Bay, Cuba. |
| 6/56-6/60 | USNA, Annapolis, MD, (N3N & LTA/ T-34/T-28, Aviation Summer, 1958). |
| 8/60-11/60 | VT-1, Saufley Field, FL (T-34). |
| 11/60-4/61 | VT-3, Whiting Field, FL (T-28A/B). |
| 4/61-5/61 | VT- 5, Barin Field, FL (T-28C). |
| 6/61-9/61 | VT-22, NAS Kingsville, TX (F9F-8B/T). |
| 10/61-11/61 | VT-23, NAS Kingsville, TX (F11F). |
| 12/61-2/62 | Photo Recon School, NAS Pensacola, FL (SNB-5P). |
| 3/62-9/62 | VA-125/126, NAS Lemoore, CA (F9F-8T, A-4A/B). |
| 10/62-11/65 | VA-164, LSO, NAS Lemoore, CA & USS *Oriskany* (A-4B/E). |
| 12/65-10/68 | USN PGS Monterrey, CA; Awarded MSEE Degree (T-28B/C, US-2B). |
| 11/68-2/69 | VA-44/45, RAG Student, NAS Cecil Field, FL (TA4F, A-4B/C). |
| 3/69-4/69 | CVW-17, LSO, USS *Forrestal;* VA-15 (A4C). |
| 5/69-8/70 | CVW-17, Senior Air Wing LSO, USS *Forrestal;* VA-36, Asst Ops, NAS Cecil Field, FL (A4C). |
| 8/70-2/71 | VA-174/45, RAG Student, NAS Cecil Field, FL (TA4F, A7A/B/E). |
| 2/71-3/73 | VA-105, Maintenance & Ops, NAS Cecil Field & USS *Saratoga* (A7A). |
| 4/73-2/75 | VX-5, Project & Weapons/ECM OPEVAL Pilot, Maintenance, Reports Management; NAF China Lake, CA (TA4J, A7B/C/E, AH1J, A4M, US2B). |
| 3/75-6/75 | VA-174, RAG Student, NAS Cecil Field, FL (A7E). |
| 6/75-1/78 | VA-37, XO/CO, NAS Cecil Field, FL & USS *Saratoga* (A7E). |
| 1/78-8/79 | OPNAV 983, Joint Service Test & Evaluation Coordinator, Arlington, VA. |
| 8/79-8/80 | Student, Advanced Professional Military Education (ICAF) & George Washington University; Awarded MSA Management Degree, Washington DC. |
| 8/80-3/84 | NAVELEX (PME-120), Program Director, Air Traffic Control, Surveillance & Navigation Systems, Arlington, VA. |
| 4/84-7/85 | Attaché Training (Defense Intelligence College & Spanish Language Instruction), Washington DC. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 7/85-7/88 | Defense Attaché & Naval Attaché, Madrid, Spain. |
| 8/88-6/90 | Director, East Asia & Pacific Division, Navy International Programs Office (reporting to SECNAV), Arlington, VA. |
| 7/1/90 | Retired from active duty |

## Summary of Significant Career Events

1. Formal Education:
   6/56- Associate of Arts (AA), University of Florida
   6/60- Bachelor of Science (BS), US Naval Academy
   10/68- Master of Science in Engineering Electronics (MSEE), Naval PGS
   8/80- Master of Science in Management (MSA), George Washington University.

2. LSO Tours: VA-164 (1962-65); Air Wing Seventeen Senior LSO (1969-1970).

3. On 1972-73 Vietnam Cruise, as a LCDR, selected by CAG as his Alternate Alpha Strike Lead. Led successful Alpha Strike on Hon Gay Port Facility east of Haiphong.

4. 1972 Iron Hand mission leader supporting major Alpha Strike two miles southeast of Hanoi. Many Shrikes launched by Wingie and myself. Flamed out when pulled through Shrike exhaust to setup for next Shrike launch. Successful manual relight. (A7A).

5. On 1972 Armed Recce mission (A-7A) just north of Vinh, took 37 mm direct hit on port wing and flap. Hydraulic fire extinguished by climbing to altitude. Successfully trapped aboard Saratoga with two sq ft hole/tear in wing and flap and punctures in vertcal stabilizer and tail cone. CNAL "Attaboy."

6. 8/72-On an Armed Recce mission (A-7A) in NVN was diverted north to karst islands east of Haiphong where a NVN Intrusion Trawler (SL-1) had been sighed. Wingie and I put a MK-82 midship and on the bow. Ship beached to prevent sinking.

7. 1973-75- RDT&E Tour: VX-5 Project/OPEVAL Pilot; author of "Coordinated Strike Tactics Guide" in response to CNO tasking.

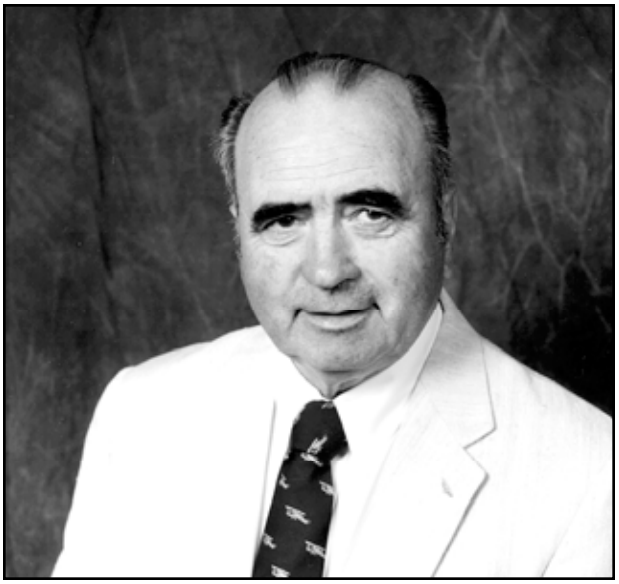
8. 1973 & 1974 Tailhook Reunions- Received award for LCDR with most arrested landings (803).

9. 10/76-1/78- Squadron Command (A7E); Squadron awarded CNAL Safety "S".

10. 1980-84 Program Director Air Traffic Control, Surveillance and Navigation Systems (NAVELEX)- Responsible for the development, testing, acquisition and life cycle support for equipment and software for ACLS and ATC air surveillance radars for Naval Air Stations and carriers, Fleet Area Control and Surveillance Facilities (FACSFACs), and IFF, SATNAV, OMEGA, and TACAN navigation systems.

11. 9/99- Retired to Pinehurst, NC.





**Richard G. Hanecak, Captain, USN (Ret.)**
"Dick"

Date of Designation: 1 July 1943 NA # C-7780

Dates of Active Duty: 1 June 1942 - 30 June 1974

Total Flight Hours: 7,600

Carrier/Ship Landings: Fixed wing: 760

Approximate Flight Hours:
Jet: 3,000 Prop: 4,060 VF: 6,000 VA: 1,000
VFP: 850

Combat Tours:
WW II: VF-7 (F6F-5), USS *Hancock* (CV-19), Sep. 1944 - Feb. 1945. 67 missions .
Korea: VC-11 (AD-3), USS *Valley Forge* (CV-45), Jun. 1950 - Dec. 1950. 41 missions.
Vietnam: VA-146 (FJ-4B), USS *Lexington* (CVA-16), Dec. 1961 -May 1962. No combat missions

Aviation Commands:
CO, VA-146 (FJ4-B/A-4C), Oct. 1961 - Mar. 1963.
CO, Navy Photo Center, Anacostia, 1955 - 1957.
CO, NAS Cubi Point, PI., 1970 - 1972.
CO, USS *Haleakala* (AE-25), 1957 - 1958. Yankee Station, Vietnam.

Combat Awards:
2 Distinguished Flying Cross (WW II)
2 Air Medals (WW II)
2 Meritorious Unit Commendations

## Duty Assignment Chronology

In World War II he was a fighter pilot in Fighter Squadron Seven deployed to the Western Pacific in USS *Hancock* (CV-19) flying the F6F Hellcat. While Serving with VF-7 he fought in many naval air and sea engagements in the Philippine area of operations and during this tour shot down his first Japanese A6M5 ZERO. During the second battle of the Philippine Sea he participated in attacks against the combined fleet of the Japanese Imperial Navy. He also participated in the first fighter sweeps against the Japanese held islands of Okinawa, Formosa, Hong Kong, and later the coast of French Indo China.

After an extended tour of combat duty he returned to the states and was assigned to Fighter Squadron Forty-Four. At the completion of hostilities of World War II, VF-44 was deactivated and he was assigned to Fighter Squadron Eleven. After a year of duty with the "SUNDOWNERS" he was detached and ordered to the University of California at Los Angeles for duty under instruction. At the completion of this duty, he was ordered to the Naval Air Basic Training Command in Pensacola, Florida, as an air-to-air gunnery instructor. Completing this tour, he was ordered to NAS Glenview, Illinois, for duty under instruction. From there, he was assigned to Composite Squadron Eleven located at NAS North Island, California. While serving with VC-11 flying the AD-3 Skyraider, he deployed to the Western Pacific with Air Wing FIVE in USS *Valley Forge* (CV-45). While visiting in Hong Kong, the Korean conflict broke out and a week later the *Valley Forge* and its Air Wing were again in combat in the Yellow Sea conducting strikes against the North Korean invasion forces in support of the United Nations' air campaign.

After an eight-month deployment with the Seventh Fleet and upon return to the United States, he was ordered to the. U.S. Naval Postgraduate School in Monterey, California. At the completion of the course of instruction he was assigned to NAS Atlantic City, New Jersey for duty as the Assistant Operations Officer. In January of 1954 he was promoted to Lieutenant Commander and in June was ordered to the Officers' Photographic Reconnaissance course at NAS Pensacola, Florida. Completing this training, he was ordered to Light Photographic Squadron Sixty-Two at NAS Jacksonville, Florida, where he flew the F2H-2P, F9F-6P

- Continued -

Duty Assignment Chronology continued

and F9F-8P photo reconnaissance aircraft. He deployed to the Sixth Fleet as O-in-C Det. Eleven with Air Wing Four in USS *Intrepid* (CV-11). He was detached from VFP-62 in February 1957 and reported to the USS *Leyte* for duty in the Operations Department. He was selected for Commander, and in February 1959 he reported to the Staff of Chief of Naval Air Basic Training in the Flight Training Branch. After a two year tour, he was detached and reported to Attack Squadron One Hundred Forty-Six, NAS Miramar, as Commanding Officer. Flying the FJ-4B Fury, VA-146 deployed in USS *Lexington* (CVA-16) as part of Air Wing Fourteen. After eighteen months with the "BLUE DIAMONDS" of VA-146, he was detached and reported to the Staff Commander Carrier Division ONE as Assistant Operations and Plans Officer. While on the staff of COM-CARDIV ONE (CTF-77), he assisted in the plans and execution of the first retaliatory air strikes against the Dong Hoi Military installations in the Democratic Republic of Vietnam on 7 February 1965. After two years on the Staff of COMCARDIV ONE (CTF-77), he was promoted to Captain and ordered to the U. S. Naval Photographic Center as the Commanding Officer. In May of 1967, he was detached and ordered to the USS *Haleakala* (AE-25) as Commanding Officer. USS *Haleakala* made two deployments to South East Asia in support of the U. S. SEVENTH FLEET while Captain Hanecak was in Command. On 22 September 1968, he was detached and ordered to the Staff Commander Fleet Air Miramar as Chief Staff Officer. While on the staff of COMFAIRMIRAMAR, he received orders as Commanding Officer Naval Air Station, Cubi Point, RP. He was detached in June of 1972 and ordered to the Chief of Naval Air Reserve Training, as Chief of Staff. In January 1974 he was detached and ordered to the Staff Commander Naval Air Force Pacific Fleet.

For actions in World War II, Korea, and South Vietnam operations he was awarded The Legion of Merit, two Distinguished Flying Crosses, two Meritorious Service Medals, two Air Medals, two Navy Commendations Medals and is also entitled to wear the Presidential Unit, Navy Unit Citation and various area medals.







**William H. Harris, RADM, USN (Ret.)**
"Bill"

Date of Designation: 20 September 1946 NA # P-24733

Dates of Active Duty: 1 November 1943 - 1 August 1978

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed: 600 Rotary: 125 (approx)

Approximate Flight Hours:
Jet: 2,600 Prop: 2,500 VF/VA: 5,000
Helo: 900 HS/HC/HU: 900

Combat Tours:
Vietnam: CO, VA-146, USS *Constellation* (CVA-64), Aug. 1964 - Jan. 1965.
Vietnam: CAG-2, USS *Coral Sea* (CVA-43), Nov. 1966 - Jun. 1967.
Vietnam: CO, USS *Seminole* (LKA-104), Nov. 1969 - May 1970 (Support for Marines).
Vietnam: CO, USS *Coral Sea* (CVA-43), Nov. 1971 - Jun. 1972.
Total combat missions - 89

Aviation Commands:
CO, VA-146, Dec. 1964 - Nov. 1965
CAG-2, Dec. 1965 - Mar. 1967
CO, USS *Coral Sea* (CVA-43), Aug. 1971 - Nov. 1972
COMLATWINGPAC, Jun. 1975 - Jul. 1976
COMMATVATWINGPAC, Jun. 1975 - Jul. 1977

Combat Awards:
Silver Star
Legion of Merit
2 Distinguished Flying Crosses
2 Meritorious Service Medals
Bronze Star
8 Air Medals
Distinguished Service Medal (non-combat)

**Duty Assignment Chronology**

| | |
|---|---|
| 1947-1948 | VF-13A (F4U-4, F6F-5). |
| 1948-1949 | VF-133 (F8F). |
| 1949-1950 | VF-13 (F4U-5) |
| 1950-1951 | CNO Office (Assistant Registered Publications Officer), Potomac River Naval Command, Washington, D. C. |
| 1951-1953 | Naval Air Training Command, Pensacola, FL.<br>• IBTU, Whiting Field, IBTU Instructor<br>• Helo Training (H-31) |
| 1953-1956 | HS-2, Ream Field, Imperial Beach, CA. |
| 1956-1956 | Olathe, KS., Air Control and Radar School. |
| 1956-1958 | NAS Moffet Field, CA., GCA/RATCC Officer (Built Radar Air Traffic Control Center for Navy - the first of four in the nation). |
| 1958-1960 | University of Oklahoma. |
| 1960-1961 | VA-93 Ops. Officer, USS *Ranger* (CVA-61). |
| 1962-1963 | COMCRUDESPAC Staff, ASW Helo Officer (DASH). |
| 1963-1965 | XO/CO, VA-146, USS *Constellation* (CVA-64). Maddox - Turner Joy incident, August 4 - 5, 1964. First Vietnam strikes - Aug. 5, 1964. |
| 1965-1967 | CAG-2, USS *Coral Sea* (CVA-43) - Vietnam. |
| 1967-1969 | COMNAVAIRPAC, Air Wing Training and Force Training Officer. |
| 1969-1970 | CO, USS *Seminole* (LKA-104) -Vietnam. |
| 1970-1971 | National War College, Washington, D. C. |
| 1971-1972 | CO, USS *Coral Sea* (CVA-43)<br>• Mined Haiphong harbor<br>• Air Wing 15 (got 5 MIGs)<br>• VMA-224 (First Marine A-6's in combat from a carrier). |
| 1972-1975 | CINCPACFLT Staff<br>• Chief of Staff (Operations).<br>• Deputy COS for Operations & Plans (Flag). |
| 1975-1976 | COMLATWINGPAC and COMMATVAQ-WINGPAC. |
| 1976-1977 | COMMATVAQWINGPAC. |

- Continued -



| | |
|---|---|
| 1977-1978 | Deputy Director, Naval Education and Training (OP-099B). |
| 8/1/78 | Retired from active duty. |
| 1979-1990 | Executive Vice President, La Jolla Association, Ltd. |
| 1990-1991 | Corporate Vice President - First Capital Life Insurance Co. |
| 1991 | Retired/Retired now. |

## Summary of Significant Career Events

Just did my job along the way - lots of fun and action, no speed records - not a test pilot.

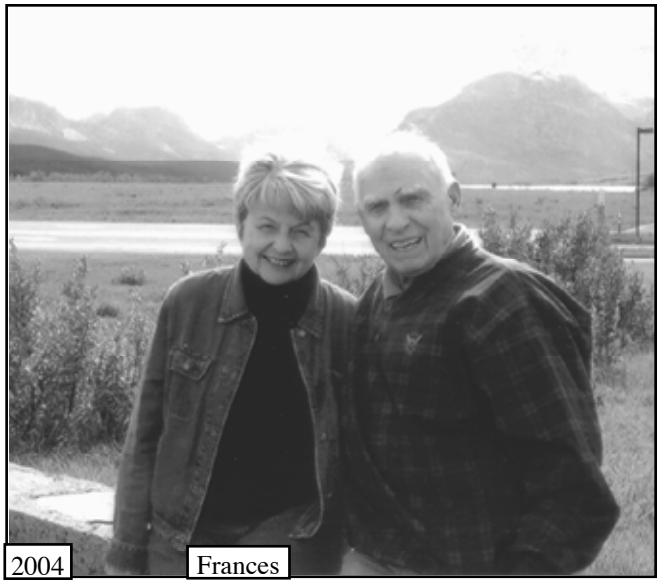
(1) 1950 - Member of four man flight of F4U-5's that intercepted B-36's over Florida, dispelling Air Force claims that B-36's were untouchable.

(2) Ordered to first helo ASW squadron, HS-2, and helped write and evaluate first instrument training syllabus. Made first all-weather night approach for helo after rescue mission into San Diego, Lindberg Field - before approach authorized for helo. Wrote the helo/destroyer tactics for squadron/NWIP.

(3) As COMCRUDESPAC ASW Aviation Officer, out fitted and trained first destroyers officers and crew to fly drone anti-submarine helos as forerunner to manned helos - FRAM I & II DD's modified with helo decks. Qualified first four ships to operate DASH (Helos) without incident. Returned to VA-146 as XO/CO.

(4) First carrier and air wing to mine Haiphong Harbor at direction of President Nixon, May 1972 (USS *Coral Sea*).


1945


2004 Frances

## Captain William C. Hartung, USN (Ret)

"Bill"

Date of Designation: 31 December 1943 C 13041

Dates of Active Duty: June 1941-30 June 1974

Total Flight Hours: 4,150

Carrier/Ship Landings: Fixed wing: 450

Approximate Flight Hours:
Jet: 1,200 Prop: 2,950 VF/VA: 2,670
Helo 12 VR/VP: 1,480

Combat Tours:
WW II: Section Base, Pearl Harbor,T. H., incl. Dec. 7, 1941, 6/41-12/42. Guam, Siapan, Palau, Philippines, Okinawa, VF-25, VF-1, VF-51, 6/44-12/44, (F-6F), 64 combat missions.

Aviation Commands:Aviation Commands:
CO, VF-161, 9/60-12/61.
CO, VR-24, 7/71-6/74.

Combat Awards:
Air Medal (2 awards)

### Duty Assignment Chronology

| | |
|---|---|
| 2/43-12/43 | Flight Training, Livermore, CA & Corpus Christi, TX, (N2S,N2T,SNV,SNJ). |
| 1/44-3/44 | Operational Trn. Vero Beach, Fl & Glenview, IL (F6F). |
| 4/44-5/44 | VF-100 NAS Barbers Point. HA Replacement Pilot. (F6F). |
| 5/44-6/44 | VF-25. USS *Yorktown* Palua (F6F). |
| 8/44-12/45 | VF51 USS *SanJacinto*, Guam, Philippines, Okinawa, (F6F), NAS San Point, WA-Kahului, Maui, T.H. |
| 1/46-3/46 | NAS Atlanta, GA. Under instruction, Instruments, (NH1). |
| 3/46-8/47 | NABTC Corpus Christi, Kingsville, Cabanis, Basic & Instrument Flt. Instructor (SNJ). |
| 10/46-3/48 | ATU-10 NAS Jax., Under Instruction, (PBM). |
| 4/48-9/48 | VPMS-2 NAS North Island, CA (PBM). |
| 9/48-2/50 | Professor Naval Science, Univ. Cal., Berkley, CA. (five-terms). |
| 3/50-12/52 | Air Group One (CVG-1) LSO USS *Coral Sea,* USS *Wasp* (F4U). |
| 1/53-7/53 | General Line School, Montrey CA, under Instruction. |
| 8/53-8/55 | NAR NAS Anacosta, DC, Asst. VF Training Officer (F8F, F4U, TBM, SNB, SNJ). |
| 9/55-3/57 | USS *Lexington* (CV-16), Asst. Air Ops & Weapons Employment Offcer. |
| 3/57-4/57 | JTTU NAS Olathe KA under instruction, (TV-2, F9F). |
| 4/57-9/58 | VF-114 Executive Officer (F3H-2). |
| 10/58-6/59 | USN Test Pilot School under instruction, Class 22 (F8U, F3H-2, FJ-3/4, F4D, F11F, AD). |
| 7/59-9/60 | NATC Pax River, VF Branch Head WST, F4H, F3H, A3D-2Q, F8U-2N). |
| 9/60-12/61 | VF-161, First Commanding Officer, NAS Cecil Field, FL, NAS Miramar, CA (F3H-2). |
| 1/62-10/63 | USS *Oriskany* (CVA 34), Air Operations Officer. |
| 11/63-9/65 | OPNAV Pentagon, OP 506, Operational Requirements Branch. |
| 10/6-12/66 | CARDIV Six Mayport, FL Operations Officer. |
| 1/67-6/69 | NATC Pax River, Chief of Staff & Test Coordinator. |
| 7/69-6/71 | COMNAVPHIL Sangley Point, Philippines, Ops/ Chief of Staff. |
| 7/71-5/74 | VR-24 Commanding Officer, Naples, Italy. |

### Summary of Signficant Career Events

(1) Stationed at Pearl Harbor 7 Dec.41 on weekend pass.

(2) Crashed on take-off from USS *Cowpens*, VF-25, (F6F) Jun 44 at 0800. Picked up by DD and returned to CVL at 1000-no injuries. Flew on 1200 launch as CAP- Cat Shot.

- Continued -

Summary of Significant Career Events continued

(3) Shooting down Zero in one-on-one in Sept. 1944.

(4) LSO Air Group One 7/50-7/52 approx. 9,000 cuts, (Paddles).

(5) Test Pilot, Class 22 USN TPS, 10/58-4/59.

(6) LSO (Paddles) on 0300 recovery subsquent to coll sion at sea, USS *Wasp* and USS *Hobson* (sunk) in mid Atlantic April 52. One hour delay in recovery time with 7 knots wind plus max ships speed 7 knots, total 14 knots down straight deck. Eight night VF/VA (F4U/AD,) all on # 3 wire. No wave offs. Made some good friends.

(7) Commissioned VF-161, NAS Cecil Field with one AO2, two AN from retaining command (prison) and three stewards. Go fight!


1967


1991 Susan Bruce

## Frederick H. Hauck, Captain, USN (Ret.)

"Rick"

Date of Designation: 12 February 1968 NA # V26215

Dates of Active Duty: 25 June 1962 - 31 May 1990

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 300 day/112 night

Approximate Flight Hours:
Jet: 4,850 Prop: 200 Helo: 25 VF/VA: 2,000
Rocket: 436 VT: 2,800

Combat Tours:
Vietnam: VA-35, USS *Coral Sea* (CVA-43), Nov. 1969 - May 1970 - 114 combat/combat support missions.

Aviation Commands:
Naval - None
Commander two space shuttle flights:
*DISCOVERY* - STS-51A, November 1984
*DISCOVERY* - STS-26, September 1988

Combat Awards:
9 Air Medals (Strike/Flight)
Navy Commendation Medal with combat "V"

### Duty Assignment Chronology

| | |
|---|---|
| 9/66-2/68 | Training Command (VT-1/VT-7/VT-4/VT-21) T-34A/T-2A/T-2B/TAF-9J. |
| 4/68-9/68 | VA-42, RAG Student (A-6A). |
| 10/68-6/70 | VA-35, Fleet Pilot (A-6A). |
| 7/70-2/71 | VA-42, Instructor Pilot (A-6A). |
| 2/71-9/71 | US Naval Test Pilot School, Student (A-4/ F-8/T-38/T-1/B-26/T-28/OV-1/UH-1/X-26/ C-54/U-6). |
| 11/71-7/74 | Naval Air Test Center, Test Pilot (A-3/A-4/ RA-5/A-6/EA-6/A-7/F-4/F-8/F-14/C-1/T-2/E-2/S-3/AH-l/T-38). |
| 8/74-7/76 | Air Wing 14/USS *Enterprise* (CVN-65), Operations Officer (A-6/F-14/A-7/SH-3). |
| 8/76-2/77 | VA-128, RAG Student (A-6). |
| 2/77-4/78 | VA-145 , XO (A-6). |
| 6/78-3/89 | NASA, Astronaut (T-38/KC-135/Gulfstream II/B747/C-5A/ Space Shuttle). |
| 4/89-5/90 | OPNAV/Navy Space Systems Div., Director |

### Summary of Significant Career Events

(1) Pax River: Carrier suitability test pilot for F-4, A-6, A-7, F-14. Team leader for F-14A Board of Inspection and Survey Carrier Aircraft Performance Trials. Made first ever night carrier landing of the F-14. Ejected at low altitude from RA-5C after fuel tanks exploded; in parachute 15 seconds before landing in Chesapeake Bay. Named Navy's Outstanding Test Pilot for 1974.

(2) As CAG Ops on USS *Enterprise,* flew A-6, A-7, and F-14 during day and night carrier operations. *Enterprise* air wing provided cover for evacuation of Saigon.

(3) Screened for C.O. of VA-145, but left to join NASA as astronaut in April, 1978

(4) NASA: First in class to pilot space shuttle, aboard *CHALLENGER*, in June 1983. With Bob Crippen, conducted first formation flying of shuttle with free-flying satellite. First in class to command space shuttle, aboard *DISCOVERY*, in November, 1984. This was first shuttle mission to rendezvous with satellites and bring them back to earth. Commander of first shuttle flight after *CHALLENGER* accident, aboard *DISCOVERY* in 1988. Awarded two Defense Distinguished Service Medals and the NASA DSM.

- Continued -

## Biographical Data

Born April 11, 1941, in Long Beach, California. His parents were the late Captain and Mrs. Philip F. Hauck.

Rick, a Navy ROTC student at Tufts University, was commissioned upon graduation in 1962 and reported to the USS *Warrington* (DD-843) where he served 20 months as communications officer and CIC officer. In 1964, he attended the U.S. Naval Postgraduate School, Monterey, California, for studies in mathematics and physics and for a brief time in 1965 studied Russian at the Defense Language Institute in Monterey. Selected for the Navy's Advanced Science Program, he received his master's degree in Nuclear Engineering from MIT the next year.

Rick was selected as an astronaut candidate by NASA in January 1978. He was pilot for STS-7, the seventh flight of the Space Shuttle, which launched from Kennedy Space Center, Florida, on June 18, 1983. The crew included Bob Crippen (spacecraft commander), and three mission specialists, John Fabian, Sally Ride, and Norm Thagard. This was the second flight for the orbiter *Challenger* and the first mission with a 5-person crew. During the mission, the STS-7 crew deployed satellites for Canada (ANIK-C2) and Indonesia (Palapa B-1). Mission duration was 147 hours before landing on a lakebed runway at Edwards Air Force Base, California, on June 24, 1983.

Rick was next spacecraft commander of STS 51-A which launched from Kennedy Space Center, Florida, on November 8, 1984. His crew included Dave Walker (pilot), and three mission specialists, Joe Allen, Anna Fisher, and Dale Gardner. This was the second flight of the orbiter *Discovery*. During the mission the crew deployed two satellites, Telesat Canada's Anik D-2, and Hughes' LEASAT-1 (Syncom IV-1). In the first space salvage mission in history the crew also retrieved for return to earth the Palapa B-2 and Westar VI satellites. STS 51-A completed 127 orbits of the earth before landing at Kennedy Space Center, Florida, on November 16, 1984.

In March 1985 Captain Hauck became the astronaut office project officer for the integration of the liquid-fueled Centaur upper stage rocket into the shuttle. In May 1985 he was named Commander of the Centaur-boosted Ulysses solar probe mission (sponsored by the European Space Agency). After the Challenger accident this mission was postponed, and the Shuttle Centaur project was terminated.

In August 1986, Captain Hauck was appointed NASA Associate Administrator for External Relations, the policy advisor to the NASA Administrator for congressional, public, international, inter-governmental, and educational affairs. He resumed his astronaut duties at the Johnson Space Center in early February 1987.

Rick was spacecraft commander on STS-26, the first flight to be flown after the *Challenger* accident. The orbiter *Discovery* was launched form the Kennedy Space Center, Florida, on September 29, 1988. The flight crew included the pilot, Dick Covey, and three mission specialists, Dave Hilmers, Mike Lounge, and George (Pinky) Nelson. During the four day mission, the crew deployed the Tracking and Data Relay Satellite (TDRS-C) and operated eleven mid-deck experiments. Discovery completed 64 orbits of the earth before landing at Edwards Air Force Base, California, on October 3, 1988. With the completion of his third spaceflight, Hauck has logged over 5500 flight hours, 436 in space.

In May 1989 he became Director, Navy Space Systems Division, in the Office of the Chief of Naval Operations. In this capacity he held budgeting responsibility for the Navy's space programs. Captain Hauck left military active duty on June 1, 1990.

In October 1990, he joined AXA Space (formerly INTEC) as President and Chief Operating Officer and on January 1, 1993 assumed responsibilities as Chief Executive Officer. AXA Space is a world leader in providing property and casualty insurance for the risk of launching and operating satellites.EDUCATION: Graduated from St. Albans School in Washington, D.C. in 1958; received a bachelor of science degree in Physics from Tufts University in 1962 and a master of science degree in Nuclear Engineering from the Massachusetts Institute of Technology in 1966; graduate, U.S. Naval Test Pilot School, 1971.

Rick is married to Susan Cameron Bruce and has two children; Ms. Whitney Hauck-Wood and Mr. Stephen Christopher Hauck and two grandchildren.



LTJG Ron Hayes, VA-195



## Ronald J. Hays, Admiral USN (Ret)

"Ron"

Date of Designation: November 1952

Dates of Active Duty: 4 June 1950 - 1 October 1988

Total Flight Hours: 4,800

Carrier/Ship Landings: Fixed wing: 900

Approximate Flight Hours:
Jet: 3,800 Prop: 1,000 VF/VA: 4,500

Combat Tours:
Vietnam: VA-85, Nov. 1965-Jun. 1966 (A6A) - 80 missions
Vietnam: VA-85, Nov. 1966-Jun. 1967 (A6A) - 82 missions

Aviation Commands:
CO, VA-85, Feb. 1966 - Sep. 1967
Carrier Group FOUR, Jul. 1974 - Jul. 1975

Combat Awards:
3 Silver Stars
6 Distinguished Flying Crosses
1 Bronze Star
6 Air Medals

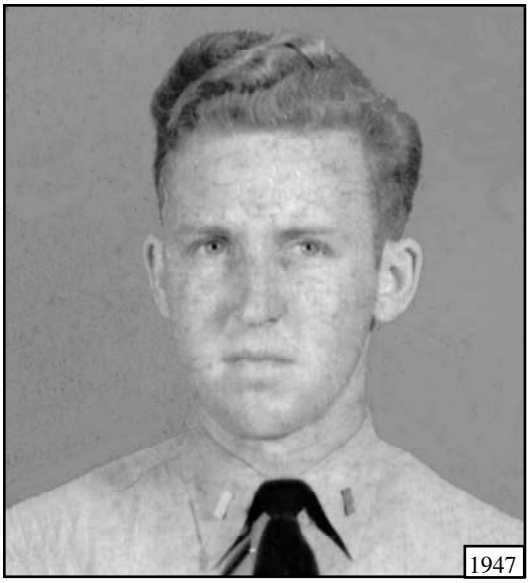
### Duty Assignment Chronology

| | |
|---|---|
| 1/53-10/55 | VA-195, NAS Moffett Field, CA. Safety Officer (A-1). |
| 12/55-1/59 | Naval Air Test Center, Patuxent River, MD. Test pilot - all types of aircraft. |
| 1/59-6/60 | Carrier Air Group ONE, NAS Jacksonville, FL. LSO (F-8U). |
| 6/60-6/61 | Naval War College, Newport, RI. Student (SNB). |
| 6/61-11/63 | VA-106, Jacksonville, FL. XO (A-4). |
| 11/63-7/65 | Carrier Air Group FOUR, Jacksonville, FL. Training Officer (A-4/F-8). |
| 7/65-9/67 | VA-85, NAS Oceana, VA. XO/CO (A6A). |
| 9/67-12/68 | COMSEVENTHFLT Staff, Yokosuka, Japan. Air Warfare Officer. |
| 12/68-2/71 | OPNAV, Pentagon. Tactical Air Plans Officer. |
| 2/71-7/72 | Naval Station Roosevelt Roads, Commanding Officer. |
| 7/72-7/74 | OPNAV, Pentagon. Director, General Planning and Programming. |
| 7/74-7/75 | Carrier Group FOUR, Norfolk, VA. Commander. |
| 7/75-9/78 | Office of the Secretary of the Navy. Director, Office of Program Appraisal, Pentagon. |
| 9/78-9/80 | CINCLANT/CINCLANTFLT, Norfolk, VA. Deputy Commander. |
| 9/80-4/83 | Commander-in-Chief, Naval Forces Europe, London, UK. Commander. |
| 4/83-9/85 | VCNO. |
| 9/85-10/88 | CINCPAC, Honolulu, HI. |

### Summary of Significant Career Events

(1) Test pilot.

(2) Helped develop war fighting tactics for A-6A in mid-sixties.







**Thomas B. Hayward, Admiral, USN (Ret.)**
"Tom"

Date of Designation: 26 July 1950 NA # T-803

Dates of Active Duty: September 1943 - 1 July 1982

Total Flight Hours: 4,600

Carrier/Ship Landings: Fixed wing: 450 (approx.)

Approximate Flight Hours:
Jet: 4,400 Prop: 200 Helo: 10 VF/VA: 3,700
VR/VP: 50 VS: 15

Combat Tours:
Korea: VF-51. Two cruises - 146 missions. Embarked in USS *Essex*, and later in USS *Valley Forge*.
Vietnam: COMCVW-10, USS *Intrepid*, May 1966-Jul. 1966 - 36 missions
CO, USS *Graffias*, Aug. 1967 - Jul. 1968
CO, USS *America*, Dec. 1969 - Oct. 1970

Aviation Commands:
CO, VF-103, Dec. 1964 - Jun. 1965
Commander, CVW-10, Jun. 1965 - Jun. 1966
CO, USS *Graffias* (AF-29), Jul. 1967 - Jun. 1968
CO, USS *America* (CVA-60), Dec. 1969 - Oct. 1970
Commander Hawaiian Sea Frontier/Commandant, 14th Naval District. ADDU as Commander Fleet Air, Hawaii, and Commander Manned Spacecraft Recovery Forces, Pacific, Nov. 1970 - Dec. 1971
COMSEVENTHFLT, Jun. 1975 - Aug. 1976
CINCPACFLT, Aug. 1976 - Jul. 1978
CNO, Jul. 1978 - Jun. 1982

Combat Awards:
Distinguished Flying Cross
13 Air Medals
3 Navy Commendation Medals

## Duty Assignment Chronology

Admiral Hayward was born in Glendale, California, on May 3, 1924, the son of Mr. and Mrs. E. Payson Hayward. A native Californian, Admiral Hayward attended Glendale Junior College and Occidental College at Los Angeles, and in 1943 was appointed a Naval Aviation Cadet in the V-5 Program of the U. S. Naval Reserve. He entered the U.S. Naval Academy in 1944 on appointment from the State of California and upon graduation was commissioned Ensign in the U. S. Navy on June 6, 1947.

Following graduation from the U. S. Naval Academy, he served in the aircraft carrier USS *Antietam* until detached in September 1948 for flight training at Naval Air Station, Pensacola, Florida. Designated a Naval Aviator on July 26, 1950, he was assigned to Fighter Squadron FIFTY ONE. While with that squadron, he participated in combat operations in Korea, embarked in the carrier USS *Essex*, and later in USS *Valley Forge*.

In January 1954, he reported for test pilot training at the Naval Air Test Center, Patuxent River, Maryland, and upon completion of training remained there as a test pilot and project coordinator. He next attended the Aviation Safety Officers School at tile University o£ Southern California at Los Angeles, after which he served with All Weather Fighter Squadron THREE. In August 1958 he reported for instruction at the Naval War College, Newport, Rhode island, and in December 1959, joined Fighter Squadron TWO HUNDRED ELEVEN as Executive Officer. In July 1961, he became Administrative Aide to the Secretary of the Navy.

He was next attached to Fighter Squadron ONE HUNDRED THREE in December 1963, serving as Executive Officer and later as Commanding Officer. In July 1965, he assumed command of Attack Carrier Air Wing TEN which was deployed to the Mediterranean aboard the carrier USS *Shangri La*, and later to Southeast Asia in the Vietnam conflict aboard the carrier USS *Intrepid*.

- Continued -

Duty Assignment Chronology continued

From August 1966 to August 1967, he was a student at the National War College in Washington, D.C., and in 1967 he received a Master of Science degree in International Affairs from George Washington University. He was next Commanding Officer of the USS *Graffias* (AF-29) operating off the coast of Vietnam. In August 1968, he reported as Executive Assistant and Aide to the Under Secretary of the Navy.

In December 1969 he assumed command of the attack carrier USS *Americ*a (CVA-60), deploying to the Seventh Fleet as the Flagship of Commander Task Force SEVENTY SEVEN. Promoted to Rear Admiral in November 1970, he reported to Hawaii as Commander Sea Frontier and Commandant of the Fourteenth Naval District. He was assigned additional duty as Commander Fleet Air, Hawaii, and Commander Manned Spacecraft Recovery Forces, Pacific.

He became Director of the Office of Program Appraisal, Navy Department in December 1971, and on April 26, 1973, was promoted to Vice Admiral and reported as Director, Navy Program Planning in the Office of the Chief of Naval Operations.

On June 14, 1975, he assumed command of the U. S. Seventh Fleet in the Western Pacific and was embarked in the guided missile cruiser USS *Oklahoma City*. Promoted to the rank of Admiral, he assumed duties as Commander in Chief, U. S. Pacific Fleet on August 12, 1976

Admiral Thomas B. Hayward became the 21st Chief of Naval Operations on July 1, 1978 and continued in this assignment until 30 June 1982. He retired from active duty on 1 July 1982.

Admiral Hayward's decorations include the Distinguished Service Medal with Gold Star in lieu of a second award, Legion of Merit with two Gold Stars, Distinguished Flying Cross, Air Medal with ten Gold Stars and Bronze Numeral 3, Navy Commendation Ribbon, American Campaign Medal, World War II Victory Medal, Navy Occupation Service Medal, China Service Medal with four stars, United Nations Service Medal, and the Vietnam Service Medal with three stars. He also was awarded the Vietnam Cross of Gallantry Army Level with Bronze Palm, Republic of Vietnam Presidential Citation, the Vietnam Campaign Medal with Device, the Korean Order of National Security Merit r the Republic of China Order of Cloud and Banner Second Class with Grand Cordon, and the Japan Second Class Order of the Rising Sun.

## Personal.

He is married to the former Peggy Keating of Medford, Massachusetts. They have two daughters, Colleen and Cynthia.

Admiral Hayward is a member of the Society of Experimental Test Pilots.


1968


1988 Marilyn

## Robert P. Hickey, Jr., RADM USN (Ret.)

"Burner Bob"

Date of Designation: 15 October 1965 NA# 22787

Dates of Active Duty: June 1964 - April 1995

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 1,036

Approximate Flight Hours:
Jet: 4,600 VF/VA: 4,600 VT/VS/HS/Other: 400

Combat Tours:
Vietnam: VF-143, USS *Ranger*, USS *Constellation*, May 1966 - Feb. 1968, 150 combat missions (F-4)
Vietnam: VF-74, USS *Forrestal*, USS *America*, May 1970-Dec. 1972, 71 combat missions (F-4)
Iraq: CCG-7, USS *Nimitz*. Dec. 1992 - Jan. 1995 7 combat missions (F-14)
Total combat missions: 228 (F-4, F-14)

Aviation Commands:
CO, VF-2, March 1980 - July 1981 (F-14)
Commander CVW-11, October 1982 - May 1984 (F-14, A-6, A-7)
CO, USS *Roanoke,* July 1986 - May 1988
CO, USS *Ranger,* July 1988 - February 1990
Commander Carrier Group-7, November 1992 - January 1995 (F-14)

Combat Awards:
Silver Star
16 Air Medals
3 Navy Commendation Medals with combat "V"
4 Navy Achievement Medal with combat "V"
Non-Combat Awards:
5 Legion of Merit
Meritorious Service Medal

## Duty Assignment Chronology

| | |
|---|---|
| 6/64-5/65 | NABTC, NAS Pensacola, FL (DUINS). |
| 5/65-10/65 | NAS Chase Field, Beeville, TX (DUINS). |
| 10/65-1/66 | VA-43, NAS Oceana (DUINS) (F-9). |
| 1/66-5/66 | VF-101 (DUINS) Key West, Oceana (F-4). |
| 5/66-2/68 | VF-143 LSO USS *Ranger*, USS *Constellation* (F-4). |
| 2/68-2/70 | 436 Tactical Fighter Squadron IP, Homestead AFB (F-4D/E). |
| 2/70-5/70 | VF-101 (DUINS) Key West, Oceana (F-4) |
| 5/70-12/72 | VF-74 Maintenance Officer, USS *Forrestal*, USS *America* (F-4). |
| 12/72-6/73 | Armed Forces Staff College (DUINS). |
| 6/73-12/75 | VF-124 Training Off., NAS Miramar (F-14) |
| 1/76-10/76 | Office of CNO, Tactical Air Analyst (OP 962). |
| 10/76-1/78 | Bureau of Naval Personnel, Fighter Placement Officer (Pers 433B). |
| 1/78-12/78 | XO, VF-124, NAS Miramar (F-14). |
| 1/79-3/80 | XO, VF-2, USS *Ranger* (F-14) |
| 3/80-7/81 | CO, VF-2, USS *Ranger* (F-14) |
| 7/81-10/82 | Staff, COMNAVAIRPAC Fighter Train Officer |
| 10/82-5/84 | Commander, Carrier Air Wing 11, USS *Enterprise* (F-14 A-6 A-7). |
| 5/84-1/86 | Staff, CINCPACFLT Asst. C/S for Operations. |
| 1/86-5/86 | Senior Officer Ship's Materiel Readiness Course (DUINS) Idaho Falls, ID. |
| 5/86-6/86 | Surface Warfare Officers School Command (DUINS) Newport, RI. |
| 7/86-5/88 | CO, USS *Roanoke* (AOR 7). |
| 7/88-2/90 | CO, USS *Ranger* (CV 61). |
| 2/90-4/90 | CAPSTONE (DUINS) |
| 5/90-11/92 | Office of CNO Director Carrier and Air Station Programs Branch (N885). |
| 12/90-11/92 | Office of CNO, Director Aviation Manpower and Training Division (N889). |
| 11/92-1/95 | Commander Carrier Group 7, USS *Nimitz* (F-14). |
| 4/1/95 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) MIG-21 Kill, 26 October 1967.

(2) First flight after completing F-4 RAG was a combat mission over North Vietnam.

(3) USAF exchange pilot at Homestead AFB as F-4D/E Instructor.

(4) Instructor pilot during VF-124 stand-up as F-14 RAG. Published first F-14 NATOPS Manual. First head of F-14 Tactics in VF-124 and led the way in F-14 Tactics development. Third pilot to log 500 hours in the F-14.

(5) Selected to be CO of TOPGUN but billet upgraded to a Post Command CDR level and orders canceled.

(6) VF-2 won Battle E and TOPGUN Fighter Derby during tour as the CO.

(7) Flew 7 Operation Southern Watch combat missions during tour as Commander Carrier Group 7.

(8) Flew all models of the F-4 and F-14 plus 35 other types.







**Allen E. Hill, Rear Admiral, USN (Ret.)**
"Boot"

Date of Designation: 20 January 1950 NA # T-345
Midshipman, U. S. Navy

Dates of Active Duty: 1 April 1948 - 1 August 1980

Total Flight Hours: 5,265

Carrier/Ship Landings: Fixed wing: 602

Approximate Flight Hours:
Jet: 3,727 Prop: 1,538 VF/VA: 3,670
VT: 1,155 Helo: 20 Proficiency: 420

Combat Tours:
Korea: VF-112 (F9F-2), July 1950-April 1951, USS *Philippine Sea*.
Korea: VF-112 (F9F-2), December 1951-July 1952, USS *Philippine Sea*.
Vietnam: VA- 192 (A4C), March 1965-January 1966, USS *Bon Homme Richard*.
Vietnam: VA-192 (A4E), November 1966-December 1966, USS *Ticonderoga*.
Vietnam: CAG-2 (A7, F4) November 1969-May 1970, USS *Ranger*.
Vietnam: CTF-77/CCD-5, ACOS Ops/Plans, July 1970-July 1971 Various CVA's.
Vietnam: CO, USS *Ranger*, May, June 1973.
Combat Missions: 386

Aviation Commands:
CO, VA-192, December 1965 - December 1966
COMCVW-2, June 1969 - June 1970
CO, USS *Duluth* (LPD-6), September 1972 - April 1973
CO, USS *Ranger* (CVA-61), May 1973 - November 1974

Combat Awards:
Legion of Merit (Two with combat "V")
Distinguished Flying Cross (4)
Bronze Star (Two with combat "V")

Combat Awards continued:
Air Medal (26)
Navy Commendation Medal (Three with combat "V")
Purple Heart

## Duty Assignment Chronology

| | |
|---|---|
| 4/48-1/50 | Flight Training, Pensacola, Cabaniss Field (SNJ, F8F-1). |
| 2/50 | Jet Transition. North Whiting (TO-1, F80C). |
| 3/50-9/52 | VF-112, NAS North Island, NAS Miramar (F9F-2). |
| 10/52-3/53 | FASRON 12, O-in-C Ream Field Det. (F9F's, F8F's, F6F's, F4U-4/5NL's, AD's, TBM's). |
| 4/53-9/53 | CNABATRA, Flight Instructor. Saufley Field (SNJ). |
| 10/53-8/54 | IBTU Flight Instructor. NAS Pensacola. Director, Tactics Standardization as a LTJG. |
| 9/54-1/56 | University of California, Berkeley (F9F's, SNB's). |
| 2/56-5/56 | Aircraft Maintenance Officer's Course, Memphis. |
| 6/56-1/58 | VF-13, NAS Cecil Field. Maintenance Officer. (F9F-8). |
| 1/58-9/59 | USS *Intrepid* (CVA-11). Flight Deck Officer. Norfolk. |
| 10/59-7/61 | VA-126. NAS Miramar. Yuma/China Lake. Weapons Training Officer/Enlisted Training Officer. Flight Instructor. (FJ-4/4B, A4D's). |
| 8/61-7/62 | Naval War College, C&S course. |
| 7/62-7/64 | Staff, CINCPACFLT. Daily Operations Briefer (T-33, Proficiency). |
| 8/64-12/64 | VA-125, NAS Lemoore. Maintenance Officer, Flight Instructor (A4's). |
| 12/64-12/66 | VA-192, NAS Lemoore. XO/CO (A4C, A4E's) |
| 1/67-12/68 | JCS, J-3, Pacific Division, Air Ops. (T39D, Proficiency). |
| 1/69-5/69 | RCVW-12, NAS Miramar. PCAG-2 (F4J, A7B, A6A, RA5C). (-Continued-) |

Duty Assignment Chronology continued:

| | |
|---|---|
| 6/69-6/70 | COMCVW-2. NAS Miramar. |
| 7/70-7/71 | CTF-77/CCD-5, ACOS Ops/Plans. (A7E, T39) |
| 8/71-6/72 | National War College, Washington, D. C. |
| 8/72-5/73 | CO, USS *Duluth* (LPD-6), San Diego. |
| 5/73-11/74 | CO, USS *Ranger* (CVA-61), Alameda. |
| 12/74-4/75 | COMNAVAIRPAC, Chief of Staff. |
| 5/75-12/78 | COMTRAPAC. |
| 1/79-7/80 | Office of the CNO, OP-953, Director, Battle Group Tactical Readiness. |
| 8/1/80 | Retired from active duty. |

## Summary of Significant Career Events

(1) Probably the only Aviation Midshipman Battalion Commander to survive consecutive Class "A" offenses. Fall of 1948, South Whiting Field. Restricted for three months. Had time to become good at shining shoes and polishing brass. Helpful later on.

(2) Fortunate to join VF-112 out of flight training. Squadron pilots were very experienced with even wingmen having participated in WWII. My role was made clear: While on the ground, assistant to everything "collateral", and while airborne; two more eyes and four more guns, with but one permissible transmission-----"Tallyho". (generally true). Listened and learned.

(3) Participated in first all jet and highest engagement in air warfare history, 9 Nov. 1950, over the Sinuiju bridges/Yalu River at 36,000ft. (At least according to the LA Times).

(4) Flew in support of the Marines at Chosin Reservoir and during the evacuation of Hungnam and Wonsan. The Skipper's division had to land at Wonsan on 12 November, 1950, following a Mig engagement over the Yalu that went into overtime. Most fuel anyone had was an indicated 250#. No second chance on a beat-up 3,800' runway. All eight main mount tires were blown during rollout and until Marine assistance arrived, the four F9F's took rifle hits from a small group of NKN gooks that the Marines had left in isolation on the northern tip of the peninsula. Probably the only jets to land at Wonsan during Korea.

(5) Gained enough experience during the first cruise in Korea to be given a flight division early in the turn around. Many of the senior pilots left for shore duty and their replacements had little jet time. The Skipper decided he could do without his wingman for awhile so an Ensign had the "unusual experience" of leading a LCDR, a LT and a JG during training flights that included weapons work. Miramar, 1951. With hindsight it was "unusual", at the time it was a necessity.

(6) Early jet centurion on a straight deck. USS *Philippine Sea*, 1951. Had to be fairly early because they hadn't yet invented 100 landing patches.

(7) Won AIRLANT's 1957 25,000ft air-to-air gunnery championship, individual. Division also won. VF-13, F9F-8.

(8) Gave the background briefings to the Senate Armed Services Committee in preparation for their hearings in August, 1967, on the conduct of the air war against NVN. (Rolling Thunder). Provided details concerning the target approval process, the policy of gradualism, sanctuaries, ROE and civilian micro-management of the entire program. The Committee's report publicly castigated the Administration for ignoring the Military's counsel. Within two months and as a direct result of the air war hearings, Johnson sent McNamara to the World Bank and, shortly thereafter, announced he would not seek reelection.

(9) Probably the only post WWII carrier aviator who, over a full career, made only combat cruises as a pilot. Never had the opportunity to be in a squadron on a peacetime cruise.

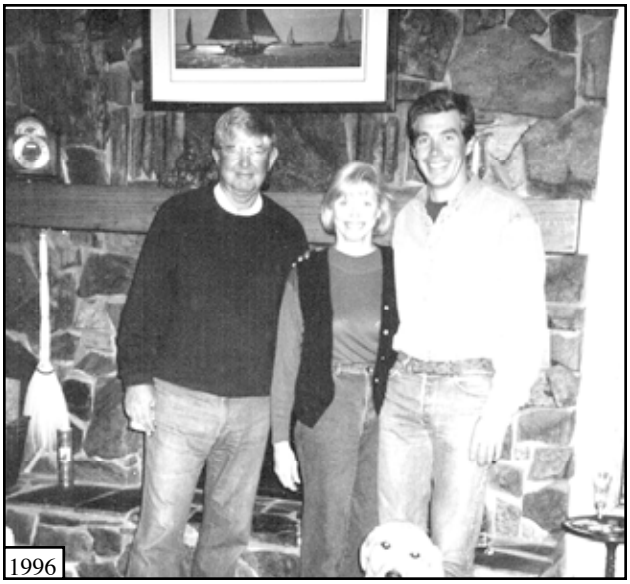
(10) Completed a career without denting an aircraft. (With the exception of damage resulting from NKN, ChiCom or NVN ground fire) No material failures, no incidents, no AAR's, no Davis barriers and no cold cats from H-4's.

(11) **Good hop**: Pusan Perimeter, 26 August 1950. Approx. 10 km north of Pohang. At the beginning of a road recce hop a Marine airborne FAC saw us and contacted the Skipper on guard. A Marine company was physically engaged with a numerically superior NKN unit and being overrun. The mass of humanity was halfway up a ridgeline and clearly visible. After two dry runs the mass separated sufficiently to allow the Marines to put down colored panels. We used 2 guns at a time with the intent being to make as many runs as possible, keeping the gooks down until Marine reinforcements arrived. We departed way below bingo after a major convoy of Marines arrived on scene at the base of the ridge. We had made 16 runs each and all four aircraft had numerous hits from small arms fire. Within hours, messages confirmed the FAC's thank you statement that we had saved the company and accounted for over 200 enemy KBA. At the time, I was 21 years old and had been an Ensign for three months. I remember thinking that if this is what being a carrier aviator is all about, I want to do it forever.

(12) **Good Deed**: As the first Director, Battle Group Tactical Readiness, had the opportunity (and support of then CNO, ADM Tom Hayward) to create two significant training facilities at Dam Neck and Point Loma. They are the Tactical Training Groups, Atlantic and Pacific. The several courses offered by each provide a continuum of role-playing experience that enhances both individual and team performance in all matters relating to the planning and execution of Battle Group operations. Over 2,000 officers attend one or more of the courses annually. This number includes CDR's, CAPT's and ADM's returning to sea. Twenty years after their commissioning, the two Training Groups have truly institutionalized the tactical training of combined warfare specialties. Today, they provide the foundation for the professionalism and warfare readiness of the Navy's Battle Groups.

**Personal** - Married to the former Jacqueline Ellen Brechin of Riverside, CA. Have a daughter, Suzanne, and a son, Scott.






## Edward J. Hogan, Rear Admiral, USN (Ret.)

"Ned"

Date of Designation: 16 May 1956

Dates of Active Duty: July 1950 - September 1987

Total Flight Hours: 5,600

Carrier/Ship Landings: Fixed wing: 875 Rotary: 75

Approximate Flight Hours:
Jet: 4,000 Prop: 1,200 Helo: 350 VF/VA: 5,000
LTA: 50

Combat Tours:
Vietnam: CVW-9, USS *Enterprise*, Mar. 1967 - Jun. 1967, Tonkin Gulf - 25 missions.
VF-92, USS *Enterprise*, Jan. 1968 - Jun. 1968, Tonkin Gulf - 80 missions.
Sea of Japan (Pueblo), Feb. 1968
VF-92, USS *Enterprise*, Jan. 1969 - Jun. 1969, Tonkin Gulf - 80 missions.
Sea of Japan (C-131 Shoot down), Apr. 1969.
USS *Kitty Hawk*, Operations Officer, May 1971-Jul. 1971, Tonkin Gulf.
USS *Kitty Hawk*, Operations Officer, (Tet offen sive/Linebacker) Tonkin Gulf, Feb. 1972 - Oct. 1972.
CO, USS *Kawishiwi*, South China Sea (Eagle Pull & Frequent Wind), Jan. 1975 - Jul. 1975

Aviation Commands:
CO, VF- 92, Jan. 1969 - Dec. 1969
CO, USS Kawishiwi (AO-146), Aug. 1974 - Jan. 1976
CO, USS *Kitty Hawk* (CVA-63), Nov. 1976 - Jul. 1978
CO, Naval Air Test Center, Patuxent River, MD, Dec. 1982 - Nov. 1985

Combat Awards:
Air Medal

## Duty Assignment Chronology

| | |
|---|---|
| 7/50-6/54 | U. S. Naval Academy. |
| 7/54-5/56 | Naval Air Training Command. |
| 6/56-12/59 | VF-33 (Safety Officer and Landing Signal Officer (LSO)). |
| 1/60-12/60 | Empire Test Pilots School, Farnborough, England. |
| 1/61-12/62 | Naval Air Test Center (Flying Qualities and Performance). |
| 1/63-8/64 | Carrier Division Four (Aide and Flag Lieutenant). |
| 9/64-6/65 | Naval War College (Command and Staff). |
| 7/65-3/67 | CVW-8 (LSO). |
| 4/67-11/67 | CVW-9 (Operations Officer and LSO). |
| 12/67-12/69 | VF-92 (XO and CO). |
| 1/70-5/71 | COMNAVAIRPAC (Fighter Training). |
| 6/71-10/72 | USS *Kitty Hawk* (Operations). |
| 11/72-7/74 | OPNAV (OP-60, Strategic Plans and Policies). |
| 8/74-1/76 | Commanding Officer, USS *Kawishiwi* (AO-146). |
| 2/76-10/76 | Senior Officers Ships Material Readiness Course. |
| 11/76-7/78 | CO, USS *Kitty Hawk,* (CV-63). |
| 8/78-11/82 | OPNAV (OP-55/59), Carrier and Training Programs. |
| 12/82-10/85 | Commander, Naval Air Test Center. |
| 11/85-9/87 | Chief of Legislative Affairs. |
| 10/1/87 | Retired from active duty. |

## Summary of Significant Career Events

(1) LSO on first angled deck/mirror deployment with VF-33 (FJ-3) in USS *Intrepid*; First Strike Back maneuvers in Arctic waters; followed by first F-11 deployments to the Med. (1957-1959).

(2) Empire Test Pilots School (1960) during its residence at Farnborough, England; flying numerous types of vintage, in service and new production aircraft.

- Continued -

Summary of Significant Career Events continued

(3) Flying Qualities and Performance Test Pilot at NATC Patuxent River during the introduction of the F-4, A-5, P-3, A-6, E-2 and late models of the F-8 and A-4. (1961-1963).

(4) Three combat flying tours in CVW-9/ VF-92 in USS *Enterprise* flying A-4 and F-4. (1967-1969).

(5) As Fighter Training Officer at COMNAVAIRPAC, chartered the Fighter Weapons School (TOPGUN). Got the dollars, people and adversary airplanes to make it happen. (1970).

(6) Operations Officer on USS *Kitty Hawk* during Tet offensive and Linebacker operations. (1972).

(7) C.O. of USS *Kawishiwi* during Eagle Pull and Frequent Wind evacuation operations from Vietnam. (1975).

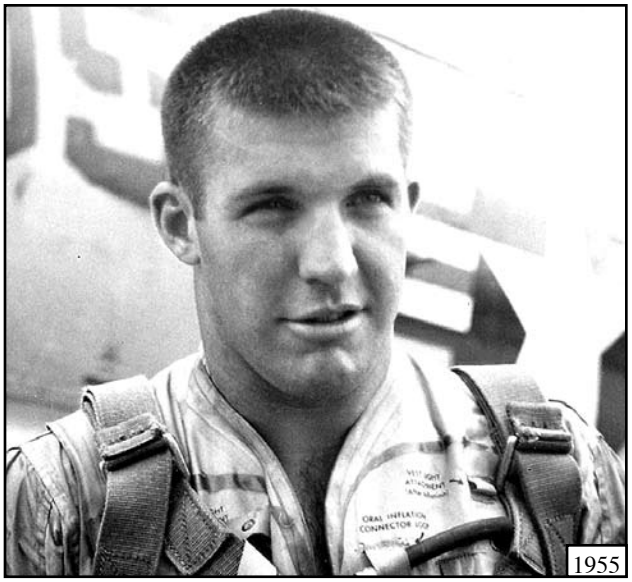
(8) C.O. of USS *Kitty Hawk* during first WestPac deployment of the F-14/S-3 wing. (1977-78).

(9) As Director, Aircraft Carrier Programs, established series production of *NIMITZ* class CVN's; Obtained multi-year funding for CVN-72 and 73; enabled the Navy to reach its objective of a 15 carrier force level. (1982).

(10) Commander, Naval Air Test Center and the Navy's Chief Test Pilot during the introduction of the F/A-18, SH-60 and significant upgrades to the A-6 and F-14. (1983-1985).

(11) As the Navy's Chief of Legislative Affairs, maintained the *NIMITZ* series production with the full funding of CVN's 74 and 75. (1986-1987).

(12) Entering the private sector, directed efforts to build a high tech very large airship to counter cruise missiles (Airship Industries); and provided support to obtain funding for CVN-76 (Newport News). (1988-1992).


1955


1973

## Paul Firm Hollandsworth, Captain USN (Ret.)

"Holly"

Date of Designation: 25 April 1956 NA#: 9113

Dates of Active Duty: 14 July 1954 – 30 June 1986

Total Flight Hours: 6,618 Accident Free

Carrier/Ship Landings: Fixed wing: 719

Approximate Flight Hours:
Jet: 2,376 Prop: 3,275 VR/VP: 159
VS: 90 VT: 630 EW: 14 Helo: 74

Combat Tours:
Vietnam: VA-76, USS *Enterprise,* 12/65-6/66 (A4C), 146 missions
Vietnam: VA-76, USS *Bon Homme Richard,* 2/67-7/67 (A4C), 116 Missions
Total Combat Missions: 262 (A4C)

Aviation Commands:
CO, VA-65 June 1973 – June 1974 (A-6)
CO, VX-5 (Multiple Types A/C), Mar. 1981-Aug. 1983

Combat Awards:
Silver Star
3 Distinguished Flying Cross Medals
5 Individual Air Medals
22 Strike Flight Medals
3 Navy Commendation Medals W/Combat V
Republic of Vietnam Air Gallantry Cross with Silver Wings

### Duty Assignment Chronology

| | |
|---|---|
| 7/54-4/56 | Flight Training (SNJ, Beach Craft, S-2). |
| 4/56-8/59 | VA-25/VA-65. |
| 8/59-1/63 | VA-42, A-1 RAG. |
| 1/63-5/65 | USS *Independence,* Flight Deck/Catapult Officer. |
| 5/65-8-65 | VA-45/VA-44, A-4 RAG Replacement Pilot Training. |
| 8/65-7/67 | VA-76 Two Combat Cruises to Vietnam, Total 262 Combat Missions. |
| 7/67-2/70 | VA-44, RAG Instructor/OPS Officer. |
| 2/70-5/70 | Strike Operations School. |
| 5/70-7/71 | Strike OPS Officer, USS *Saratoga.* |
| 8/71-6/72 | VA-42, A-6 RAG Training. |
| 6/72-6/73 | XO, VA-65 Flying A-6's. |
| 6/73-6/74 | CO, VA-65 Flying A-6's. |
| 7/74-6/75 | Air Force Staff College, Senior Course. |
| 7/75-10/77 | Office of CNO, A-6 Program Coordinator. |
| 11/77-2/81 | Chief of Staff, Operations, COMMATVAQ-WINGPAC. |
| 3/81-9/83 | CO, VX-5 Flying A-4's, A-6's, A-7's, F/A18's and Helos. |


CO, VX-5 - 1982

| | |
|---|---|
| 9/83-6/86 | Staff of CINCLANT for Evaluation of Joint Communications (JINTAC). |
| 6/86 | Retired from active duty |

- Continued -

## Summary of Significant Career Events

(1) As a JG, with two other pilots, translanted three A-1's (Spads) from NAS Oceana to Rota, Spain via the Azores. First time it had been done.

(2) While C.O. of VX-5 conducted the Operational Test and Evaluation (OT&E) on the F/A-18A.


1957


1979

**Jerry B. Houston, Captain, USN (Ret.)**
"Devil"

Date of Designation: 20 September 1957 NA # T-6303

Dates of Active Duty: 6 June 1956 - 2 September 1960;
24 March 1964 - 29 September 1990

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 840

Approximate Flight Hours:
Jet: 5,200 Prop: 300 VF/VA: 3,200
VT: 2,000

Combat Tours:
Vietnam: 1966 - 1972 (F-8/F-4) - 361 combat missions.

Aviation Commands:
CO, VF-21, January 1975 - March 1976 (F-4J).
CO, VF-171, July 1977 - October 1978 (F-4J).

Combat Awards:
Silver Star
3 Air Medals (Individual)
25 Air Medals (Strike/Flight)

## Duty Assignment Chronology

| | |
|---|---|
| 4/58-9/58 | VF-173, NAS Jacksonville, FL. Safety Officer (FJ-3M). |
| 3/59-9/60 | VF-103, NAS Oceana, VA. Schedules Officer (F-8). |
| 3/64-5/66 | VT-9, NAS Meridian, MS. NATOPS Officer (T-2A). |
| 11/66-7/68 | VF-194, NAS Miramar, CA. Assistant Maintenance Officer/SWO (F-8E). |
| 8/68-8/70 | VF-124, NAS Miramar, CA. Tactics Officer (F-8). |
| 8/70-6/72 | VF-51, NAS Miramar, CA. Operations Officer (F-8J)/F-4B). |
| 9/73-12/74 | VF-121, NAS Miramar, CA. Safety Officer (F-4J). |
| 1/75-4/76 | Commanding Officer, VF-21, NAS Miramar, CA. (F-4J). |
| 7/77-9/78 | Commanding Officer, VF-171, NAS Oceana, VA. (F4J). |

## Summary of Significant Career Events

(1) 1972, MIG Kill (MIG-17).

(2) 1973, Naval War College (Command & Staff).

(3) 1977, Army War College.

(4) 1978-1981, CTF-60 Operations Officer.

(5) 1982-1983, CO, USS *Caloosahatchee* (AO-98).

(6) 1983-1986, CINCUSNAVEUR, Operations Officer.

(7) 1987-1990, U. S. Naval Attache, Buenos Aires, Argentina (Flying the C-12).

**Family**
Still happily married to Shirley after 42-years: two daughters, five grandchildren.

**Good Deals**
Member of 1956 Pensacola Goshawks football team; CO-captain of 1957 Navy Memphis Hellcats team.


1951


1998 Peg

## Robert E. Howard Jr., Colonel, USMC (Ret.)

"Bob"

Date of Designation: 18 October 1950 NA # T997

Dates of Active Duty:
USN: 14 June 1946 - 10 October 1950;
USMC: 10 October 1950 - 30 June 1975.

Total Flight Hours: 4,500

Carrier/Ship Landings: Fixed wing: 53

Approximate Flight Hours:
Jet: 2,550 Prop: 1,950 VF/VA: 3,000
VU/VFP: 20 LTA: 1 (Goodyear Blimp)

Combat Tours:
Korea: Apr.-Nov. 1951, aboard USS *Bataan* -25 missions. Shore-based K-1 Pusan, K-46 Hoeng-Song and K-18 Kungnam - 80 missions. Total of 105 missions in F4U-4/4B
Vietnam: Oct. 1969-Sep. 1970
Chu Lai - 300 missions (F-4B)
Danang - 30 missions (F-4B, A-6A, AH-1, UH-1, CH-46, CH-53, A-4, OV-10).
Total 330 missions

Aviation Commands:
CO, VMFA-122, Chu Lai RVN, Jan.-Jun. 1970 as a LTCOL
CO, MAG-11, El Toro, CA., Jun. 1974-Jun. 1975 as a COL.

Combat Awards:
Legion of Merit with combat "V"
2 Distinguished Flying Crosses
5 Air Medals
21 Strike Flight Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1950 | VMT-2, MCAS El Toro, Training Sqd. (F-4U) |
| 1951 | VMF-312, USS *Bataan*/Korea combat tour (F4U-4/4B). |
| 1952 | AES-12, MCAS Quantico. Close Air Support demonstration squadron (F8F/F6F). |
| 1953 | NAS Patuxent River, MD., Test Pilot School, Class 10. |
| 1954 | VMF-312, MCAF Miami Masters/MCAS Cherry Point (F9F-4/FJ-2). |
| 1955 | VMF-235, NAS Atsugi, Japan (FJ-2/FJ-4). O&R test pilot, Nippi Aircraft (Japanese). |
| 1956-1960 | NOTS China Lake, CA. USMC Project Officer , Sidewinder missile. |
| 1960-1963 | USN Postgraduate School, Monterey, CA. BS/MS Aeronautical Engineering. |
| 1963-1964 | 1st Marine Aircraft Wing, MCAS Iwakuni, Japan. Assistant Operations Officer. |
| 1964-1965 | MAG-15, MCAS El Toro, CA. Group S-1. |
| 1965-1968 | HQMC, Washington, D.C. Joint Planning Group, Action Officer on JCS matters. |
| 1968-1969 | National War College/George Washington University. MS International Affairs. |
| 1969-1970 | Chu Lai, RVN. Operations Officer, MAG-13 then CO, VMFA-122. Danang, RVN. Operations Officer, 1st Marine Aircraft Wing. |
| 1970-1974 | HQMC, Washington, D.C. Head, Enlisted Assignments, Personnel Department. Military Secretary to Commandant Marine Corps. |
| 1974-1975 | MCAS El Toro, CA. CO, Marine Aircraft Group Eleven. (3 F-4J squadrons, 1 RF-4/EA-6 recon squadron, 1 Headquarters squadron, 1 Air Base squadron). |
| 7/1/75 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) Interesting working as test pilot on Sidewinder air-to-air missile (GMU-61) at China Lake. There were three Navy officers in GMU-61 at the airfield and I had my office in Michelson Laboratory with the engi neers. We flew the F9F-8, F3D-2, F8U-1, F3H, FJ-4 and F4D as well as a borrowed USAF F-104A. We rigged the F-104 with a Navy full-pressure suit sys tem, and I was able to fire a number of missiles at test points between 60,000 and 70,000 feet from mach 1.5 to 2.0. Over a period from May 1959 to May 1960 I flew that airplane 65 times for a total of 50 hours. Almost everything I did in the airplane was in full afterburner. The J-79 burned about 28,000 lbs/hour in full afterburner on takeoff or at mach 2.0. The F-104 carried 6,000 pounds of fuel.

(2) While CO of VMFA-122 in Chu Lai, RVN, the squad-ron had a complement of twelve F-4B aircraft. In May 1970, the squadron flew 770 combat sorties, and on 24 May the squadron delivered 107.2 tons of ordnance while flying 50 combat missions.

**Personal Information**

Colonel Howard and his wife, the former Rodella Ailene Sutter of Tacoma, Washington, have four children, six grand-children and two great-grandchildren.


1952


1982

**Samuel W. Hubbard, Jr., RADM, USN (Ret.)**
"Sam"

Date of Designation: 21 April 1953 NA # T-3215

Dates of Active Duty: November 1951 - January 1983

Total Flight Hours: 6,000+

Carrier/Ship Landings: Fixed wing: 800+

Approximate Flight Hours:
Jet: 5,000 Prop: 1,000 VF/VA: 6,000

Combat Tours:
Vietnam: VF-154, USS *Coral Sea*, Mar. - Dec. 1965
Commander, CVG-19, USS *Oriskany*, 1970-1971

Aviation Commands:
CO, VF-62 (F-8s), 1968-1969. Deployed to Med on USS *Shangri La* (CVA-38).
Commander, Carrier Air Wing 19, May 1971 - Jun. 1972.
CO, USS *Ponchatoula* (AO-148), Sep. 1973 - Feb. 1975.
CO, USS *Kitty Hawk* (CVA-63), Jun. 1975 - Nov. 1976.

Combat Awards:
Legion of Merit with Combat "V".
14 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 11/51-4/53 | Flight training (Pensacola and Corpus Christi). |
| 4/53-7/53 | Instrument training, jet training (Corpus Christi, TX). |
| 8/53-2/55 | VF-91, NAS Alameda and USS *Hornet* (CVA-12). |
| 2/53-11/55 | Basic Training Command (Primary Flight Instructor). |
| 11/55-4/57 | Inactive duty. Reserve Squadron, NAS Birmingham, AL. |
| 4/57-10/59 | Basic Training Command, Pensacola, FL. |
| 11/59-3/60 | VF-124, F8 Training, NAS Moffett Field, CA. |
| 3/60-11/61 | VF-24, NAS Alameda and USS *Midway*. |
| 11/61-12/62 | Flag Lieutenant, Carrier Division Four. |
| 1/63-3/65 | Combat Flight Instructor, VF-124 (F8), NAS Miramar, CA. |
| 3/65-12/65 | VF-154, USS *Coral Sea* (Vietnam). |
| 12/65-7/66 | Combat Flight Instructor and Maintenance Officer, VF-124. |
| 8/66-6/67 | Command and Staff College, Newport, RI. |
| 7/67-10/67 | VF-124 Refresher Training. |
| 11/67-11/69 | XO/CO, VF-62, NAS Cecil Field and USS *Shangri La* (CVA-38). |
| 11/69-1/71 | Action Officer, OPNAV (OP-60). |
| 5/71-6/72 | Commander, Air Wing 19. |
| 8/72-8/73 | National War College (Student), Washington, D. C. |
| 9/73-2/75 | CO, USS *Ponchatoula* (AO-148). |
| 6/75-11/76 | CO, USS *Kitty Hawk* (CV-63). |
| 6/77-7/79 | Deputy Defense Advisor, U. S. Mission to NATO. |
| 8/79-6/82 | Assistant Deputy Under Secretary of Defense for International Programs (DDR&E). |
| 7/82-1/83 | Director, Aviation Manpower and Training, OPNAV (OP-59). |
| 1/1/83 | Retired from active duty. |

## Summary of Significant Career Events

(1) Flew first T2V-1's (Lockheed T-33 with tailhook) in Training Command.

(2) One of the first few aviators to fly the T2J-1 Buckeye from North American plant in Columbus, Ohio to NAS Patuxent River, MD. With the assistance of Service Test Division, flew and developed a training syllabus for aircraft, and then introduced the aircraft to Basic Training.

(3) Survived with no major accidents. Loved it all the way.

- Continued -



**“Safe for Solo” - 24 February 1997**


1953


1996 Zetta

## John I. Hudson, LTGEN, USMC (Ret.)

Date of Designation: 11 June 1954 NA # V-4623

Dates of Active Duty: 23 July 1952 - 31 January 1959;
21 May 1962 - 1 November 1989

Total Flight Hours: 5,720

Carrier/Ship Landings: Fixed wing: 54

Approximate Flight Hours:
Jet: 2,962 Prop: 2,693 Helo: 65 VF/VA: 2,439
VR/VP: 711 HS/HC/HU: 65 VFP: 678 VT: 1,827

Combat Tours:
Vietnam: XO, MABS-15; XO and CO, VMFA-115, MAG-15, 1st MAW, Chu Lai, Nov. 1967-Nov. 1968 (F-4B), 308 combat missions

Aviation Commands:
CO, VMFA-122, MAG-33, 3d MAW, MCAS El Toro, CA., Jul. 1966 - Jan. 1967
CO, VMFA- 115, MAG-15, 1st MAW, Chu Lai, RVN, Aug. 1968- Nov. 1968
CO, MCCRTG-10, 3d MAW, MCAS Yuma, AZ., Jul. 1976 - Oct. 1977
CO, MCAS Yuma, AZ., Oct. 1977 - May 1980
CG, 4th MAB (Air/Ground Exercises in CONUS, Norway, Denmark, Germany, Caribbean), Oct. 1980 - Jun. 1983
CG, 3d MAW, MCAS El Toro, CA, Jun. 1985 - Oct 1987
CG, I MAF, MCB Camp Pendleton, CA., Apr. 19'86 - Aug 1986

Combat Awards:
Distinguished Flying Cross (Cuban Missile Crisis)
Bronze Star with Combat "V" (Vietnam)
25 Air Medals (Strike/Flight - Vietnam)
1 Air Medal (Single Mission - Vietnam)

## Duty Assignment Chronology

| | |
|---|---|
| 7/52-2/53 | NRTC San Diego & NTC Norman, OK. (Navy Recruit & Tech School Student). |
| 2/53-6/54 | Pensacola, FL. & Corpus Christi, TX. (NAVCAD) SNJ, SNB-5, AD-1. |
| 7/54-6/55 | VMC-2, 2d MAW, MCAS Cherry Pt., NC. (Pilot) AD-3W, AD-4N. |
| 6/55-6/57 | NABTC, Pensacola, FL. (Flight Instructor) SNJ, T34-A, TV-2, XTT1. |
| 6/57-12/57 | Photo Recon School, NATTC, Pensacola, FL. (Student) F9F-6P, SNB-5, T-28C. |
| 12/57-1/59 | VMCJ-2, 2d MAW, MACS Cherry Pt., NC. (Pilot) F9F-8P, EF-10B, AD-5W. |
| 2/59-5/62 | VMF-124, MARTD, NAS Memphis, TN. (Pilot) (Inactive Duty) F9F-6, FJ-4. |
| 5/62-6/63 | VMCJ-2, 2d MAW, MCAS Cherry Pt., NC. (Pilot) F8U-1P, EF-10B, AD-5W. |
| 8/63-11/63 | 1st Bn, 5th Mar, 1st MARDIV, MCB Camp Pendleton, CA. (Bn Air LnO) SNB-5. |
| 11/63-11/64 | 2nd Bn, 3rd Mar, 3rd MARDIV, Okinawa, Japan. (Bn Air LnO, S-3A, CO H&S Co) TF-9J, SNB-5. |
| 12/64-1/65 | VMF(AW)-312, MAG-33, 3d MAW, MCAS El Toro, CA. (Pilot) C-47H, U-11A. |
| 1/65-3/65 | Naval Aviation Safety Officers' Course, University of Southern California (Student) UH-34D. |
| 4/65-6/66 | H&MS-33, MAG-33, 3d MAW, MCAS El Toro, CA. (Group Aviation Safety Officer) F8E, T1A, F8B, A4E, F8C, EF-10B, F4B, RF4B, C-47H. |
| 6/66-1/67 | VMFA-122, MAG-33, 3d MAW, MCAS El Toro, CA. (XO, 1 Month; CO, 7 Months) F4B. |
| 1/67-10/67 | H&MS-33, MAG-33, 3d MAW, MCAS El Toro, CA . (Gru S-4) F4B, RF4B, F4J, T1A. |
| 11/67-4/68 | MABS-15, MAG-15, 1st MAW, Chu Lai, RVN. (XO) F4B. |
| 4/68-11/68 | VMFA-115, MAG-15, 1st MAW, Chu Lai, RVN (XO, 4 Months; CO, 3 1/2 Months) F4B. |

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Duty Assignment Chronology - continued

| | |
|---|---|
| 1/69-1/70 | MWHG-2, 2d MAW, MCAS Cherry Pt., NC. (Wing G-3 Training) T-33B, C-117D, TA4F. |
| 1/70-6/71 | Murray State University, KY. (Student, College Degree Program) UC-45J, T-41, C-117D, TS-2A, OH-13E. |
| 7/71-6/73 | HQMC, Arlington, VA. (Head, Enlisted Technical Manpower Requirements Branch) T-33B. |
| 7/73-574 | Air War College, Maxwell AFB, Montgomery, AL. (Student) No Flights. |
| 7/74-1/75 | MWHS-1, 1st MAW, MCAS Iwakuni, Japan. (Wing Aviation Safety Officer) TA4J, TA4F, F4B, C-117D. |
| 1/75-8/75 | MAG-15, 1st MAW, MCAS Iwakuni, Japan. (XO) F4B, F4J, C-117D. |
| 8/75-10/77 | MCCRTG-10, 3d MAW, MCAS Yuma, AZ. (XO, 12 Months; CO, 14 Months) F4J, F4N, A4M, TAV-8A, TA4J, AV-8A, UH-1N. |
| 10/77-5/80 | MCAS Yuma, AZ. (CO) F4J, F4N, C-117D, UC-12B. |
| 5/80-4/81 | 2d MAW, MCAS Cherry Pt., NC. (Asst. Wing Commander, 11 Months; CG, 4th MAB, 7 Months) F4J, F4S, A4M, A6E, UC-12B, UH-1N. |
| 5/81-6/83 | LFTCLANT, NAB Little Creek, VA. (CG, LFTCLANT; CG, 4th MAB) A6E, UC-12B |
| 6/83-5/85 | MCDEC, MCB Quantico, VA. (Director, Education Center) No Flights. |
| 5/85-5/85 | NATC, Pensacola, FL. (TAD, Student, Helo Training) TH57C. |
| 6/85-10/87 | 3d MAW, MCAS El Toro, CA. (CG, 3d MAW, 29 Months; CG, I MAF, 4 Months) TF-18, F/A-18A, UH-1N, OV-10D, AH-1T, CH-46E. |
| 10/87-10/89 | HQMC, Arlington, VA. DC/S (M&RA) No Flights. |
| 11/1/89 | Retired from active duty. |

## Summary of Significant Career Events

(1) Flew high-speed, low level photo recce in the F8U-1P over Cuba during the missile crisis. Some photos from my cameras were shown in the United Nations and on national TV by U.N. Ambassador Adalai Stevenson to prove there were Russian missiles in Cuba. Was awarded the DFC.


1966


1995 Betty

**William H. Huffcut, Col, USMC, (Ret.)**
"Bill"

Date of Designation: 6 July 1962 V-18943

Dates of Active Duty: 20 Oct 1958 - 1 July1989

Total Flight Hours: 4,400

Carrier/Ship Landings: Fixed wing: 40+
Rotory: 200+

Approximate Flight Hours:
Jet: 1,200+ Prop: 1,500+ Helo 1,700+

Combat Tours:
1962 Cuban Missile Crisis. Key West/Gitmo VMF 251, (F8U) 6 Missions.
1965 Dominican Republic Crisis, Santa Dominco, HMM-263, H-34, 39 missions.
1965-66 Vietnam, HMM-263/363, VMO-6, (H-34, UH-1E) 600 missions.
1969 Vietnam, VMO-6, (OV-10, UH-1E) 400 missions.

Aviation Commands:
H&MS-29, !974-1975, MCAS New River, (H-34, UH-1N, OV-10).
VMO-1, 1975-1976, MCAS New River, (OV-10).
MAG-41, 1979-1981 NAS Atlanta, (OV-10, AH-1J).
MAG 29, 1981-1983, MCAS New River, (OV-10, UH-1N, AH-1).

Combat Awards:
Navy Cross
Legion of Merit
3 Distinguished Flying Crosses
50 Air Medals (1,000) Missions
3 Purple Hearts

Combat Awards continued
Bronze Star w/Combat "V"
Air Medal - Single Mission Award
2 Meritorious Service Medal Awards
Combat Action Ribbon
Republic of Vietnam Cross of Gallantry

**Duty Assignment Chronology**

| | |
|---|---|
| 11/58-8/59 | Quantico, VA, Student TBS. |
| 9/59-1/61 | Camp Lejune, NC, Infantry Officer. |
| 2/61- /62 | Pensacola Fl, Flight Training. |
| 2/62-7/62 | Kingsville TX, Student Flight Training. |
| 8/62-2/63 | MCAS Beaufort, SC, VMF 251, Asst. Flight Ops O, (F8U). |
| 3//64-1/65 | MCAS New River, NC, HMM-262, (H-34) Asst. Ops O, Training. |
| 2/65-6/65 | MCAS New River, NC, HMM-263 (H-34), Asst Ops O, Schedules. |
| 7/65-10/65 | Marble Moutain, RVN. HMM=263. (H-34) Asst. Ops O, Training. |
| 11/65-2/66 | Qui Nhon, HMM-363, (H-34) Asst. Flt O. |
| 3/66-8/66 | KYH, RVN, VMO-6, (UH-1), S-4. |
| 9/66-1/69 | HQMC, Wash, DC, (T-39/T-28), Enlist Aviation Assignment Monitor, Pers. Dept. |
| 2/69-5/69 | MCAS New River, NC, VMO-1(OV-10), Transition. |
| 6/69-12/69 | Quang TRI, RVN, VMO-6, ()V-10, UH-1E). Intel. O. |
| 1/70-5/70 | H&MS-36, MAG-36, 1st Maw Adj. |
| 6/70-7/71 | Air Command College, Maxwell AFB, Montgomery, Al, Student. |
| 8/71-7/74 | USSOUTHCOM, Canal Zone, (O-2B), Plans & Policy O, J-5 Director. |
| 8/74/4/75 | MCAS New River, NC, (OV-10, UH-1N), CO H&MS-29. |
| 5/75-10/76 | MCAS New River, NC, (OV-10), CO VMO-1. |

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Duty Assignment Chronology continued ,

| | |
|---|---|
| 8/79/5/81 | NAS Atlanta, CO MAG 41, 4th MAW (OV 10, AH-1J). |
| 6/81-2/83 | MCAS New River, NC, MAG 29, (OV-10, AH-N). |
| 3/83-6/83 | MCB Camp Leujne, NC, 2nd MARDIV, DIV Air Officer, (OV-10, UH-1N). |
| 7/83-6/85 | MCB Camp Leujne. NC, 6th MAB, Chief of Staff, (OV-10, UH-1N). |
| 7/85-7/79 | Air University, Maxwell AFB, USMC Advisor to Commander Air University. |

## Summary of Signficant Career Events

(1) I did not fly the fastest, be the first to fly a specific model of aircraft, or fly the farthest or the highest or the longest, but I was afforded the honor of serving with and getting to know many of the Golden Eagle giants of Naval Aviation during my career. Hero's such as Vic Armstrong, Bob Butcher, JK Davis, Bill Fitch, Joe Foss, Gus Gustafson, Homer Hutchinson, Bob Keller, Marion Carl, George Kinnear, Frank Lang, Tom Miller, Royal Moore, Chuck Pittman, Manfred Rietsch, Mel Sautter, Mike Sullivan, Hal Vinccnt, Ken Weir, Drax Williams, Duane Wills, George Axtell, John Glenn, and Tom Moorer to name but a few.

(2) The Marine Corps allowed me to serve my country and Corps as a Naval Aviator in places all over the world and to rub shoulders with personalities from all walks of life that were interesting and memorable. Like all aviators I had my share of " memorable Flights " and experiences ... some thrilling and some boring, some I am proud of such as: being in the fighter Detachment at GITMO when President Kennedy was killed and subsequently helping to keep the Cuban's in check during that tense period, or saving people while flying helicopters, or coordinating the rescue of trapped recon teams in the DMZ , or controlling actual combat airstrikes in direct support of troops on the ground; and then there are the things I would rather forget; such as almost landing at New Orleans International Airport by mistake instead of NAS New Orleans on my first solo jet cross country flight, or shooting down a drone by mistake with a sidewinder missile when flying out of Roosevelt Roads or blowing a tire during a STOL landing demonstration at the Atlanta Airshow in front of 60,000 people."Thirty one years and 4400 hours later"-- still in one piece and a member of the Golden Eagles. What more could a Marine aviator ask for?







**Ronald H. Jesberg, Rear Admiral, USN (Ret.)**
"Ron"

Date of Designation: 5 October 1960 NA # T-7538

Dates of Active Duty: 3 June 1959 - 1 September 1990

Total Flight Hours: 4,690

Carrier/Ship Landings: Fixed wing: 12 Rotary: 1,627

Approximate Flight Hours:
Jet: 10 Prop: 666 Helo: 4,015 VF/VA: 8
VR/VP: 18 HS/HC/HU: 4,015 VS: 13 Other: 634

Combat Tours:
Vietnam: Helicopter Attack (Light) Squadron 3, Aug. 1971 Mar. 1972. Bien Thuy, Vietnam.
OINC DET 8, Rach Gia, Vietnam - 428 Combat Missions (UH-1B/K/L/M).

Aviation Commands:
CO, HS-7, Dec. 1974 - Dec. 1975
CO, HSL-30, Jul. 1978 - Jun. 1980
CO, USS *Guam* (LPH-9), Mar. 1982 - Jul. 1983
CO,USS *Nassau* (LHA-4), Jul. 1983 - Mar. 1985
Commander, U. S. Naval Forces Central Command, Jun. 1985 - Sep. 1987
Commander, Helicopter Wings Atlantic, Oct. 1987-Aug. 90

Combat Awards:
12 Air Medals (Vietnam)
Bronze Star with Combat "V" (Vietnam)
Vietnamese Cross of Gallantry (Gold Star)

## Duty Assignment Chronology

| | |
|---|---|
| 9/53-6/55 | Midshipman, Rensselaer Polytechnic Institute, Troy, NY. |
| 7/55-6/59 | Midshipman, U.S. Naval Academy, Annapolis. |
| 6/59-10/60 | Flight Training (NAS Pensacola, NAS Whiting, NAAF Ellyson). |
| 10/60-6/63 | Helicopter Utility Squadron 4 (Lakehurst, NJ, Arctic, Antarctic and Africa). |
| 6/63-6/66 | Naval Postgraduate School, Montery , CA. |
| 8/66-10/66 | Helicopter Anti-Submarine Squadron 1, NAS Key West, FL. (RAG). |
| 10/66-12/68 | Helicopter Anti-Submarine Squadron 3, NAS Norfolk, VA. |
| 12/68-1/71 | Staff, COMNAVAIRLANT, Norfolk, VA., (Rotary Wing Class Desk). |
| 1/71-7/71 | Armed Forces Staff College, Norfolk, VA. |
| 7/71-8/71 | Army Aviation School, Ft. Rucker, AL. |
| 8/71-3/72 | Helicopter Attack (light) Squadron 3 (Bien Thuy, Vietnam) OINC DET 8 |
| 3/72-7/73 | Staff, COMOPTEVFOR, (Norfolk, VA, Haiphong Harbor) Air ASW Evaluations. |
| 7/73-10/73 | Helicopter Anti-Submarine Squadron 1, Quonset Point, RI. (RAG). |
| 10/73-12/74 | XO, Helicopter Anti-Submarine Squadron 7, Jacksonville, FL. |
| 12/74-12/75 | CO, Helicopter Anti-Submarine Squadron 7, Jacksonville, FL. |
| 12/75-3/76 | Helicopter Anti-Submarine Wing 1, Jacksonville, FL. (Training Officer). |
| 4/76-2/78 | USS *Guam* (LPH-9), Norfolk, VA. (Air Off.). |
| 2/78-7/78 | Helicopter Anti-Submarine (Light) Squadron 30, Norfolk, VA. (PCO). |
| 7/78-6/80 | CO, Helicopter Anti-Submarine (Light) Squadron 30, Norfolk, VA. (FRS). |
| 6/80-7/81 | Office of CNO, Air ASW Program Coordinator (OP 506), Washington, D. C. |
| 8/81-12/81 | Senior Officer Ship Material Readiness Course, Idaho Falls, ID. (Student). |
| 12/81-3/82 | Surface Warfare Officer School Command, Newport, RI. (Student). |
| 3/82-7/83 | CO, USS *Guam* (LP 1-9), Norfolk, VA., Beirut, Lebanon and Norway. |
| 7/83-3/85 | CO, USS *Nassau* (LHA-4), Norfolk, VA, Honduras, Norway ,Beirut. |
| 3/85-6/85 | Institute of Higher Defense Studies (Capstone) Washington, D. C. (Student). |

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| | |
|---|---|
| 6/85-9/87 | Commander, U.S. Naval Forces Central Command, Pearl Harbor, HI. |
| 10/87-8/90 | Commander, Helicopter Wings Atlantic, Jacksonville, FL. |
| 9/90 | Retired from active duty. |
| 3/91-Present | Sikorsky Aircraft, Stratford, CT. |

## Summary of Significant Career Events

Admiral Ronald H. Jesberg is a native of Hastings-on-Hudson, New York. He attended Rensselaer Polytechnic Institute for two years prior to entering the United States Naval Academy in 1955. After graduation and commissioning in 1959, he reported for flight training to Pensacola, Florida, and was designated a Naval Aviator in October 1960.

Admiral Jesberg reported to his first fleet duty with Helicopter Utility Squadron FOUR, Lakehurst, New Jersey. At HU-4, he served as Detachment Officer-in-Charge and deployed aboard non-aviation ships to the Arctic, Antarctic, Africa and the Caribbean. Following his tour at HU-4, he reported to U.S. Naval Postgraduate School, Monterey, California, in July 1963; he subsequently received a Master's Degree in Aeronautical Engineering.

Following graduation in June 1966, Admiral Jesberg reported to Helicopter Antisubmarine Squadron THREE, Norfolk, Virginia. The squadron deployed on board USS *Randolph* (CVS-15) to the Mediterranean, Caribbean and South America. He next reported to Commander, Naval Air Force U.S. Atlantic Fleet and served from December 1968 to January 1971, as the Helicopter Class Desk Officer.

After six months of study and graduation from Armed Forces Staff College in July 1971, Admiral Jesberg reported to Helicopter Attack LIGHT Squadron THREE, Bien Thuy, Vietnam, to serve as Officer-in-Charge of Detachment EIGHT, Rach Gia, until the squadron was decommissioned in March 1972. While attached to HAL-3, he flew more than 400 combat missions. In April 1972, he reported to Commander, Operational Test and Evaluation Force, where he served as LAMPS and SH-3H Project Officer and returned to Vietnam to assist in the mine clearing operations in Haiphong Harbor.

Upon completion of refresher training in November 1973 with Helicopter Antisubmarine Squadron ONE, Quonset Point, Rhode Island, Admiral Jesberg reported to Helicopter Antisubmarine Squadron SEVEN, Jacksonville, Florida, as Executive Officer. He assumed command of HS-7 on December 5, 1974, while deployed to the Mediterranean, embarked USS *Saratoga* (CV-60).

Following his command and a short tour at Helicopter Antisubmarine Wing ONE, he reported to USS *Guam* (LPH-9) as Air Officer in April 1977. Deployments included the Caribbean, Indian Ocean, and the Mediterranean. In March 1978, he reported to Helicopter Antisubmarine LIGHT Squadron THIRTY for refresher training and was Commanding Officer of this fleet replacement squadron from July 7, 1978 to June 27, 1980. Next he was assigned to Deputy Chief of Naval Operations, Air Warfare, as head of antisubmarine aircraft requirements.

Admiral Jesberg assumed command of USS *Guam* on March 26, 1982, and almost immediately deployed to Beirut, Lebanon, where *Guam* evacuated American citizens, secured the PLO evacuation and landed the first contingent of the Multi-national Peace Keeping Force. He departed *Guam* July 1, 1983, and served as CO of USS *Nassau* (LHA 4) from August 10, 1983 to 30 March 1985. During this time, the *Nassau* deployed twice to Honduras, once carrying Army troops and equipment, and again for a marine amphibious exercise. NASSAU also went north of the Arctic Circle for a major NATO exercise in Norway and then proceeded directly into the Mediterranean where it supported the American Embassy and U.S. forces ashore in Beirut for four months.

After spending 8 weeks at the Institute for higher Defense Studies he assumed command of U.S. Naval Forces Central Command on 14 June 1985 and was responsible for Navel Operations in the Persian Gulf.

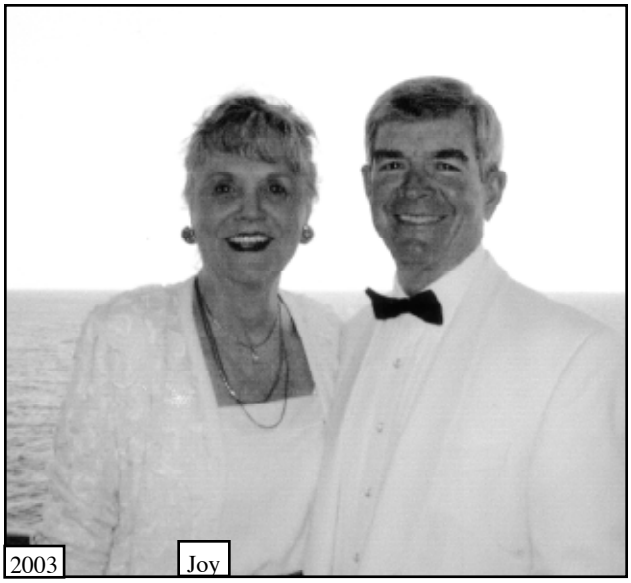
Admiral Jesberg was assigned as Commander, Helicopter Wings, Atlantic on October 9, 1987, and was responsible for the operational readiness, training and logistical support of four helicopter wings composed of twenty-two squadrons of aircraft located in the Jacksonville, Florida; Norfolk, Virginia; and Pensacola areas. He is the immediate superior in command of Naval Air Station, Jacksonville, Florida; Naval Air Station, Mayport, Florida; Air Test and Evaluation Squadron ONE, Patuxent River, Maryland, and the Naval Hospital and Personnel Support Activity, Jacksonville, Florida. He also exercises area coordination responsibilities over all Navy command in the state of Florida (excluding the Pensacola area) and the four southeastern counties of Georgia surrounding the Naval Submarine Base at Kings Bay.

Included among the medals Admiral Jesberg is authorized to wear are Legion of Merit, the Bronze Star, Defense Meritorious Service Medal, Meritorious Service Medal, the Air Medal and the Vietnamese Cross of Gallantry.

Admiral Jesberg retired from the U.S. Navy on 1 September 1990. He then joined Sikorsky Aircraft in March 1991 as the Manager, Business Development in the Planning Department. He has worked on the SH-60B, SH-60F, and HH-60H upgrades in the Navy program. In the Army program, he has worked on arming the UH-60L, and developing requirements for the UH-60Q (Medevac) and UH-60C (C&C) aircraft. He has worked at filling the Marine MLR mission with a Helicopter instead of the MV-22. He was the Head of the Naval Hawk Business Development Team which developed the CH-60 for the Navy VERTREP and the Marine HML missions.

Ron Jesberg was assigned as the Managing Director, Sikorsky Aircraft Australia Ltd. in Canberra, Australia. Upon returning from Australia he became the Manager, International Business Development. Presently he is the Marketing Manager, U.S. Government Customer Service.


1965


2003 Joy

## Jerome L. Johnson, Admiral USN (Ret)

"Jerry"

Date of Designation: 13 June 1956 NA # V-9523

Dates of Active Duty: 21 Jan 1955 to 1 July 1992

Total Flight Hours: 3664

Carrier /Ship Landings: Fixed Wing: 668

Approximate Flight Hours: Jet: 2,540 Prop: 1,124
VF/VA: 1,825 VU: 400 VT: 315

Combat Tours:
Vietnam: 8/27/71-01/72 VA-27 USS *Enterprise* (A-7E)
10/72-12/72 VA-27 USS *Enterprise* (A-7E)
164 Missions

Aviation Commands:
12/71-12/72 CO VA-27
9/79-2/81 CO USS *San Jose*
8/81-01/83 USS *Coral Sea*
11/86-7/88 ComCarGru Four
8/88-6/90 COMSECFLT
5/90-7/92 Vice Chief of Naval Operations

Combat Awards:
2 DFC
1 Bronze Star
2 Individual Air Medals
16 Strike Flight Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 01//55-06/56 | CNATRA Pensacola, Beeville Training/Command (SNJ-5,TV-2, F9F-2) |
| 8/56-3/59 | VU-4, Naval Ordnance Test Station, Chincoteague, VA; (F9F-6,F6F/JD-1) |
| 3/59-8/60 | VA-44, NAS Jax,FL; Instructor (F9F-8T) |
| 7/60-8/62 | Naval Postgraduate School, CA. Student (T2J/T/T-28) |
| 7/62-6/63 | Defense Intelligence College, Wash D.C.; Student; (T2V/T1A/SNB) |
| 12/63-6/63 | VA-46, Maintenance Officer NAS Cecil Field and USS *Shangr-La*, CV-38, (A4C) |
| 6/66-3/68 | USS *Saratoga* Strike Operations Officer, CIA |
| 4/68-8/70 | Bureau of Naval Personal, Officer Assignments, Wash D.C., (T1A/ US-2B) |
| 9/70-12/72 | XO and CO of VA-27, NAS Lemore and USS *Enterprise,* (A7E) |
| 01/73-5/73 | COMFAIRLEMOORE, Special Projects Officer (A7E) |
| 6/73-10/74 | USS *Nimitz,* Precomunit, Navigator |
| 10/74-12/75 | USS *Independence,* Navigator |
| 12/75-12/76 | Director of PCO/PXO Training, NavPhib School, Little Creek, VA |
| 12/76-06/79 | COMCARGRU THREE, Operations Officer and Chief of Staff |
| 7/79-8/79 | PCO Training, COMNAVSURFPAC, San Diego, CA |
| 9/79-2/81 | Commanding Officer, USS *San Jose* (AFS) |
| 2/81-06/81 | PCO Training and Senior officers Material Readiness Training |
| 7/81-01/83 | Commanding Officer USS *Coral Sea* |
| 2/83-9/83 | CINPACFLT, N30 OperationsOfficer, Makalapa, HI |
| 10/83-10/86 | OPNAV and SECNAV Staff, OP-60/ OP-90/OPA |
| 11/86-7/88 | COMCARGRU Four and NATO Carrier Striking Fleet, NORVA |
| 8/88-5/90 | COMSECONDFLT and NATO Striking Fleet, CJTF 140 |
| 5/90-7/92 | Vice Chief of Naval Operations, OPNAV, Wash D.C. |

- Continued -

## Summary of Significant Career Events

(1) 9/72 Commanding Officer, VA 27; winner of RADM Wade McCluskey Award as the Outstanding Light Attack Squadron in the Navy.

(2) 12/82 Serving as the CO of the USS *Coral Sea*; Awarded ADM Jim Flatley Award for Aviation Safety; winner of the Golden Anchor for Retention.

(3) 3/91-8/92 Designation as the Navy's Gray Eagle; Longest serving Naval Aviator on Active Duty.

(4) 10/94- Present. President/CEO of Navy-Marine Corps Relief Society.

(5) 10/01-Present. Chairman of the Board for Military Officers Association of America (MOAA), formerly TROA.


1955


1983

**Robert C. Johnson, Colonel, USMC (Ret.)**
"Bob"

Date of Designation: 17 August 1956 NA# V-10062

Dates of Active Duty: 15 April 1955 - 30 June 1983

Total Flight Hours: 5,100

Carrier/Ship Landings: Fixed wing: 39

Approximate Flight Hours:
Jet: 4,600 Prop: 500 VF/VA: 4,200
VT: 300 Other: 600

Combat Tours:
Vietnam: VFMA-323, Nov. 1965-Dec. 1966, DaNang/ Chu Lai (F4B)
Vietnam: VMFA-314, Jul. 1969-Jun. 1970, Chu Lai/ DaNang (F4B)
Total Combat Missions: 500 (F4B)

Aviation Commands:
CO, VMFA -122, April 1972 - December 1973
CO, MAG-15, July 1978 - June 1979
CO, MAG-41, July 1980 - June 1983

Combat Awards:
2 Distinguished Flying Crosses
2 Single Mission Air Medals
32 Strike/Flight Air Medals
Bronze Star w/Combat "V"

## Duty Assignment Chronology

4/55-8/56 Naval Air Training Command, Pensacola (Preflight), Whiting, Saufley, Barin, (Primary SNJ), Kingsville (Advanced) (T-28, TV-2, F9F2/5), NAVCAD.
9/56-9/59 VMF-314/VMF(AW)-314, MCAS El Toro, NAS Atsugi, Ping Tung North AB, Taiwan (F9F-5, F4D).
10/59-9/60 3rd Battalion, 2nd Marines, 2nd Mar Div, Forward Air Controller (JRB).
9/60-3/62 VMF-235 Instructor Pilot, F8U Transition, LSO
3/62-4/63 VMF(AW)-122, Assistant Operations, LSO, (all series F-8 thru 2NE).
5/63-12/64 Royal Air Force Exchange duty, No. 23 Squadron, Leuchars Fife, Scotland, (Javelin, Hunter, Meteor).
1/65-6/65 MAG-24, 2d MAW, Cherry Point, NC, Assistant Operations.
6/65-12/66 VMFA 323, Cherry Point, NC, Iwakuni JN, DaNang, RVN, Tainan, Taiwan Assistant Operations (F4B).
1/67-6/69 Aviation Plans and Programs, D/CS Air, HQMC Aircraft Allowance/Programs Officer (T-39, T-28, TV2).
7/69-2/70 VMFA-314, Chu Lai RVN, Asst. Ops. (F4B).
2/69-6/70 G-3, 1st MAW, Assistant Operations (F4B).
7/70-1/72 Bootstrap Program, Degree Completion, University of Maryland, College Park MD (TV2).
2/72-8/73 Commanding Officer, VMFA-122, MAG-24, Iwakuni JN, MCAS Kaneohe, HI (F4B).
8/73-6/74 Operations Officer, MAG-24 (F4B).
7/74-6/75 J-3 (Exercise Division), CINC PAC, Camp Smith Hawaii, Exercise Planner/Special Projects ( T-28).
7/75-7/76 Student, Naval War College, Newport, RI.
8/76- 6/78 Member, HQMC Advanced Amphibious Study Group, MCB, Quantico VA (T-28).
7/78-6/79 Commanding Officer, MAG-15, 1st. MAW, Iwakuni, JN (F4B, F4J).
7/79-6/80 Assistant Director, USMC Command and Staff College, MCB, Quantico, VA
6/80-6-83 Commanding Officer, MAG-41, NAS Dallas, TX (F4N, F4J).
6/30/83 Retired from active duty.

- Continued -

## Summary of Significant Career Events

(1) It has been my pleasure to have served my country for over 28 years with some of the finest men and women this nation has to offer. When I retired, my wife said it was time for me to get a job. I had been having too good a time in the Marine Corps. I never argue with my wife.

(2) My indoctrination to the Marine Corps began with VMF-314. Squadron size "wake up" calls from Mojave to El Toro, or reverse, at 6:00 am. Great deployment to the Far East and redeployment to Taiwan and tent city. Proof that the hardest times are the best times. I was placed in charge of the MAG logistics retrograde to Atsugi. Loaded out 11 NAVY ships with all MAG equipment.

(3) At Beaufort flying the F8, I learned to become an LSO. Worked USS *Intrepid*, USS *Roosevelt,* USS *Shangri-La*. Great flying, great airplane. Participated in Cuban Missile crisis flying photo cover.

(4) The tour with the Royal Air Force was a truly memorable experience. Their hospitality and airmanship were second to none. Numerous deployments to Cyprus, Libya, Malta, Italy, France, Germany, and Norway. With exchange partner, initiated the first of a now annual 4th of July party for our hosts. We were complete in colonial costumes and we fed them ham burgers, hot dogs, baked beans and potato salad. A great and memorable time was had by all. They hanged us afterward.

(5) What can best be described as organized chaos, early DaNang was indeed a challenge. We lost our first aircraft over Hanoi in Dec. 1965. Our high sortie rate bothered the Air Force. Later in our tour, I took a detachment of 4 aircraft to Chu Lai to do some operational trials off the aluminum runway. We briefed and armed up for a mission and proceeded to the catapult. First up, after some delay, I gave the salute and away we went. At lift off, the starboard engine blew. Noticing all the troops and trucks at a check point directly ahead and an ammo dump just beyond, I elected not to throw my 12-500lb. bombs and 600 gallons of fuel just yet as the airplane was still flying. I saw an open area slightly to the right which appeared to offer a solution when the stick gave a kick and froze in my hand. My RIO immedately responded to my command to eject, and hearing his departure, followed suit. Fortunately, I was over a depression and going horizontal to the ground when the chute opened and dropped me in a concertina fence. My Rio and I were then picked up by the CG in his helicopter. Good timing.

(6) I am one of maybe a few people who actually enjoyed their tour in Washington. I worked very closely with MajGen Keith McCutcheon in the reorganization of the Marine Corps Helicopter Force Structure. Such reconstruction resulted in the addition of new AH-1J and UH-IN aircraft to the force structure. Pending delivery of these aircraft, I negotiated a loan of 49 AH-1G from the Army for immediate employment by the Marine Corps.

(7) I became the principal action officer for the evacations of Cambodia and Vietnam at CINCPAC, reporting directly to the J-3 and the CINC.

(8) As a member of the Advanced Amphibious Study, conducted several studies involving new concepts of employment including the use of Landing Craft Air Cushion (LCAC) as a means of complementing our helo assault and expanding the littoral of the world for assault from the sea. Now in use.

(9) As CO of MAG-15, I had a detachment of VMCJ aboard USS *Midway* in the Sea of Japan. I requested permission to visit them aboard ship. The ship agreed and offered to send the COD. I allowed as how I had my own aircraft, (F-4) and would like to fly aboard. They were pleased and allowed as how it had never been done before by an 0-6. They gave me 2 T&G, and 2 traps, 4 for 4. Not bad after 17 years.

(10 I finished my flying as CO of MAG-41 with some of the finest crews available with most 1,000 hours + in type. The saddest day of my life was on 30 June 1983, my last day of active duty, when I flew 2 ACM sorties. On the second, as we approached the break, I passed the lead and command to Mike Sullivan.


1961


1996

## Zeb V. Knott, Captain, USN (Ret.)

"Zeb"

Date of Designation: 1 March 1944

Dates of Active Duty: June 1942 - July 1975

Total Flight Hours: 10,000+

Carrier/Ship Landings: Fixed wing: 775 (300 straight deck)

Approximate Flight Hours:
Jet: 6,000 Prop: 4,000 Helo: 20 VF/VA: 7,500
VT: 2,500

Combat Tours:
WW II: VF-11, Sep. 1944-Feb. 1945, USS *Hornet* (F6F) - 50 missions.
Korea: VC-4, Jul. 1950 - no combat missions.
Vietnam: USS *Midway*, 1965 (A4) - 15 missions.
Vietnam: USS *Diamond Head* (AE-19), 1967-1968, seven months on line.
Vietnam: USS *America*, 1968, six months on line.
Vietnam: COMFAIRWESTPAC, 1970-1971, 16 months in Vietnam.

Aviation Commands:
VF-173, 1954 - 1958 (Operations, XO and acting CO).
Blue Angels, 1958 - 1962 (O-in-C/Leader 1959 - 1961).
CO, VF-153, 1962 - 1963
CO, USS *Diamond Head* (AE-19), Vietnam, 1967 - 1968.

Combat Awards:
3 Legion of Merit (2 with combat "V")
2 Distinguished Flying Crosses
Bronze Star with combat "V"
Meritorious Service Medal
5 Air Medals
2 Presidential Unit Citations

## Duty Assignment Chronology

| | |
|---|---|
| 6/42 | Called to active duty. AVCAD. |
| 6/42-8/42 | University of Tampa, FL. Cadet (Piper Cub and Waco). |
| 9/42-1/43 | University of Georgia - Pre-Flight. |
| 1/43-5/43 | NAS St. Louis, MO - "E" Base (N3N, N2S). |
| 6/43-2/44 | NAS Corpus Christi, TX. (SNV-1, SNJ). |
| 3/1/44 | Commissioned Ensign. |
| 3/44-5/44 | NAS Cecil Field, FL. Advanced Training (SNJ, SBD ). |
| 6/44 | NAS Glenview, IL. Carrier qualification, USS *Sable* (SNJ, SBD). |
| 6/44 | NAS North Island, CA. CASU-5, awaiting transportation to WestPac. Had the pleasant job of flying pool aircraft (F4F, FM-2, TBF, TBM, F4U, F6). |
| 6/44-7/44 | NAS Barbers Point, HI. VB-100 replacement pilot flying SB2C. |
| 7/44-9/44 | VF-100 replacement pilot flying F6F. |
| 9/44-1/47 | VF-11, USS *Hornet* (CV-12) (F6F-3/5/5P). Combat from 9/44-2/45. |
| 1/47-10/47 | North Carolina State University. College Degree Program. |
| 10/47-3/49 | NAS Pensacola, FL. Flight Instructor (F6F, F7F, SNJ, SNB). |
| 3/49-7/49 | NAS Glenview, IL. CIC School, DUINS (F6F, F8F, SNB). |
| 7/49-7/51 | NAS Key West, FL. VCN-2, FAWTULANT (F6F-5N, TBM, SNB, TO2, F4U-5N). |
| 7/51-8/51 | NAS Norfolk, VA. FAETULANT (R4D6T, TBM-3E), Special projects. |
| 8/51-2/52 | NAS Anacostia, MD. Navy Department Instrument Flight Training Unit - OP-54 (F6F, F-7F, SNB, SNJ). |
| 2/52-10/52 | MAAG Portugal - School of Naval Aviation (SNJ, SNB, SB2C, Fleet, Tiger Moth, Oxford, J2F, J4F, Martiner, Spitfire XIX). |
| 10/52-8/54 | NAS Anacostia, MD. Navy Department Instrument Training Unit - OP-54. (F6F, F-7F, SNB, SNJ, R4D). |

(-Continued -)

Duty Assignment Chronology continued

| | |
|---|---|
| 8/54-7/58 | VF-173, Operations Officer, XO and Acting CO. Homeport NAS Jacksonville, FL. (F9F-6, FJ-3, FJ-3M, FJ-4, SNB, F8U). |
| 7/58-10/58 | NAS Glynco, GA. Fighter Operations (F2H-2, F2H-3, F2H-4, AD5N, T2V-1). |
| 10/58-2/62 | CO of Blue Angels, NAS Pensacola, FL. (F-11-F, F9F-8T, R5D, T-28, F-5). |
| 2/62-7/62 | NAS Lemoore, CA. VA-125, A-4 RAG Training (F9F-8T, AD-5N, A4D). |
| 7/62-7/63 | CO, VA-153, NAS Lemoore, CA.(A4D-2N). Deployed WestPac, USS *Coral Sea* (CVA-43). |
| 7/63-4/65 | USS *Midway*, Operations Officer (A4D, C1A, T-33, TC-45J, UH-2A). Two deploy ments to WestPac. First Dixie Station. |
| 5/65-12/66 | BUPERS, OPNAV, CHINFO, Washington D. C. |
| 1/67-5/68 | CO, USS *Diamond Head* (AE-19). Homeport Norfolk, VA. Seven months tour in Vietnam (A4, SNB). |
| 5/68-6/70 | Carrier Division TWO, Operations and Chief of Staff. Vietnam in USS *America* (CV-66) and to the Med in USS *John F. Kennedy* (CV-67). |
| 6/70-11/71 | COMFAIRWESTPAC, Operations Officer. Sixteen months in Vietnam (A4, A7, F8, C1A, TA-3, OV-10). |
| 11/71-6/74 | Navy Recruiting Command. (Plank Owner), Director of Operations (US-2B, TC-45J, T-39). Last Navy Flight in F-14D. |
| 7/74 | Retired from active duty. |

## Summary of Significant Career Events

(1) First fleet squadron was VF-11. Great 3 1/2 years. Carrier Quals on at least 10 different carriers including about 6 CVE's. RADM Gene Fairfax was skipper on two different tours.

(2) First jet flight in 1949.

(3) VF-173. Outstanding squadron. First East coast FJ-3 squadron. FJ-3M was a fine aircraft. Made three Med cruises, one North Atlantic cruise and two deployments to "Gitmo". On 1957 Med cruise on USS *Randolph* (CVA-15), had 127 OK-3 wires.

(4) Over 1,000 hours in seven different aircraft - SNJ, SNB, F6F, F9F, FJ, F11F and A4.

(5) Checked out in 45 different aircraft.

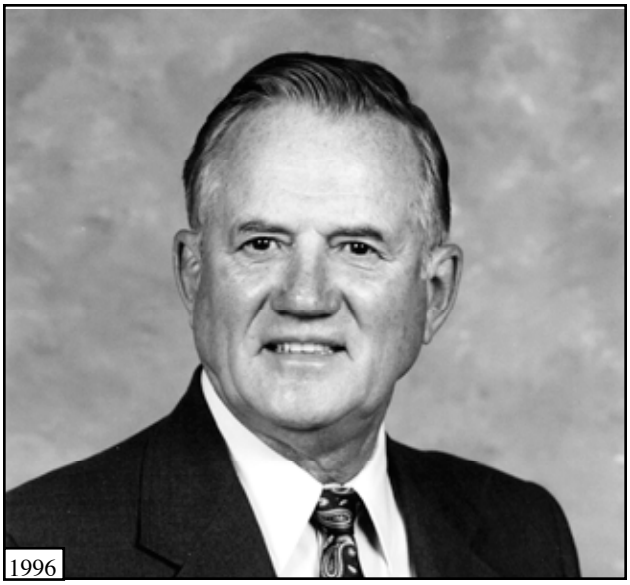
(6) Carrier qualified in SNJ, SBD, SB2C, F6F-3/5/5N, F4J-4/5N, F9F-2, FJ-3/3M, A4D, C1A and TA-3.

(7) Flew 212 formal air shows as leader of the "Blues". 1961, the 50th year of Naval Aviation, we were scheduled for 80 shows (most ever) and we flew 76. I had a great team and 55 of the best sailors a man could ask for.

(8) Was a great 33 years with the finest people in the world!



1965


1996

**William D. Knutson, Captain, USN (Ret.)**
"Bill"

Date of Designation: 3 February 1954 NA # T-4083

Dates of Active Duty: 6 June 1952 - 1 September 1976

Total Flight Hours: 5,560

Carrier/Ship Landings: Fixed wing: 966

Approximate Flight Hours:
Jet: 4,437 Prop: 1,113 Helo: 10 VF/VA: 4,558

Combat Tours:
Vietnam: VF-84 (F4B), USS *Independence*, Apr. 1965 - Dec. 1965 - 119 missions, Cap and Strike.
Vietnam: VF-33 (F4J), USS *America*, May 1968 - Jun. 1968 - 11 missions, Cap and Strike.

Aviation Commands:
CO, VF-33, Jun. 1967 - Jun. 1968.
Commander, CVW-7, Dec. 1970 - Dec. 1971.
Commander, Fighter Wing One, Jan. 1972 - Aug. 1974.
CO, NAS Oceana, Aug. 1974 - Aug. 1976.

Combat Awards:
Distinguished Flying Cross
2 Bronze Stars, with Combat "V"
3 Air Medals
10 Strike flight Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/48-6/52 | Midshipman, U. S. Naval Academy. |
| 6/52-8/52 | Instructor, U. S. Naval Academy. |
| 9/52-3/54 | Flight training, Pensacola, FL., and Corpus Christi, TX. |
| 4/54-6/56 | VC-3, NAS Moffett Field, CA. |
| 7/56-6/58 | VF(AW)-3, NAS Moffett Field, CA. |
| 7/58-1/59 | Naval Air Test Pilot School, NATC Patuxent River, MD. |
| 1/59-6/61 | Service Test, NATC, Patuxent River, MD. |
| 7/61-6/63 | CVW-6 LSO, NAS Oceana, VA., USS *Intrepid* and USS *Enterprise*. |
| 7/63-6/64 | George Washington University, Student. |
| 7/64-1/66 | VF-84, NAS Oceana and USS *Independence*. |
| 1/66-6/66 | CVW-7 Operations Officer, NAS Oceana and USS *Independence*. |
| 7/66-6/68 | XO/CO, VF-33, NAS Oceana, USS *America*. |
| 7/68-6/69 | COMCARDIV-9, USS *Hancock* and NAS North Island, CA. |
| 7/69-6/70 | National War College, Student. |
| 7/70-12/70 | COMNAVAIRLANT Staff, Norfolk, VA |
| 12/70-12/71 | COMCVW-7, USS *Independence*, NAS Oceana, VA |
| 1/72-7/74 | COMFITWING ONE, NAS Oceana, VA. |
| 8/74-8/76 | CO, NAS Oceana, VA. |
| 9/1/76 | Retired from active duty. |

## Summary of Significant Career Events

(1) First group of instructors in 1956-58 for the F3H Demon and F8U Crusader for transitional training (the forerunner of the RAG concept).

(2) Test Pilot School and Test Pilot at NATC 1958-61.

(3) Have flown 76 models of 46 different makes of aircraft.

(4) Conducted water ingestion testing on the F3H-2/J71-A-2E, F8U-2/J57- P-16 and F4H-1/J79 to determine heavy supercooled water affects on engine performance. Conducted flying through thunderstorms.

(5) Conducted testing of the F8U/J57 and F4H/J79 engines for high altitude operation and burner blow-out. Developed and tested zoom tactics in the F8U and F4H to intercept and shoot down high altitude targets at 70,000-90,000 feet. (- Continued -)

Summary of Significant Career Events continued

(6) Member of the F8U-2N Navy Preliminary Evaluation (NPE).

(7) Conducted Service Suitability trials and Board of Inspection and Survey (BIS) tests for the F8U-2, F8U-2N and F4H-1 aircraft.

(8) Tested:
- A. The final 4 pressure suits being considered by the Navy for high altitude flight in the F8U and F4H.
- B. Safe approach angle of attack system for use in all carrier aircraft.
- C. Dual fire warning system for jet aircraft.
- D. Autopilot systems in the F8U aircraft.
- E. Fusible Plugs for aircraft wheels so they will not explode in the wheel well.
- F. The "T" cockpit instrument layout for the F4H to improve instrument flight and mission effectiveness.

(9) CO of the first F4J squadron and first to deploy the F4J to combat.

(10) Developed tactics to evade the Russian SA-2 missiles in Vietnam, based on a John Hopkins research project and was in the first division to successfully use the tactic.

(11) Commanded Carrier Air Wing (CVW-7) having the first LCDR (Bobby Socks) squadron Commanding Officers.


1974


2003 Debbie

**Michael M. Kurth, Col, USMC (Ret.)**
"Spot"

Date of Designation: December 1975

Dates of Active Duty: March 1972 – July 1996

Total Flight Hours: 5,244

Carrier/Ship Landings: Ritary wing: 1,526

Approximate Flight Hours:
Helo: 4,208.3 Prop: 1,035.7

Combat Tours:
Desert Shield/Storm, Aug. 1990 - Mar. 1991
HMLA-369 (AH-1W/UH-1N)
216 hours, 3 Strike/Flight Awards

Aviation Commands:
CO/XO, HMLA-369, Oct. 1987 - June 1991
CO, Prov MAG-39, Feb. - Apr. 1990
XO, MCAS Tustin, Aug. 1992 - Feb. 1996

Combat Awards:
Navy Cross
Air Medal w/Flight Strike Numeral 3 and Combat V
Combat Action Ribbon

## Duty Assignment Chronology

| | |
|---|---|
| 3/72-5/72 | OCS, Quantico, VA. |
| 6/72-11/72 | Basic School, Quantico, VA. |
| 11/72-1/73 | Recruiting, Chicago, IL. |
| 1/73-3/73 | Supply School, Montford Point, NC. |
| 3/73-9/74 | Platoon Commander/Ordnance Officer,1st Mar Division. |
| 9/74-1/75 | VT-1 Student, Saufly Field ( T-34B). |
| 1/75-4/75 | VT-6 Student, Milton Field (T-28) |
| 5/75-8/75 | HT-8 Student, Milton Field (TH-57). |
| 8/75-11/75 | HT-18 Student, Milton Field (H-1). |
| 1/76-3/76 | H&Ms 29 New River, Special Assign |
| 3/76-5/76 | HML-167 RAG, New River (UH-1N). |
| 6/76-9/76 | HML-268 Career Planner, New River (UH-1N). |
| 9/76-11/76 | HMH 461, Flight Line Officer, Caribbean Cruise (UH-1N/CH-53). |
| 12/76-9/77 | HML-268 Flight Line Officer/Maintenance Officer, New River (UH-1N). |
| 10/77-4/78 | MAG-29, Adjutant, New River (AH-1J/T, OV-10A, UH-1N). |
| 5/78-9/78 | HML-367, Logistics Officer, Hamby Field, Okinawa (AH-1J/UH-1N). |
| 10/78-2/79 | ProvMAG-36 Liason Officer, 10th Fighter Wing ROKAF, Suwon Korea (AH-1J/UH-1N) |
| 3/79-5/79 | HML-367 Logistics Officer, Hamby Field Okinawa (AH-1/UH-1N). |
| 6/79-10/79 | HML-267 Training Officer, Camp Pendleton (UH-1N). |
| 10/79-2/80 | HML-367 Operations Officer, Camp Pendleton (UH-1N). |
| 2/80-3/80 | MAWTS-1 WTI CRS, Yuma, AZ (UH-1N). |
| 4/80-5/81 | HML-367 Operations Officer, Camp Pendleton (UH-1N). |
| 6/81-6/85 | MAWTS-1 Instructor, Yuma (multiple models U/AH-1, AH-6, CH-46, other fixed and rotary) |
| 6/85-8/85 | USS *Hepburn*, Sea of Japan (H-2). |
| 8/85-6/86 | Student, USMC Command and Staff College. |
| 7/86-11/86 | MAG-36 Operations Officer, Futenma, (UH-1N). |
| 12/86-3/87 | MAG-90 Operations Officer, embarked USS *Okinawa* then Pohang Korea (UH-1N/AH-1J) |
| 4/87-7/87 | MAG-36 Operations Officer, Futenma (UH-1N). |
| 8/87-10/87 | Cmdr Det HMLA-369 CAX 29 Palms, (UH-1N/AH-1W) |
| 10/87-12/88 | HMLA-369 XO, Camp Pendleton (UH-1N/ AH-1W). |
| 1/89-6/89 | HMLA-369 XO, Futenma (UH-1N/AH-1W) |
| 7/89-11/89 | HMLA-369 XO, Camp Pendleton (UH-1N/ AH-1W). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 11/89-2/90 | HMLA-369 CO, Camp Pendleton (UH-1N/ AH-1W). |
| 2/90-5/90 | Prov MAG-39 CO 29 Palms (UH-1N/ AH-1W). |
| 6/90-6/91 | HMLA-369 CO, Camp Pendleton, various locations Saudi Arabia (UH-1N/AH-1W). |
| 8/91-6/92 | Student Naval War College |
| 8/92 –6/96 | MCAS Tustin, XO (C-12/T-34/UH-1N/ AH-1W). |

## Summary of Significant Career Events

(1) In October 1978 I began the first of three "special" assignments for then Colonel Chuck Pitman (Now LtGen (Ret) and Golden Eagle) – the first was as liaison officer to the ROKAF 10th Fighter Wing for the largest USMC deployment to the vicinity of the DMZ since the Korean War, the second was in support of the work-ups for the attempted Iranian hostage recue mission and began in Nov 1979 while the 3rd , in 1986/7,was to develop a safer and more effective night recovery procedure with commensurate training for rotary wing aircraft aboard ship.

(2) While serving as an instructor at MAWTS-1, became the DIA's Subject Matter Expert (SME) on Soviet helicopters and joined the European Tactics Analysis Team as the only rotary wing member. During this tour, working closely with VX-5, developed air to air employment tactics and weapons for helicopters and provided advice to the US Army on their air to air Field Manual. I also became involved in foreign military equipment exploitation during this tour. Joined the first V-22 crew station working group in 1983 while on this assignment. Worked closely with the US Army's TF-160 flying the AH-6 in support of their early Special Operations training and missions.

(3) Worked closely with then Colonel (now Gen. (Ret.)) Tony Zinni and then LtCol (now LtGen (Ret.)) Emo Gardiner in authoring in 1986 the first Employment/ Deployment Guide for the V-22 which was used to "sell" the program to the Congress.

(4) Led the first USMC combat unit, HMLA-369, deployed in support of operation Desert Shield/Desert Storm.

## Post USMC

Primarily working for the Boeing Company since retirment. Currently the Managing Director of Boeing Defence UK, the Boeing Company's defense business in the United Kingdom.

## Additional Awards and Recognition

(2) Legion of Merit
Meritorious Service Medal
Navy Commendation Medal
Navy Achievement Medal
Alfred A. Cunningham Award Marine Aviator of the Year 1991.
Commander Marine Helicopter Squadron of the Year 1991
John A. LeJueune Award for Inspirational Leadership 1992
Member Legion of Valor
Liveryman of the Guild of Air Pilots and Air Navigators of London
Fellow of the Royal Aeronautical Society
Vice President British Army Aviation Museum


1991 Debbie



1969


1993

## John E. Lacouture, Captain, USN (Ret.)

"Tiger One"

Date of Designation: 18 May 1943

Dates of Active Duty: July 1936 - 1 July 1970

Total Flight Hours: 5,900+

Carrier/Ship Landings: Fixed wing: 500+

Approximate Flight Hours:
Jet: 1,875 Prop: 4,025 Helo: 25 VF/VA: 5,000

Combat Tours:
WW II: USS *Blue* (DD-387), Jul. 1941 - Aug. 1942.
XO, VF-5, USS *Franklin*, 10 - 18 Mar. 1945.
Korea: Air Officer, USS *Tarawa* (CVA-40) Jan.-Apr. 1954
Vietnam: Chief of Staff, COMCARDIV FIVE, USS *Ticonderoga*, Nov. 1964 - Feb. 1965.
Vietnam: Chief of Staff, TF-77, USS *Independence* and *Kitty Hawk*, May 1965 - May 1966.

Aviation Commands:
CO, VF-4 Red Rippers, Apr. 1945 - Jun. 1947.
CO, VA-15, Jul. 1950 - Dec. 1951
Commander, CAG 6, Oct. 1954 - Oct. 1956
CO, VA-43, Jul. 1959 - May 1960
Commander, RAG 4, Jan. 1960 - May 1960
CO, USS *Saratoga*, (CV-60), Sep. 1963 - Oct. 1964
CO, USS *Independence*, (CV-62), 26 - 29 Oct. 1965
Commander, Light Attack Wing Pacific, Aug. 1969 - Jul. 1970

Combat Awards:
Legion of Merit with Combat "V" (Vietnam)

## Duty Assignment Chronology

| | |
|---|---|
| 7/35-6/36 | U.S. Marine Corps Reserve Quantico, Washington. |
| 7/36-6/40 | U. S. Naval Academy (Midshipman). |
| 6/40-1/41 | USS *Saratoga* (CV-3). |
| 1/41-8/42 | USS *Blue* (DD-387). |
| 9/42-1/43 | Primary Flight Training, NAS New Orleans. |
| 1/43-5/43 | Flight Training NAS Pensacola. |
| 5/43-7/43 | VF Operational Flight Training NAS Melbourne, FL. |
| 7/43-5/44 | VF Operational Flight Instructor, NAS Melbourne. |
| 6/44-3/45 | XO, VF-5 deployed on USS *Franklin* (CV-13). |
| 4/45-6/47 | CO, VF-4 deployed on USS *Tarawa* (CV-40) for two cruises. |
| 7/47-6/49 | U. S. Naval Postgraduate School, Annapolis, MD. (MSE Aeronautical Engineering). |
| 6/49-6/50 | Princeton University, 1st Navy MSE in Advanced Flight Testing. |
| 7/50-12/51 | CO, VA-15 cruises on *Oriskany* and *Coral Sea*. |
| 1/52-10/53 | Tactical Test Patuxent, started as Head of Fighter Section, ended Assistant Director. |
| 11/53-10/54 | Air Officer, USS *Tarawa* (CVA-40). |
| 10/54-10/56 | CAG-6, Med Cruise on USS *Lake Champlain* |
| 11/56-7/58 | BuAer, Fighter Weapons Program Manager. |
| 8/58-6/59 | Naval War College - Student. |
| 7/59-5/60 | CO, RAG Squadron VA-43. |
| 1/60-5/60 | CO, Replacement Air Group 4. |
| 6/60-6/62 | SACLANT REPEur NATO Headquarters Paris, France. |
| 7/62-8/63 | CO, USS *Diamond Head* (AE-19). |
| 9/63-10/64 | CO, USS *Saratog*a CV-60. |
| 11/64-2/65 | Chief of Staff COMCARDIV5 on USS *Ticonderoga*, Tonkin Gulf. |
| 2/65-5/66 | Chief of Staff, TF-77, Tonkin Gulf on USS *Independence* and USS *Kitty Hawk*. |
| 10/65 | CO, USS *Independence* (26-29 October 1965). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 6/66-7/69 | OPNAV (OP-50B) Naval Aviation Plans and Requirements, Pentagon, 6 weeks as acting OP-50. |
| 8/69-7/70 | Commander Fleet Air Lemoore (Commander Light Attack Wing). |
| 7/1/70 | Retired from active duty. |

## Summary of Significant Career Events

(1) Flew 173 different model airplanes including 6 glider models and a flying platform.

(2) When CO, VA-15, worked on long, low level navigation flights and loft and over-the-shoulder delivery of nuclear weapons tactics.

(3) At Tactical Tests Division, developed first probe and drogue in flight refueling procedures, developed combat tactics for the many models of new jet aircraft, evaluated supine seat and first "G" suits, developed procedures for F9F flameout landings at Edwards AFB.

(4) Responsible for development and introduction into the Navy of the F4H Phantom aircraft and its sparrow weapons when Fighter Weapons Program Manager at BuAer.

(5) Flew two evaluation flights on F-111 in campaign to shoot it down as a suitable Navy/Air Force fighter to get the go-ahead on the production of the F-14 Tomcat.

(6) Commanded more actual flying commands than anyone else in the Navy: Three squadrons, three air wings, and two aircraft carriers.




USS *Hancock* April 1967 GE Jeep Streeper

To Lieutenant Commander Jude Lahr, United States Navy. an outstanding Strike Leader and Fighting Hammer's first "200 mission" pilot. Continued success. H.P. Smith Captain, U.S. Navy

## John Jude Lahr, Captain USN (Ret.)

"Jude"

Date of Designation: 15 July 1955 NA#V24655

Dates of Active Duty: 23 November 1953 - 30 June 1983

Total Flight Hours: 6,680

Carrier/Ship Landings: Fixed wing: 810

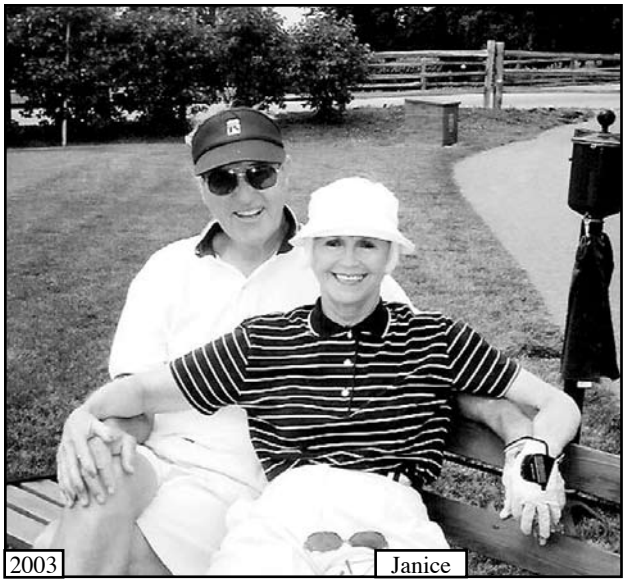
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Approximate Flight Hours:
Jet: 4,350 Prop: 2300 VF/VA: 4,900
VT: 1,750 Helo: 30

Combat Tours:
Vietnam: Dec. 1965 -June 1966, VA-93, USS *Enterprise*, (A-4C)
Vietnam: Jan. 1967 - July 1967, VA-93, USS *Hancock*, (A-4E)
Total Combat Missions - 230 (A-4C/E)

Aviation Commands:
CO, VA-81, June 1969 - June 1970 (A-4C, A-7E)
CO, VA-174, June 1971 - June 1972 (A-7A/B/C/E)
CO, Naval Weapons Evaluation Facility, Kirtland AFB Apr. 1977- June 1979 (A-4M, A-7E, OV-10, F-4B)
Commander Training Wing 6, June 1979-June 1981 (TA-4F)
Commander Naval Weapons Center June 1981 - June 1983 (A-4M, A-7E)

Combat Awards:
4 Distinguished Flying Crosses
23 Air Medals



2003 Janice

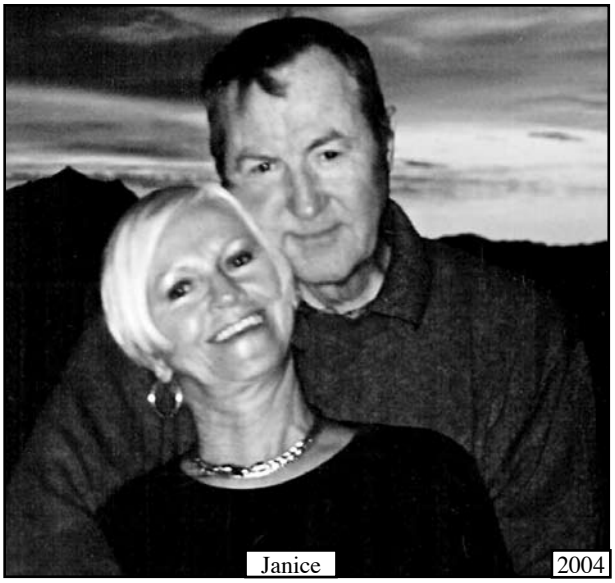
## Duty Assignment Chronology

| | |
|---|---|
| 11/53-7/55 | NATC Various NAS, Student (SNJ, T-28, AD-2/4). |
| 8/55-2/58 | VA-15, NAS CecilL Field/USS *Forrestal,* Personnel Officerf (AD-6). |
| 3/58-10/59 | Active Reserve, NAS Minneapolis (SNB). |
| 11/59-7/6 | VT-1, NAAS Saufley, Instructor Pilot (T-34, T-28, TT-1) |
| 8/61-1/63 | CNATRA Staff, NAS Pensacola, Enlisted Personnel Officer (T2V, T-33, F9F). |
| 2/63-4/65 | USS *Hornet*, Advanced Underseas Weapon Officer (C-1A). |
| 5/65-9/65 | VA-127, VA-125, NAS Lemoore, Student (F-9F, A-4C). |
| 9/65-7/67 | VA-93, NAS Lemoore, USS *Eneterprise*, USS *Hancock*, Operations Off. (A-4C/E). |
| 8/67-9/68 | VA-44, NAS Cecil, Operations Off. (A-4C/E). |
| 10/68-6/70 | XO/CO, VA-81, NAS Cecil, USS *Kennedy*, , (A-4C, A-7E). |
| 7/70-6/71 | NWEF, Kirtland AFB, Aircraft Project Officer (A-4M, A-7E) |
| 7/71-7/72 | CO, VA-174, NAS Cecil (A-7A/B/C/E). |
| 8/72-6/73 | National War College, Student. |
| 7/73-6/75 | OPNAV, Tactical Nuclear Weapons Plans. |
| 7/75-6/77 | Commander Carrier Group 3, Operations Off. (A-7B, TA-4F) |
| 7/77-6/79 | CO, NWEF, Kirtland AFB (A-4M, A-7E, OV-10, F-4B). |
| 7/79-6/81 | Commander, TRAWING-6 NAS Pensacola, (TA-4F°. |
| 7/81-6/83 | Commander, Naval Weapons Center, China Lake, CA (A-4M, A-7E). |

## Summary of Significant Career Events

(1) One of very early Shrike Pilots in combat, developed various Iron Hand tactics.

(2) First 200 mission combat pilot on USS *Hancock.*



Janice 2004



2005 50th WeddingAnniversary

- Continued -

(3) First pilot to record 200 traps on USS *Kennedy* (no bolters, no wave offs).

(4) CO of last A-4 Squadron to win AIRLANT Battle "E."

(5) Flew my favorite aircraft, the A-4M the day before I retired.

(6) Flew various models of the following aircraft: SNJ, SNB, T-28, T-34, AD, OV-10, TT-1, T2V, T-33, F9F, A-4, A-6, A-7, F4, HUEY.



1975 USS *Coral Sea*



1993 J. F. Kennedy Jr. Jim

## James A. Lair, RADM USN (Ret.)

"Jim"

Date of Designation: December 1961 NA# V-8493

Dates of Active Duty: June 1960 - September 1995

Total Flight Hours: 8,000

Carrier/Ship Landings: Fixed wing: 1,410

Approximate Flight Hours:
Jet: 6,000 Prop: 2000

Combat Tours:
Vietnam: CVW-16 (A-4) 1969, 1970, 1975,
USS *Ticonderoga*.
CVW-11 (A-7 Corsair) USS *Kitty Hawk*
VA-22, (A-7) 1975 USS *Coral Sea*
Lebanon: CVW-6, (A-7, A-6, EA-6) USS *Independence*
Total of 220 combat missions.

Aviation Commands:
CO, VA-146, 1978-1980 (A-7)
COMCVW-6, 1981 (F-14, A-6, A-7, S-3, EA-6B)
CO, USS *America* (CV-66), 1987-1988 (F-14A)
Battle Group Commander, Carrier Group 2, 1991-1993 (A-6E)

Combat Awards:
2 Individual Air Medals
22 Air Medals (Strike Flight)
4 Navy Commendation Medals with combat "V"

### Duty Assignment Chronology

Admiral Lair is a native of Los Angeles, California. He enlisted in the Marine Corps Reserve in 1957, then entered the Navy through the Naval Aviation Cadet Program and earned his Wings and Commission in December 1961. He made three Western Pacific deployments flying from the USS *Bennington*. He next attended the Naval Postgraduate School and graduated in June 1969 with a Bachelor of Arts degree in International Relations.

Flying the A4 Skyhawk and A7 Corsair II, Admiral Lair made two combat cruises aboard the USS *Ticonderoga,* and USS *Kitty Hawk* flying over 200 combat missions over Vietnam.

He then attended the School of Command and Staff at the Naval War College and received a MS in International Relations from the George Washington University. He then, made a third combat cruise aboard the USS *Coral Sea* and participated in the evacuation of South Vietnam and was one of the flight leaders in the recovery of the Merchant Ship Mayaguez.

He commanded Attack Squadron 146, Carrier Air Wing Six during the 1991 Lebanon Crisis, the USS *Caloosahatchee* and the USS *America* (CV-66).

Following his tour as Chief of Staff for Commander U.S. Sixth Fleet he was promoted to Rear Admiral. He then commanded Carrier Striking Force Sixth Fleet deployed to the Mediterranean during the Bosnian Crisis.

Rear Admiral Lair's last active duty tour was as Director of Operations, U.S. European Command, Stuttgart, Germany. He was responsible for the training and deployment of U.S. Forces in Europe, Northern Iraq and most of Africa.

Admiral Lair has over 8,000 flight hours and 1,410 carrier landings. His personal awards include the Defense Distinguished Service Medal, 4 Legions of Merit, Defense Meritorious Service Medal, Meritorious Service Medal, 2 Individual Air Medals, 22 Strike Flight Air Medals, 4 Navy Commendation Medals with the Combat "V" and various campaign awards.

Retiring in 1995, he then went to Texas and worked for Lockheed Martin on the Navy variant of the Joint Strike Fighter. For five years he was Manager of The Flight Safety

- Continued -

Learning Center at the Dallas-Fort Worth (DFW) Airport. Currently the Department of Homeland Security Acting Federal Security Director of the DFW Airport.

## Summary of Significant Career Events

(1) 20 combat missions over Vietnam.

(2) CO of VA-146.

(3) COMCVW-6 - Lebanon Crisis.

(4) CO, USS *Caloosahatchee* (AO- 98), Urgent Fury.

(5) CO, USS *America* (CV-66).

(6) COMCAR Strike Group 2 deployed to Med during Bosnian crisis.







**Dean S. Laird, CDR, USN (Ret.)**
"Diz"

Date of Designation: 21 October 1942

Dates of Active Duty: 2 January 1942 - 30 June 1971

Total Flight Hours: 8,285

Carrier/Ship Landings: Fixed wing: 520

Approximate Flight Hours:
Jet: 3,662 Prop: 4,623 VF/VA: 5,225
VR/VP: 1,240 VT: 590 Other (Civilian): 1,230

Combat Tours:
WW II: VF-4, USS *Ranger*, Jul. 1943 - Nov. 1943 (F4F) European theater of operations.
WW II: VF-4, USS *Bunker Hill*/USS *Essex,* Oct. 1944-Mar. 1945 (F6F-3/5). Pacific theater of operations.

Aviation Commands:
CO, VF-213, March 1960 - November 1960

Combat Awards:
Distinguished Flying Cross
5 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1/42-10/42 | Flight training, student (N3N, SNV. OS2U, SNJ. F2F). |
| 11/42-4/45 | VF-4, Pilot and Assistant Gunnery (F4F. F6F). |
| 5/45-6/45 | CASU-6, Utility test pilot (F4U, SNB, SB2C, GB, GH, Various other). |
| 7/45-8/47 | VF-200/(VF-1L), Operations Officer (F6F, F4U, F8F). |
| 8/47-9/49 | VF-171, Flight Officer (FH-1, F2H, P-80, F8F). |
| 10/49-10/50 | 84th Fighter Interceptor Squadron, USAF. Flight Leader (F-84, C-47, T-33). |
| 11/50-7/51 | ATU-2, NAAS Cabaniss Field. Safety Officer (F8F, SNJ, SNB). |
| 7/51-12/52 | JTU-1, NAAS Kingsville Field, TX. Training Officer (TV-1, TV-2). |
| 12/52-7/53 | Navy Line School, Student (F6F, SNB, SNJ). |
| 7/53-1/55 | XO, VF-51 (F9F-6, TV-2). |
| 1/55-4/56 | USS *Yorktown*, Assistant Air Boss (F9F-5/6/8, FJ-3, JR-3). |
| 5/56-8/58 | 85th NORAD Division. Deputy Chief of Staff for Operations (T-33, C-41, C-47, L-20, L-27). |
| 9/58-1/59 | VFR-32, Training Officer (A4D, F4D, F9F, F11F, F8U, TV-2, SNB). |
| 1/59-3/60 | XO, VF-121 (F3H, F11F, F9F). |
| 3/60-11/60 | CO, VF-213 (F2H, F9F). |
| 12/60-1/63 | CARDIV ONE, Air Operations (TF, SNB, F3H, F9F, A3D, TV-2). |
| 2/63-1/65 | NAS Miramar, CA, Aircraft Maintenance Officer (C1A, T2A, F3H, F4H, F8U, F9F, C-45). |
| 1/65-1/68 | RCVW-12, C.S.O. (F8, F9, T1, F5, A4, T28, F4, A6, A7, F8). |
| 1/68-6/71 | XO, VRF-32 (A4, A6, A7, F4, F8, T1, T33, S2, C47, T39, P3, C130, C1, T28, C54, C118). |
| 7/71 | Retired from active duty. |

## Summary of Significant Career Events

(1) WW II Ace (Only Navy Ace to shoot down both German and Japanese aircraft).

(2) 1947 - Navy's first jet squadron (VF-171) at Quonset Point, RI.

(3) 1948 - First jet squadron to qualify aboard ship (May 1948), USS *Saipan* (CVL-48).

(4) 1949 - As part of National Air Races, won a race flying an F2H Banshee from USS *Midway* in the Atlantic to Cleveland, OH. Fastest speed recorded at National Air Races at that time (549 mph).

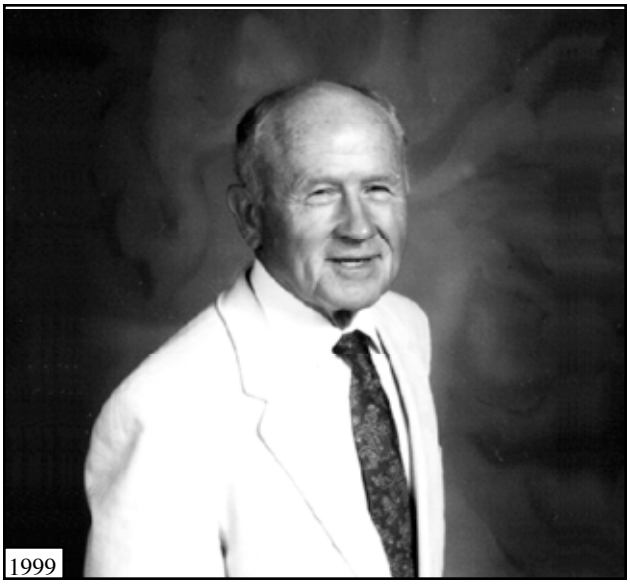
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Summary of Significant Career Events continued

(5) 1949 - One of the first seven naval aviators to be selected to go on Exchange Duty with USAF. Was one of three principal pilots in movie “Tora, Tora, Tora.” Flew 164 hours in making this film.

(6) Ran the Tailhook Association for several years during the 60’s and 70’s and also incorporated it in California as an educational and professional organization in 1968. My signature is on the papers of incorporation.




## Harold A. Langstaff, Lt. Colonel, USMC (Ret.)

"Hap"

Date of Designation: 23 July, 1942 NA # 14532

Dates of Active Duty: 1 June, 1941 - 30 June, 1962

Total Flight Hours: 6,464

Carrier/Ship Landings: Fixed wing: 103

Approximate Flight Hours:
Jet: 1,350 Prop: 5,114 VF/VA: 5,364
VR/VP: 1,100

Combat Tours:
WW II: VMF-215, 1st MAW, Apr. 1943-Apr. 1944, Guadalcanal Campaign (F4F, F4U) -113 Missions.
WW II: VMF-321, Aug. 1945-Feb. 1946, USS *Puget Sound*, Japanese Occupation (F6F).
Korea: VMF-311, MAG-33, Aug. 1952-Mar. 1953 (F9F-5) - 75 missions.

Aviation Commands:
CO, VMF-314, July 1956 - May 1957
CO, VMF-115, May 1957 - May 1959

Combat Awards:
Distinguished Flying Cross
8 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 9/41-7/42 | NAS Squantum, Boston, MA., NAS Jacksonville, FL., NAS Miami, FL. Flight Training (N3N, SNJ, OS2U, F3F). |
| 7/42-1/43 | NAS San Diego, CA. Carrier Qual. and Fighter Training (F4F). |
| 1/43-2/43 | VMF-215, MAG-24, MCAS Santa Barbara, CA. Eng. Officer (F4F, F4U). |
| 2/43-3/44 | VMF-215, 1st MAW, Hawaii, Midway, Guadalcanal, Bougainville. Flight Leader and Eng. Officer (F4U). |
| 4/44-6/44 | VMF-481, MAG-46, MCAS El Toro, CA. Fighter Instructor (F4U). |
| 6/44-8/44 | Pratt & Whitney Army/Navy Engine Training School, Hartford, CT. Student. |
| 9/44-10/44 | VMF-462, MCAS El Toro, CA. Fighter Instructor (F4U). |
| 10/44 | North American Aviation Corp., El Segundo, CA. Engineering Project. Design Change of P-51 for carrier operation (F4U, P-51). |
| 11/44-3/45 | VMF-215, MCAS El Toro, CA. Fighter Instructor (F4U). |
| 3/45-1/46 | VMF-321, Carrier Air Group 6, USS *Puget Sound*. Deployed to Pacific. Fighter Pilot/ Japanese Occupation Forces (F6F). |
| 1/46-6/46 | University of Michigan, Ann Arbor, MI . Student completing education. |
| 6/46-9/46 | AES-41, MCAS Cherry Point, NC. Test Pilot and Production Control Manager. (Many different aircraft). |
| 9/46-3/47 | Engr. and Maintenance Course, Aviation Tech School, Quantico, VA. Student (F4U, F6F, R4D). |
| 3/47-9/49 | AES-41, MCAS Cherry Pt., NC. Test Pilot and Production Officer (Many different acft). |
| 9/49-9/50 | VMF-114, MCAS Cherry Pt., NC. Operations Officer (F6F5N). |
| 9/50-12/50 | Amphibious Warfare School, Quantico, VA. Student. |
| 12/50-6/51 | Headquarters, MCAS Quantico, VA. Staff Officer (F4U, F6F, R4D). |
| 6/51-6/52 | Stanford University, Palo Alto, CA. Graduate Student - Masters Degree. |
| 7/52-8/52 | VMF(N)-542, MCAS El Toro, CA. Pilot Refresher (F7F(N)) and Night Fighter (F3D(N)). |
| 8/52-12/52 | VMF-311, MAG-33, KOREA. Operations Officer (F9F). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 12/52-3/53 | MWSS-1, Iwakuni, Japan. Engr. Officer (Many different aircraft). |
| 3/53-8/55 | AIRFMFLANT, HDQTRS, Norfolk, VA. Asst. G-1 (Many different aircraft). |
| 8/55-2/56 | Armed Forces Staff College, Naval Base, Norfolk, VA. Student (F6F, SNB). |
| 3/56-7/56 | MAG-33, MCAS El Toro, CA. Group Operations Officer. (F9F, F4D, R4D). |
| 7/56-5/57 | Commanding Officer, VMF-314, MAG-33, MCAS El Toro, CA. (F9F) |
| 5/57-2/58 | Commanding Officer, VMF-115, MAG-33 MCAS, El Toro, CA. (F4D). |
| 3/58-5/59 | Commanding Officer, VMF-115, MAG-11 NAS Atsugi, Japan, and Pingtung, Formosa (F4D, R4D). |
| 5/59-6/62 | Division of Aviation, HDQTRS, USMC, Washington, D. C. Director Aviation Technical Training (Many different aircraft). |
| 6/30/62 | Retired from active duty. |

## Summary of Significant Career Events

(1) I survived two wars as a Marine Fighter Pilot. On my first combat mission in Guadalcanal, I returned with 47 holes in my F4U. I was credited with shooting down 3 Japanese Zeros while serving with VMF-215 in the Solomons.

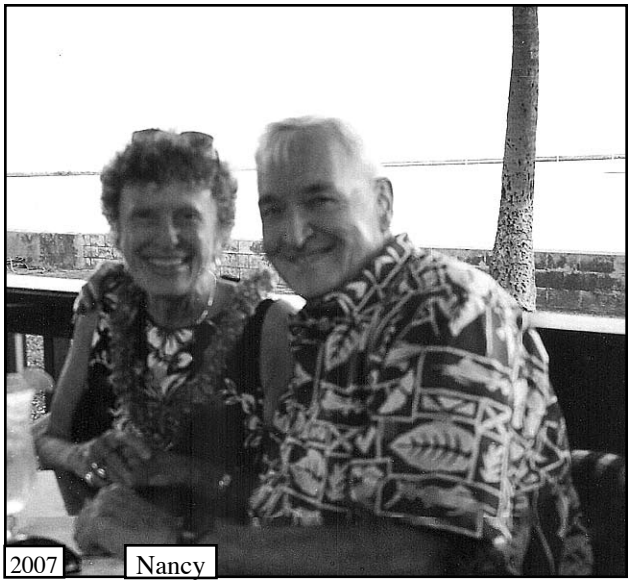
(2) On my first combat mission in Korea, with only five hours of jet time, I was diverted to an Air Force field for an instrument approach, the approach being delayed because radar had lost five F9F's from VMF-115 who flew into the side of a mountain. I shut down my engine with less than 100 lbs. of fuel.

(3) When I was Commanding Officer of VMF-314, and flying as a member of our aerial gunnery team, we won the All Navy/Marine Weapons Meet in April 1957 at NAS El Centro, CA. As a result of our squadron's overall performance, we were award ed the 1957 Commandant's Trophy.

(4) I flew 6,464 accident-free hours in 37 different military aircraft. I survived an inverted flight as a passenger in a DC-3 coming out of Guadalcanal on an R&R flight to Australia. The Army Air Corps pilot ran into a thunderstorm which caused the inverted flight. The Warrant Officer managed to pull the plane out at about 400 feet above the water. The plane was a strike upon landing.

(5) In 1958, while serving as Commanding Officer of VMF-115, the Quemoy Incident occurred. Our squadron was deployed to Formosa for six months, where we provided night and all-weather patrols along the Chinese coast. We often locked on to Chinese MIG's, but we were forbidden to enter over Communist China. For our effort, I was awarded the Chinese Pao Ting (Order of the Precious Tripod), the top Chinese Nationalist Medal.


1978


2007 Nancy

## Walter R. Ledbetter, Colonel USMC (Ret.)

"Walt"

Date of Designation: 21 October 1955 NA# V8193

Dates of Active Duty: 1 October 1953 - 1 Octiber 1981

Total Flight Hours: 3,222

Carrier/Ship Landings: Fixed wing: 6 Rotary: 98

Approximate Flight Hours:
Jet: 589 Prop: 1,064 Helo: 1.569 VF/VA: 725
VT: 445 VR: 1,570 VU: 482

Combat Tours:
Vietnam: HMM-162, Jul. 62, TAD Soc Trang (HUS-1)
HMM-364, May 64, TAD Danang, (CH-34)
Command Task Element, Danang, Dec. 64-May 65 (CH-34, O-1B)
HMM-263, Aug. 69-Feb. 70, Marble Mountain (CH-46)
Wing Staff, Danang, Feb. 70-Aug. 70 (CH-46/53, Huey, Cobra, OV-10)
Total Combat Missions -515 (CH-46/53, Huey, Cobra, OV-10, O1B)

Commands:
CO, HMS-16, 4/64- 11/ 64 (CH-34, C-117)
CO, HMM-162, 11/68 – 7/69 (CH-46)
CO, HMM-263, 8/69 – 2/70 (CH-46)
CO, MABS-24, 9/70-8/71 (CH-46, OV-10)
CO, HMM-463, 9/71-9/72 (CH-53)
CO, MAG-16 (6/77-6/78 (CH-46, CH-53, Huey, Cobra, OV-10)

Combat Awards:
Navy Cross
2 Legion of Merit w/Combat "V"
Distinguished Flying Cross
26 Air Medals (1 Single Mission, 25 Strike/Flight awards)
10 Vietnamese Cross of Gallantry

## Duty Assignment Chronology

| | |
|---|---|
| 10/53-6/54 | OCS and Basic School, Quantico, VA. |
| 6/54-10/55 | Flight School (SNJ, T-28, T-33). |
| 11/55-1/57 | VMA 212, Kaneohe, Hawaii (AD-4/5/6). |
| 1/57-2/58 | 1st Anglico, Camp Smith, Hawaii (T2V, SNB). |
| 3/58-5/60 | Instructor Advanced Training Command, Beeville, TX (F9F-8/8T). |
| 6/60-6/63 | AIRFMFPAC Staff G-3/G-2, El Toro, CA (F9F-8, T2V, SNB). |
| 6/63-9/63 | HMM-262 Helicopter Transition, Tustin, CA (CH-34). |
| 10/63-3/64 | HMM-365, Tustin (H-34). |
| 4/64-11/64 | CO, HMS-169, Okinawa (H-34, C-117). (5/64 TAD to Vietnam HMM-365 (H-34)). |
| 12/64-5/65 | CTE Staff, Danang, Vietnam, (H-34, O-1B, C-117). |
| 6/65-7/65 | HMM-362 Tustin, CA (H-34). |
| 8/65-9/65 | 3rd Wing Staff, G-3 (H-34, CH-46). |
| 9/65-11/66 | HMM-165 (CH-46). |
| 11/66-11/68 | Headquarters Marine Corps, intelligence briefer for the Commandant (T-1A, T-28, SNB). |
| 11/68-7/69 | CO, HMM-162, MCAS New River (CH-46). |
| 8/69-2/70 | CO, HMM-263, Marble Mountain, Vietnam (CH-46). |
| 2/70-8/70 | 1st Wing Staff, Danang, Vietnam, G-3 (CH-46, CH-53 Huey, Cobra, OV-10). |
| 9/70-8/71 | CO, MABS-24, Kaneohe, Hawaii (CH-46, OV-10). |
| 9/71-9/72 | CO, HMM-463, Kaneohe, Hawaii (CH-53D). |
| 9/72-7/73 | XO, MCAS Kaneohe, Hawaii (CH-46, CH-53, T-28, OV-10). |
| 8/73-7/74 | Air Force War College, Maxwell AFB, AL. |
| 8/74-6/77 | Headquarters Marine Corps, Deputy in Charge of enlisted assignments. Branch head in charge of long range studies in Aviation (CH-46, Huey, CH-53). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 6/77-6/78 | CO, MAG-16, Okinawa (CH-46, CH-53, OV-10, Huey, Cobra). |
| 7/78-1/80 | MCB Quantico, in charge of leadership training for the Marine Corps,. |
| 2/80-10/ 81 | Headquarters. Marine Corps, Military Secretary to the Commandant, Chief of Staff for DCS Air. |

## Summary of Significant Career Events

(1) C.O. of a Helicopter Squadron in Combat

(2) Navy Cross for extraordinary heroism under enemy fire piloting aircraft into and out of craters caused by exploded enemy mines and rescuing wounded and trapped Marines caught in the middle of the enemy mine field during an assault of an enemy combat position. The crew chief received the Medal of Honor.

(3) 1978. Awarded the Cunningham Award as the Marine Corps Aviator of the Year.

(4) While with the Wing G-3 in Danang developed a system to drop napalm through the triple canopy jungle from CH-53, using used 55 Gal drums. Made a bombsight so that at 1000 ft. above the terrain and at 100 knots they could deliver on target. On one mission using his system a NV Regiment was destroyed.

(5) Before night vision goggles, mounted a spot light on a pallet and coaxed a star light scope on top of the spot light. Mounted it in the back of a Huey with an operator. Flew the Huey with Cobras following. When the operator spotted enemy movement through the star light scope he turned on the spot light and the Cobras fired rockets into the enemy.



1968


1998 Jetta

## Glen W. Lenox, RADM, USN (Ret.)

"Corky"

Date of Designation: 16 December 1953 T-3903

Dates of Active Duty: 6 June 1952 - 1 November 1982

Total Flight Hours: 4,720

Carrier/Ship Landings: Fixed wing: 846

Approximate Flight Hours:
Jet: 3,740 Prop: 980 VF/VA: 3,774
VT: 320

Combat Tours:
Vietnam: Jul. 1971-Jan. 1972 (F4-J, A7E)
74 Combat missions

Aviation Commands:
CO, VA-84, Oct. 1968- Oct. 1969
COMCVW-14, May 1971- May 1972
PMA-265 (F-18 Program) Feb. 1976 - May 1980)
COMLATWINGPAC - Jun. 1980 - Oct. 1982

Combat Awards:
7 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 7/52-8/52 | Instructor, U.S. Naval Academy, Annapolis, MD. |
| 9/52-12/53 | Flight Training, SNJ, SNB, F6F, NAS Kingsville, TX. |
| 1/54-2/54 | Jet Transition, F9F-2, NAS Kingsville, TX. |
| 3/54-7/57 | VF-84, F9F-5 and VA-86, F7U-3M, NAS Oceana, VA. |
| 8/57-7/58 | Tactics Instructor, ATU-223, F9F-8, Beeville, TX. |
| 8/58-7/60 | U.S. Naval Postgraduate School, Monterey, CA. (BS) SNB, T2J. |
| 8/60-6/61 | Student, Princeton University, (MSE), SNB, Princeton, NJ. |
| 7-61-8/64 | RAG Training, CVW-3, Air Wing LSO, F3H, F8U, A4D, NAS Oceana. |
| 8/64-7/66 | RAG Refresher and Ops Officer, VF-33, F4B, NAS Oceana. |
| 8/66-6/67 | Naval War College, Newport RI., SNB. |
| 7/67-10/69 | VF-84 XO/CO, F4J, NAS Oceana. |
| 12/69-12/70 | F-14 Class Desk, NAVAIR, Wash, D.C. |
| 1/71-5/72 | RAG Training and COMCVG-14, F4J, A7E, |
| 6/72-6/73 | TacAir Analyst, Office of Program Appraisal, Navy Dept., Wash. D.C. |
| 7/73-1/76 | Head, Carrier Aircraft Branch, NAVAIR, Wash. D.C. |
| 2/76-5/80 | Program Manager, PMA-265, F/A-18 Program, NAVAIR. |
| 5/80-10/82 | Commander Light Attack Wing Pacific, NAS Lemoore, A7E, F/A-18. |
| 11/01/82 | Retired from Active Duty |

### Summary of Significant Career Events

Deployments included 5 Med, 10 Lant, and 1 Westpac aboard *Lake Champlain, Forrestal, Saratoga, Lexington, America, FD Roosevelt, Independence*, and *Enterprise*.

While CO, VF-84 achieved highest levels of full up systems readiness in the AirLant community. Personally won the Air Wing award for best carrier landing performance for an entire deployment.

As CAG 14, achieved the highest levels of full up systems readiness in combat operations experienced to that time by any deployed Air Wing.

Program Manager, F/A-18. Led the Navy/Marine team from program initiation through development and to the first production decision. Developed the concept of a true multimission carrier based tactical aircraft and coined the term Strike Fighter.

- Continued -

COMLATWINGPAC. Established the RAG squadron for the F/A-18 along with all shore based support and training facilities, led the Fleet Introduction of the F/A-18 at NAS Lemoore.

## Post Retirement

Ten years in the aerospace industry with Northrop Aircraft Division, Hawhorne CA and with United Technologies Corporation, Advanced Systems Division, San Diego, CA.

Seven years as President of The Tailhook Educational Foundation.




**Anthony A. Less, VADM, USN (Ret.)**
"Tony"

Date of Designation: June 1961

Dates of Active Duty: April 1960 - 1 May 1994

Total Flight Hours: 6,200

Carrier/Ship Landings: Fixed wing: 1,025+ Rotary: 50+

Approximate Flight Hours:
Jet: 5,700 Prop: 500 VF/VA: 4,500
VR/VP: 50 VS: 100 VU/VFP: 4 VT: 300+

Combat Tours:
Vietnam: Dec. 1968 - Sep. 1969 - 110 missions
Commander JTFME for "Praying Mantis"

Aviation Commands:
CO, VA-12, 1972-1973
CO, Blue Angels 1974-1975
COMCVW-9, 1976-1979
CO, USS *Wichita* (AOR-1)
CO, USS *Ranger* (CV-61) 1982-1983
Commander, Carrier Group ONE, 1987
COMNAVAIRLANT, 1991-1994

Combat Awards:
10 Air Medals (Strike/Flight)
Navy Commendation Medal with combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 3/60-12/60 | NABTC, NAS Pensacola, FL (DUINS). |
| 1/61-6/61 | NAAS Kingsville, TX (DUINS). |
| 6/61-11/61 | NATTC-Memphis, TN (DUINS). |
| 11/61-4/62 | Attack Squadron 43 (DUINS). |
| 4/62-11/64 | Attack Squadron 86. |
| 11/64-2/66 | Attack Squadron 44. |
| 2/66-9/66 | NARTU, NAS Memphis, TN. |
| 9/66-1/68 | Attack Squadron 174. |
| 1/68-10/69 | Attack Squadron 105. |
| 10/69-2/71 | Bureau of Naval Personnel (Assignment Off.) |
| 2/71-4/71 | Attack Squadron 174 (DUINS). |
| 4/71-6/72 | Attack Squadron 12 (XO). |
| 6/72-10/73 | CO, Attack Squadron 12. |
| 10/73-1/76 | CO, Naval Flight Demonstration Squadron (Blue Angels). |
| 1/76-12/77 | Commander, Carrier Air Wing NINE. |
| 12/77-4/79 | Office of CNO (EA to OP-05). |
| 4/79-5/79 | Naval Amphibious School, Little Creek, VA (DUINS). |
| 5/79-8/79 | Surface Warfare Officers School Command, Newport, RI (DUINS). |
| 8/79-12/79 | Bureau of Naval Personnel (DUINS). |
| 12/79-7/81 | CO, USS *Wichita* (AOR-1). |
| 7/81-4/82 | Staff, CINCPAC (EA). |
| 4/82-8/83 | CO, USS *Ranger* (CV-61). |
| 8/83-3/85 | Commander, SEVENTH Fleet (CoS). |
| 3/85-7/87 | Office of Joint Chiefs of Staff (Deputy Director, POLMIL Affairs) (J-5). |
| 8/87-12/87 | Commander Carrier Group ONE. |
| 1/88-4/89 | Commander Joint Task Force Middle East/ Commander Middle East Force. |
| 4/89-7/91 | Office of CNO (Assistant DCNO, Plans, Policy and Operations) (OP-06B). |
| 7/91-5/94 | Commander, Naval Air Force, U.S. Atlantic Fleet. |
| 5/1/94 | Retired from active service. |

Tony Less was born in Salem, OH on 31 August 1937. Upon graduating from Heidelberg College in Tiffin, OH, he completed the Naval Aviation Officer Candidate Program and was commissioned as Ensign in April 1960. He earned his naval Aviator's wings in June 1961.

Subsequent operational and combat tours included five Light Attack squadron assignments, flying primarily the A-4 Skyhawk and A-7 Corsair aircraft. VADM Less has logged more than 6,200 hours and over 1,000 arrested carrier landings in navy frontline tactical jets. His sea assignments have included command of Attack Squadron TWELVE, Carrier Air Wing NINE, USS *Wichita* (AOR-1), USS *Ranger* (CV-61), Carrier Group ONE, Joint Task Force Middle East and Middle East Force, and duty as Chief of Staff to Commander, U.S. SEVENTH Fleet.

Shore assignments have included duty as an A-4 Skyhawk weapons instructor, Aviation Assignment Officer, Commanding Officer of the Navy's Blue Angels Flight Demonstration Squadron, Executive Assistant to the Deputy Chief of Naval Operations for Air Warfare (OP-05) in Washington, DC, Executive Assistant and Senior Aide to the Commander-in-Chief, U. S. Pacific Command in Honolulu, HI, Deputy Director for Politico-Military Affairs in the Strategic Plans and Policy Directorate of the Joint Staff in Washington, D.C., Assistant Deputy Chief of Naval Operations (Plans, Policy and Operations) (OP-068), and

- Continued -

as Acting Deputy Chief of Naval Operations (Plans, Policy and Operations) (OP-06). In his last assignment prior to retirement, he served 32 months as Commander Naval Air Force, U.S. Atlantic Fleet. VADM Less retired from active duty on 1 May 1994, after completing 34 years of naval service.

VADM Less is authorized to wear the Defense Distinguished Service Medal, Distinguished Service Medal (with Gold Star in lieu of second award), Defense Superior Service Medal (with Oak Leaf cluster in lieu of second award), Legion of Merit (with Gold Star in lieu of second award), Air Medal with 10 strike/flight awards, Navy Commendation Medal with Combat “V”, joint Meritorious Unit Award, Navy Unit Commendation, Navy “E” Ribbon and other campaign awards.

VADM Less is married to the former Leanne Carol Kuhl of Memphis, TN. They have four daughters: Robyn (Mrs. Paul Monger), Pam (Mrs. Chris Maxey), Tracy, and Christy. They also have five granddaughters and one grandson.

From 17 August 1994 until 19 January 1996, VADM Less served as the President of the Association of Naval Aviation. On 22 January 1996, he joined Kaman Aerospace Corporation where he now serves in the Washington Office as Vice President of Government Programs.

## Summary of Significant Career Events

(1) Training Command with Honors (no downs).

(2) Initial cadre of instructors to introduce A-7.

(3) Team Captain for "Best Hit '73". Won WEPS meet (in Italy) between Greeks, Turks, Italians and the U. S. sold 50 A-7's to Greeks as result.

(4) First Commanding Officer of Blue Angels. Commissioned Navy flight demo squadron in 1973. From 1946 to 1973 Blues had always an Officer-in-Charge (O-in-C)

(5) CVW-9 was most modern airwing of the time (1976-1977). Made major WESTPAC deployment aboard CV-64. Tested many new concepts. Airwing was class "Alpha" accident free during entire tenure as CAG.

(6) As AIRLANT flew every aircraft in inventory and accumulated over 50 carrier landings during tenure. Even flew bombing hops in F-14 after we opted to use it as a bomber.

(7) Made 5 MED and 5 WESTPAC/Indian Ocean deployments during career. Had 4 separate and distinct Washington tours.



CDR "Bad Fred" Lewis, COMCVW-8, 1980



1999 Allison

## Frederick L. Lewis, RADM, USN (Ret.)

"Bad Fred"

Date of Designation: 1 November 1963 NA # V-20615

Dates of Active Duty: 1 July 1958 - 1 October 1995

Total Flight Hours: 6,512

Carrier/Ship Landings: Fixed wing: 1,205

Approximate Flight Hours:
Jet: 5,362 Prop: 1,000 Helo: 150 VF/VA: 5,242
VS: 120

Combat Tours:
Vietnam: VF-74 (F-4B) - Embarked USS *Forrestal,* June-Sep. 1967, Line Division Officer.
Vietnam: VF-33 (F-4J) - Embarked USS *America*, May-Dec. 1968, Weapons Training Officer

Aviation Commands:
0 in C, VF-101 F-14 Component, 1975/76
CO, VF-142 - Embarked USS *America*/USS *Eisenhower,* 1978/79.
Commander, CVW-8 - Embarked USS *Nimitz,* 1980/81
Commander, Fighter-Wing One - NAS Oceana, 1982/83
Commander, CVW-8 - Embarked USS *Nimitz*, 1986/89
Commander, Naval Safety Center, NAS Norfolk, 1988/89
Commander, Tactical Wings Atlantic, NAS Oceana, 1988/91
Commander, Carrier Group Four/Commander, Carrier Striking Forces, 1991/93
Commander, Naval Doctrine Command, NAS Norfolk, 1993/95

Combat Awards:
8 Strike Flight Air Medals
Navy Commendation Medal with combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 7/58-6/62 | US Naval Academy, Annapolis, MD. |
| 8/62-11/63 | Aviation Training Command, Pensacola/ Meridian/Kingsville. |
| 12/63-11/64 | VT-2, NAS Whiting Field - Fight Instructor (T-28B/C). |
| 12/64-4/65 | Maintenance Officer School, NAS Memphis. |
| 5/65-10/65 | VF-121,NAS Miramar - F-4 Replacement pilot training. |
| 11/65-10/67 | VF-74 embarked USS *Forrestal*/NAS Oceana/ NAS Key West -Material Control/Line Division Officer. |
| 11/67-1/69 | VF-33 embarked USS *America*/NAS Oceana - Weapons Training Officer. |
| 2/69-11/69 | US Naval Test Pilot School, NAS Patuxent River, MD - Student. |
| 11/69-4/72 | Service Test Division, Fighter Branch, Naval Air Test Center - Project Pilot. |
| 4/72-7/72 | VF-101, NAS Oceana - F-4 Replacement pilot training. |
| 7/72-7/75 | VF-14 embarked USS *John F. Kennedy*/NAS Oceana - Operations Officer/Acting XO. |
| 7/75-11/76 | 0-in-C, VF-101 F-14 Component, NAS Oceana. |
| 11/76-3/79 | XO/CO, VF-142 embarked USS *America*/USS *Eisenhower.* |
| 3/79-6/80 | Chief of Staff, Commander, Fighter Wing One, NAS Oceana. |
| 6/80-9/81 | Commander, Carrier Air Wing 8, embarked USS *Nimitz.* |
| 9/81-3/82 | Air Wing Training Officer, Commander, Naval Air Forces US Atlantic Fleet, NAS Norfolk. |
| 3/82-10/83 | Commander, Fighter Wing One, NAS Oceana. |
| 11/83-9/84 | OPNAV, Washington DC, OP-508. |
| 3/84-5/84 | Harvard University Program for Senior Defense Managers, Cambridge, MA. |
| 9/84-1/86 | Duty under training for major command. |
| 1/86-9/87 | Commander, Carrier Air Wing 8, embarked USS *Nimitz.* |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 9/87-9/88 | OPNAV, Director Strike & Amphibious Warfare, OP-74. |
| 10/88-3/91 | Commander Tactical Wings Atlantic/ Commander Naval Safety Center. |
| 3/91-3/93 | Commander, Carrier Group Four. |
| 3/39-7/95 | Commander, Naval Doctrine Command. |
| 11/95-Present | Executive Director, National Training Systems Association;<br>Director, ITEC, Ltd.;<br>Director, Navy Mutual Aid Association;<br>Director, Tailhook Association. |

## Summary of Significant Career Events

(1) Assigned to VF-74 embarked on USS *Forrestal* on 29 July 1967, during disastrous flight deck fire. Total of 134 killed -- 41 from VF-74.

(2) While assigned to VF-33, selected by both Blue Angels and Test Pilot School. TPS was great, but I always regretted not going to the Blues.

(3) In 1974, established the F-14 RAG at NAS Oceana. In July 1974, Russian pilot Victor Bilenko defected in MIG-25 to Japan. Black boxes stolen from one of our F-14's and thought to be reprisal for Bilenko's action. Boxes actually stolen by airman on watch who was later court-martialed.

(4) Commanded CAG 8 embarked on USS *Nimitz* in 1981, during Sixth Fleet Freedom of Navigation operations in the Gulf of Sidra. Highly successful operations south of Libya's "Line of Death" resulted in shoot down of two Libyan fighters by aircrew in Airwing F-14's.

(5) In 1986, inaugurated the "Super CAG" program and again took command of Air Wing 8, five years after initial CAG tour.

(6) Established the Naval Doctrine Command in 1993.

(7) Deep-selected for Commander.

(8) Member of a team of dedicated naval aviators who worked tirelessly to achieve reconciliation between the Navy and Tailhook Association. Reconciliation occurred in January 2000.

(9) Aircraft Types Flown: T-34B/C; T-2A/B; TF-9J; AF-9J; F-11A; F- 4A/B/F/J; F-14 A/B/D; S-2F; F-8C/J; F-5E/F; T-38; T-2V; A-4B/E/F/M; TA-4; Schweizer 232; A-1; A-6A; A-7B/E; E-2C; EA-6B; S-3B; F-18C/B; T-45; B-1; F- 16; F-15; H-3H; H-13; H-1; TH-58; AH-64; AH-1J; H-60H; SH-2.


1966


1967

## John A. Lockard, Vice Admiral USN (Ret.)

"Spider"

Date of Designation: 25 February 1966

Dates of Active Duty: 17 June 1964 to 30 June 2000

Total Flight Hours: 3,644

Carrier/Ship Landings: Fixed wing: 751

Approximate Flight Hours:
Jet VA/VFA: 3,287 Prop: 357

Combat Tours:
Vietnam: Nov. 1966 - Jun. 1967 VA-112 (A-4C), USS *Kitty Hawk*.
Vietnam: Nov. 1967 - Jun. 1968 VA-112 (A-4C), USS *Kitty Hawk*.
Vietnam: Jun. 1972 - Mar. 1973 VA-215 (A-7B), USS *Oriskany.*
Libya: Apr. 1986, USS *Coral Sea* (XO)
Total combat missions - 332

Aviation Commands:
CO, VA-25, Jul. 1980 - Oct. 1981
CO, VFA-125, Oct. 1983 - Dec. 1984
F/A-18 Program Manager, Aug. 1986 - Jun. 1990
Program Executive Officer (Tactical Aircraft), Jan. 1991 - Mar. 1995
Commander, Naval Air Systems Command, Mar. 1995 - Jun. 2000

Combat Awards:
Distinguished Flying Cross
2 Air Medals (30 Strike/Flight Awards)

### Duty Assignment Chronology

| | |
|---|---|
| 6/64-2/66 | NAS Pensacola, FL, Flight Training, NAVCAD VT-1 (T-34), VT-7 NAS Meridian, MS (T-2A), Basic Flight Training<br>VT-4 NAS Pensacola, FL (T-2A), Gunnery and Carrier Quals<br>VT-23 NAS Kingsville, TX (F-9, TF-9), Advanced Flight Training. |
| 3/66-7/66 | VA-125, NAS Lemoore, CA (A-4 RAG). |
| 7/66-7/68 | VA-112, NAS Lemoore, USS *Kitty Hawk*, (Tonkin Gulf) Weapons Officer/ Flight Scheduler/ LSO (A-4C). |
| 8/68-12/69 | NAF China Lake, CA, Project Test Pilot (A-4, F-8, OV-10, U-3, C-210, C-47, C-117, C-131). |
| 1/70-12/71 | Naval Postgraduate School, Monterey, CA, BS Aeronautical Engineering (T-1A). |
| 1/72-6/72 | VA-125, NAS Lemoore, CA (A-7B RAG). |
| 6/72-7/74 | VA-215, NAS Lemoore, USS *Oriskany,* (Tonkin Gulf and Indian Ocean) Maintenance Officer (A-7B). |
| 7/74-6/75 | Naval War College, Newport, RI, Command and Staff. |
| 6/75-5/78 | Naval Air Systems Command, Washington, DC. F/A-18 Class Desk Office (T-28). |
| 6/78-2/79 | XO, VA-122, NAS Lemoore, CA (A-7E). |
| 3/79-7/80 | XO, VA-25, NAS Lemoore, CA, USS *Ranger* (WESTPAC) (A-7E). |
| 7/80-10/81 | CO, VA-25, NAS Lemoore, CA, USS *Ranger* (Indian Ocean) (A-7E). |
| 10/81-10/82 | COMNAVAIRPAC, San Diego, CA, Light Attack Training Officer (A-7E). |
| 10/82-10/83 | COMLATWINGPAC, Lemoore, CA, Fleet Introduction Team/PCO VFA-125 (F/A-18). |
| 10/83-12/84 | CO, VFA-125, NAS Lemoore, CA (F/A-18). |
| 1/85-2/85 | Surface Warfare Officer School, NS Newport, RI. |
| 3/85-7/86 | XO, USS *Coral Sea*, NAS Norfolk and Med. Deployment (F/A-18). |
| 8/86-6/90 | F/A-18 Program Manager, Naval Air Systems Command, Washington, DC (F/A-18). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 6/90-1/91 | Assistant Commander for Engineering, Naval Air Systems Command, Washington, DC (F/A-18, First Flag Tour). |
| 1/91-3/95 | Program Executive Officer (Tactical Aircraft), Washington, DC (Responsible for F-14, F/A-18, A-6, EA-6, E-2, air to air and air to ground weapons). |
| 3/95-6/00 | Commander, Naval Air Systems Command, Washington, DC and NAS Patuxent River, MD. |
| 1 July 2000 | Retired from active duty. |




Following retirement from the Navy, employed by Boeing, Integrated Defense Systems. Served as Chief Engineer, VP for Business Development, Senior Vice President for Naval System responsible for all Boeing business with the Naval Service (F/A-18, EA-18, V-22, MMA, UHF Satellites, Harpoon and SLAM-ER) and now President, Precision Engagement and Mobility Systems responsible for all Boeing military aircraft and weapons for the Department of Defense and other international military sales .

Life Member Association of Naval Aviation; Trustee, Naval Aviation Museum Foundation; Chairman, Board of Directors Navy Federal Credit Union.

## Summary of Significant Career Events

(1) Received the DFC as an Ensign on my first combat cruise after being hit by 37mm AAA fire during a mission over North Vietnam. Recovered a battled damaged A-4C in the barricade on USS *Kitty Hawk* (1st jet barricade on USS *Kitty Hawk*).

(2) Completed three combat tours in Vietnam amassing 332 combat missions. (100 as an Ensign, 101 as a LTJG, 131 as a LT).

(3) Won the Cruise Air Wing Carrier Landing Award for best carrier landing grades for the Indian Ocean cruise while serving in VA-215 aboard USS *Oriskany*, 1973/74 (A-7B).

(4) VA-25 was recognized as best squadron for material readiness in COMLATWINGPAC following Indian Ocean deployment during my command tour.

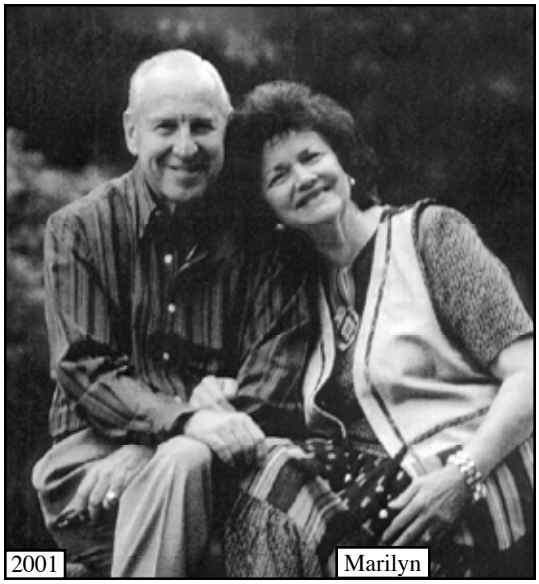
(5) Involved in every aspect of F/A-18 development, fleet introduction and improvement since contract award in 1975. Original member of the engineering design team, member of the fleet introduction team, Commanding Officer, VFA-125, XO, USS *Coral Sea* for F/A-18 first Med. deployment and first combat action. Program Manager during introduction of F/A-18C/D, night attack capability, enhanced performance engine and developed the F/A-18E/F concept.

(6) As Program Executive Officer (Tactical Aircraft) developed the currently fielded carrier airwing capabilities including F/A-18E/F, Helmet Mounted Cueing System, AIM9X, JDAM, JSOW, EA-6B ICAP II, E-2C Advanced Systems.

(7) Served five years and three months as Commander, Naval Air Systems Command (second longest tour behind RADM Moffitt—the first Commander).

(8) Served as Acting Assistant Secretary of the Navy (RD&A) for 8 months. Biggest achievement was getting CVN 77 approved for development (New reactor concept).


1962


2001 Marilyn

**James A. Lovell, Jr., Captain, USN (Ret.)**
"Jim"

Date of Designation: 1 February 1954 NA # T-4084

Dates of Active Duty: 6 June 1952 - 1 March 1973

Total Flight Hours: 7,000

Carrier/Ship Landings: Fixed wing: 107

Approximate Flight Hours:
Jet: 4,500 Prop: 2,300 Helo: 200 VF/VA: 5,000

Awards:
Congressional Space Medal of Honor
Medal of Freedom
Navy Distinguished Service Medal
2 Navy Distinguished Flying Crosses

## Duty Assignment Chronology

| | |
|---|---|
| 6/48-6/52 | United States Naval Academy, Annapolis, MD. |
| 6/52-10/52 | Seamanship Instructor, U.S. Naval Academy. |
| 10/52-2/54 | Navy Flight Training. |
| 2/54-1/58 | VC-3, NAS Moffett Field, CA. Held various squadron assignments including legal, communications and F3H training officer. |
| 1956 | VC-3. WestPac Tour Team Jig (F2H-3). |
| 1/58-6/61 | Naval Air Test Center, Patuxent River, MD. F4H Program Manager, Weapons Test. |
| 7/61-10/62 | VF-101 Detachment Alpha, F4H Instructor, Naval Aviation Safety School, Squadron Safety Officer. |
| 10/62-3/73 | National Aeronautics and Space Administration (NASA). |

On Back-up Team for:
Gemini 4 - Pilot
Gemini 9 - Commander
Apollo 11 - Commander

Flew Missions on:
Gemini 7 - Pilot
Gemini 12 - Commander
Apollo 8 - Navigator
Apollo 13 - Commander

## Summary of Significant Career Events

James Lovell was born in Cleveland, Ohio on March 25, 1928. In his senior year in high school he was accepted in the Naval Aviation Holloway Plan and after two years at the University of Wisconsin, reported for flight training at Pensacola,

During preflight training he received an appointment to the Naval Academy and reported to USNA in June 1948. In his 1st class year he wrote a treatise on the development of the liquid fuel rocket engine - a treatise now in the Naval Academy archives.

After a summer of seamanship instruction at the Academy, Lovell reported to Pensacola for flight training in September 1952, and was designated naval aviator T-4084 on 1 February 1954.

His first assignment was Composite Squadron Three (VC-3) at Moffett Field California. He held various squadron assignments including communications and legal officer. In 1955 he was assigned to Team Jig, a night fighter team that deployed to WesPac on the USS *Shangri-La* in January 1956.

Upon his return he discovered the squadron changed it's mission to a training squadron and Lovell was assigned to train West Coast Squadron leaders in the F3H Demon.

On January 1958 Lovell entered Class 20 at the Navy Test Pilot School Patuxent River Maryland. He graduated first in his class and was assigned to Electronics Test (later Weapons Test) where he became the Project Manager for

- Continued -

Summary of Significant Career Events continues

the F4H completing the Naval Preliminary Evaluation and BIS Trials of that airplane.

In 1961 Lovell was ordered to VF-101 Detachment Alpha as an F4H instructor where he trained the first East Coast Navy and Marine F4H squadrons. While there he attended the Naval Aviation Safety School at Southern California University and was assigned Program Manager of “Operation Sage Burner” that established the low altitude speed record in the F4H.

In October 1962, Jim Lovell was selected as one of the second group of astronauts to the National Aeronautic and Space Administration (NASA). During the next eleven years he made four space flight and was back up on three more.

On Gemini 7 with Frank Borman they set the world space flight endurance record; participated in the first rendezvous with Gemini 6 and conducted 21 medical experiments.

As Commander of Gemini 12 he and Buzz Aldrin perfected spacecraft docking techniques and developed Extra Vehicular Activity (EVA) procedures necessary for the later flights of Apollo.

Was navigator on the historic Apollo 8 mission - man’s first flight to the moon. He was the first Naval Officer to reach the moon and successfully evaluated the navigation system while looking for suitable landing sites for future missions.

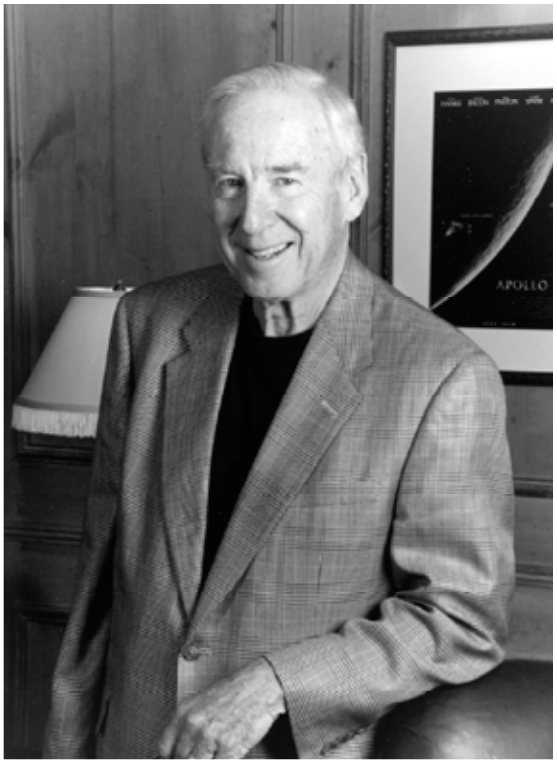
Lovell’s last flight was Apollo 13--the third lunar landing mission. He was the first person to fly to the moon a second time. Two hundred thousand miles from earth an explosion on the spacecraft forced him to successfully bring home a crippled spacecraft. During this crisis period he established the absolute altitude record of 148,655 miles.

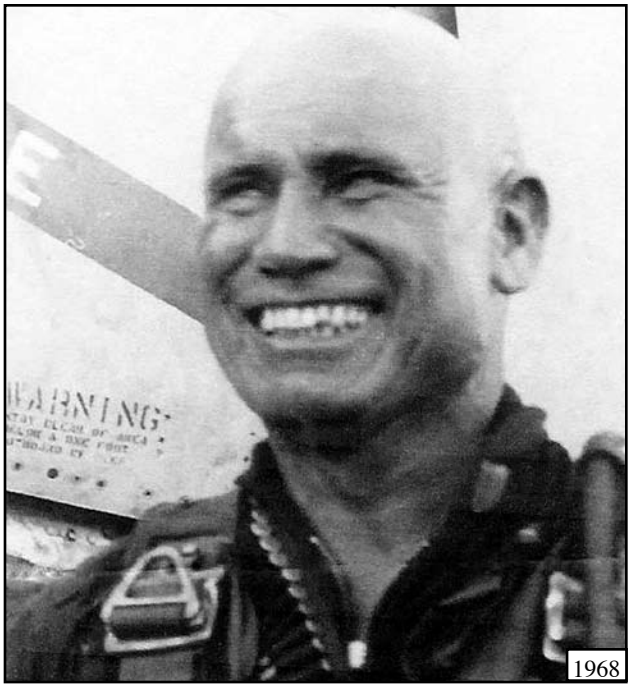
In January 1967 President Johnson appointed Lovell as Consultant to the President on Physical Fitness & Sports. He later took over the additional duties as Chairman of the President’s Council on Physical Fitness & Sports. Lovell served under four Presidents as the Council Chairman until retiring in 1978.

After holding several managerial positions with NASA and attending the Advanced Management Program at Harvard, Lovell retired from the Navy and NASA in March 1973. In civilian life he was President of Bay-Houston Towing, Fisk Telephone Systems and finally Executive Vice President of the Centel Corporation.

Upon retiring from Centel, Lovell and co-author Jeff Kluger wrote the book *Lost Moon* about his Apollo 13 mission. The book became the movie "Apollo 13" and Lovell finally got his deep draft command - he played the Captain of the USS *Iwo Jima* in the movie.

During his career Lovell accumulated over 7,000 flight hours including 4,500 in jet aircraft, 713 in space and 107 carrier landings. He received numerous medals and awards including the Congressional Space Medal of Honor, Presidential Medal of Freedom, Navy Distinguished Service Medal, 2 Navy Distinguished Flying Crosses, NASA Distinguished and Exceptional Service Medals and the French Legion of Honor






**Herbert V. Lundin, COL USMC (Ret.)**
"Herb"

Date of Designation: 10 August 1943 NA# P-5136

Dates of Active Duty: 19 October 1942 - 1 July 1975

Total Flight Hours: 8,842

Carrier/Ship Landings: Fixed wing: 134

Approximate Flight Hours:
Jet: 6,000 Prop: 2,800 VF/VA: 7,000
VT: 1,800

Combat Tours:
WWII: VMF-112, Jan. 1945-Jun. 1945, Pacific (F4U)
Korea: VMF-115, Jul. 1952-Mar. 1953, Korea, (F9F)
Vietnam: VMFA-314, MAG-13, Jul. 1967-Jul. 1968 (F-4B)
Total Combat Missions: 569 (59 F4U, 64 F9F, 446 F-4B )

Aviation Commands:
CO, VMFA-312, July 1966 - June 1967 (F-4B)
CO, VMFA-314, Jan 1968 - July 1968 (F-4B)
CO MARTD Willow Grove Sept 1970-Oct 1972 (F-8, A-4)

Combat Awards:
Legion of Merit w/Combat "V"
3 Distinguished Flying Crosses
44 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1943-1945 | VMF-112, MCAS Santa Barbara, USS *Bennington* (F4U). |
| 1945-1946 | VMF-225, MCAS Santa Barbara, Cherry Pt. (F4U). |
| 1947-1950 | VMF-115, MCAS EWA, H.I., Edenton, N.C. (F4U). |
| 1952-1953 | VMF-224, MCAS Cherry Pt. USS *Franklin D. Roosevelt* (F9F). |
| 1953 | VMF-115, Korea (F9F) |
| 1955-1957 | 524 Tactical Fighter Squadron, Bergstrom AFB (F-101). |
| 1957-1960 | VMT-1, MCAS Cherry Pt. (F9F-8T). |
| 1960-1962 | VMF(AW) 531, MCAS Cherry Pt. (F4D). |
| 1962-1965 | AIRFMFPAC, Natops Officer, MCAS El Toro (F-4B, F-8, A-4). |
| 1965-1966 | Command and Staff College, Quantico (F8F) |
| 1966-1967 | CO, VMFA-312, MCAS Beaufort (F-4B). |
| 1967-1968 | MAG-13 Operations Officer, ChuLai (F-4B). CO, VMFA-314, ChuLai (F-4B). |
| 1968-1970 | MCAS Cherry Point Operations Officer and G-1 (US23, T-33). |
| 1970-1972 | CO, MARTD Willow Grove, PA (F-8, A-4). |
| 1972-1974 | Senior Marine, CNET, NAS Pensacola (T-28), |
| 1974-1975 | Chief of Staff 1st MAW. MCAS Iwakuni (C-117). |

## Summary of Significant Career Events

(1) Credited with shooting down 4 Japanese airplanes while attached to VMF-112 aboard the USS *Bennington* (CV-20) in the Pacific.

(2) Flew 446 combat missions in the F-4B in Vietnam.

(3) Received the Legion of Merit w/Combat "V" while Marine Air Group 13 Operations Off and the CO of VMFA-314 in Vietnam 1967-1968.





**William A. Mackey, Sr., Captain, USN (Ret.)**
"Wam"

Date of Designation: 5 June 1943 NA # C-5853

Dates of Active Duty: 5 August 1942 - 30 June 1973

Total Flight Hours: 6,025

Carrier/Ship Landings: Fixed wing: 425

Approximate Flight Hours:
Jet: 1,700 Prop: 4,200 Helo: 40 VF/VA: 3,500

Combat Tours:
WW II: VC-69, Sep. 1943 - Mar. 1945. CVE Operations in the Atlantic.
Korea: VF-51 aboard USS *Essex*, Aug. 1951 - Mar. 1952.
Vietnam: CO, USS *Okinawa*, Feb. 1968 - Feb. 1969. 2 H-34 Missions.

Aviation Commands:
CO, VF-114, February, 1957 - November 1958.
CAG-9, March 1962 - March 1963.
CO, USS *Okinawa,* February 1968 - February 1969.

Combat Awards:
Legion of Merit with Combat "V" (Vietnam).
Distinguished Flying Cross (Korea).
5 Air Medals (WW II, Korea and Vietnam).

## Duty Assignment Chronology

| | |
|---|---|
| 8/42-6/43 | Pre-flight and Flight Training (Athens, GA., Hutchinson, KS., and Corpus Christi, TX). |
| 6/43-8/43 | Operational Flight Training (Green Cove Springs). |
| 8/16/43 | Carrier quals, USS *Sable*, Lake Michigan. |
| 9/43-4/45 | VC-69 squadron aboard carriers *Wake Island, Bogue, Mission Bay* and *Guadalcanal*. |
| 4/45-4/48 | VF-74, VF-1B aboard USS *Midway*. |
| 5/48-7/50 | Primary Flight Instructor and Instructors Training School, NAAS Whiting Field, Milton, FL., and NAS Pensacola, FL. |
| 8/50-9/50 | Jet Transition Unit ONE, under instruction, NAAS Whiting Field, Milton, FL. |
| 10/50-3/52 | VF-51 aboard *USS Essex* (CVA-9*)* - Korea. |
| 4/52-8/52 | NAS Pt. Mugu, CA. |
| 9/52-12/53 | Five Term College course- Georgia Tech. |
| 1/54-10/54 | Line School, Monterey, CA. |
| 11/54 | Communications School, Newport, RI. |
| 12/54-8/55 | Communications Officer, USS *Midway* (CVA-41). |
| 9/55-9/56 | Communications Officer, USS *Lexington* (CVA-16). |
| 10/56-1/57 | Flight Training , Prospective CO, VF-114. |
| 2/57-11/58 | CO, VF-114 USS *Shangri La* (CVA-38). |
| 12/58-8/61 | Assistant Bureau of Weapons Representative, McDonnell Aircraft, St. Louis, MO. |
| 9/61-3/62 | Flight Training, Prospective CAG-9. |
| 3/62-3/63 | CAG-9, USS *Ranger* (CVA-61). |
| 4/63-3/64 | XO, USS *Lexington* (CVS-16). |
| 4/64-9/66 | F-111 Program, General Dynamics, Ft. Worth. |
| 11/66-12/67 | CO, USS *Skagit* (AKA-105). |
| 2/68-2/69 | CO, USS *Okinawa*. |
| 5/69-1/71 | Chief of Staff, COMCARDIV 4. |
| 2/71-6/73 | Commander, Atlantic Fleet Weapons Range and Commander, Fleet Air Caribbean. |
| 7/1/73 | Retired from active duty. |

## Summary of Significant Career Events

(1) First Navy pilot to reach 100 hours in F4H.

(2) Fifty-second pilot to fly the F4H.

(3) Made 16th landing aboard USS *Midway* (CVA-41).

(4) One of first Navy pilots to fly the F-111.

(5) Received aviation combat medals in WW II, Korea, and Vietnam.


1981


2002 Maggie

## John F. Manning Jr., Captain USN (Ret.)

"Archie"

Date of Designation: 14 March 1967 NA#V-24655

Dates of Active Duty: July 1965 - 1 May 1993

Total Flight Hours: 5,278

Carrier/Ship Landings: Fixed wing: 1,032 (226 night)

Approximate Flight Hours:
Jet: 5,093 Prop: 150 VF/VA: 4,780 VS: 50 VT: 300
Helo: 35 Other: 148

Combat Tours:
Grenada: 12 missions
Lebanon: 4 missions

Aviation Commands:
CO, VF-32, June 1982 - Dec. 1983
CO, VF-101 (F-14 RAG), Oct. 1985 - Sep. 1986 (F-14)
Commander, Fighter Wing ONE, Sep. 1986 - Aug. 1988
COMCVW-8, Dec. 1988 - Mar. 1990

Combat Awards:
Air Medal

### Duty Assignment Chronology

| | |
|---|---|
| 7/65-10/65 | AOCS Pensacola, FL. |
| 12/65-2/66 | VT-1, Pensacola, FL (T-34). |
| 2/66-7/66 | VT-9, Meridian, MS (T-2A). |
| 7/66-9/66 | VT-4, Pensacola, FL (T-2A). |
| 9/66-3/67 | VT-22, Kingsville, TX (AF-9, TF-9). |
| 4/67-9/67 | VF101, FRS Training, NAS Oceana & NAS Key West (F-4A/B/J). |
| 10/67-8/70 | VF-41, Deployments: CAG-7 CVA-62, CAG-6, CVA-42, (F-4J), Division officer, LSO. |
| 8/70-7/71 | VF-101, NAS Oceana, F-4 RAG Instructor/ LSO |
| 8/71-12/73 | NPS Monterey, CA, student, MSAeE. |
| 1/74-9/74 | VF-124, FRS Training (F-14). |
| 10/74-11/76 | VF-14, NAS Oceana, Deployments CVW-1 in CV-67, F-14, Safety Officer, Maintenance Officer. |
| 12/76-12-77 | USNTPS Class 72, student. |
| 1/78-3/81 | VX-4, Point Mugu, CA, Maintenance officer, Chief Operational Test Director. |
| 4/81-7/81 | VF101, NAS Oceana, F-14 Training. |
| 8/81-12/83 | VF-32, XO/CO, Deployments, CVW-6 in CV-62 (F-14). |
| 1/84-3/84 | Naval War College, Newport, RI, student |
| 3/84-9/85 | COMNAVAIRLANT Staff, Norfolk, VA, Fighter Readiness Officer. |
| 10/85-9/86 | CO, VF-101, NAS Oceana, F-14 FRS. |
| 9/86-8/88 | Commander FITWING ONE, NAS Oceana (F-14, F-5, F-21). |
| 12/88-3/90 | Commander CVW-8 embarked in CVN-71, (F-14, FA-18, A-6, EA-6, SH-3). |
| 4/90-2/93 | OPNAV staff, Washington, DC. |

### Summary of Significant Career Events

(1) Top graduate of Navy Fighter Weapons School, "TopGun" class #3, 1969.

(2) Qualified LSO, served as both squadron and RAG LSO.

(3) Personally developed F-14 tactics for ACM, Outer Air Battle, Strike Escort and Interdiction missions for first Atlantic Fleet deployment of the F-14, embarked in USS *John F. Kennedy* (CV-67), 1975.

(4) Graduate of U.S. Navy Test Pilot School Class 72, December 1977.

(5) Chief Operational Test Director VX-4, Jan. 1979 in Mar. 1981. Tested virtually every new U.S. Navy air-to-air weapon and aircraft system. Tested and exploited four models of Soviet aircraft including

- Continued -

Summary of Significant Career Events continued

Countermeasures Systems (DECM) both active and passive and expendables.

(6) As Commanding Officer, VF-32, planned and success fully integrated first F-14's to embark in a Forrestal Class aircraft carrier, USS *Independence* (CV-62), and led the squadron in successful Grenada and Lebanon combat operations. Squadron was winner of both the Battle Efficiency "E" and Safety "S" awards.

(7) Winner of the Fighter Wing ONE Top Air Combat Maneuvering (ACM) pilot of the year award.

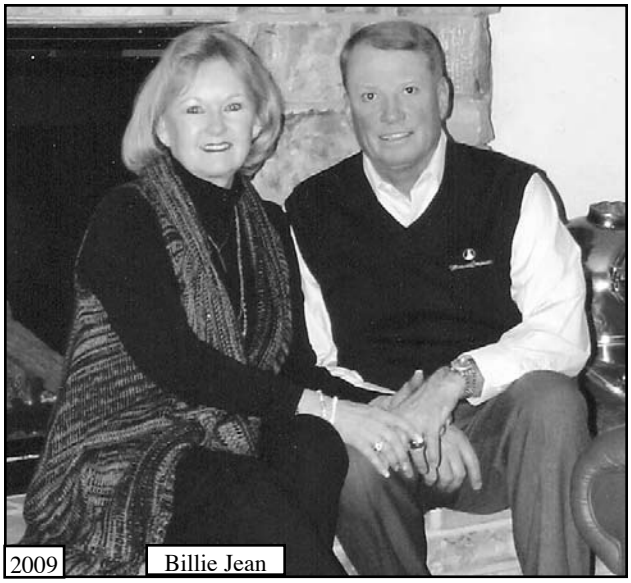
(8) As Commander, Fighter Wing ONE, flew all wing aircraft, including adversary aircraft. Oversaw the development of ten fighter squadrons fully ready for combat operations. Was praised for innovative changes which improved Atlantic fleet fighter community personnel manning, training and material support.

(9) As Commander, CVW-8, planned, trained and deployed a unique airwing composition (20 F-14's, 20 F/A-18's. 20 A-6's, plus E-2, EA-6, S-3, SH-3) for the maiden deployment of USS *Theodore Roosevelt* (CVN-71). First airwing to have S-3B with Aerial Refuling Store (ARS) tanker capability, developed numerous tactics to employ unique striking power of the "TR AIRWING".

(10) The Tailhook Association's "Tailhooker of the Year" for 1989.

(11) Member of the Society of Experimental Test Pilots (SETP)


1971


2009 Billie Jean

## James Maslowski RADM USN (Ret.)

"Jim"

Date of Designation: June 1965

Dates of Active Duty: 31 January 1962 – 1 January 2001

Total Flight Hours: 4,320

Carrier/Ship Landings: Fixed wing: 765

Approximate Flight Hours:
Jet: 4,171 Prop: 149 VF/VA: 4,171

Combat Tours:
Vietnam: VA-56, USS Ticonderoga, Mar-Apr 1966
Vietnam: VA-113, USS Enterprise, Dec 1966-Jun 1967
Vietnam: VA-113, USS Enterprise, Feb-Apr 1968
Vietnam: VA-113, USS Ranger, Dec 1972-Mar 1973

Aviation Commands:
CO, VA-94
CO, AFS-5 USS *Concord*
CO, CV-63, USS *Kitty Hawk*

Combat Awards:
16 Air medals
5 Navy Commendation Medals with Combat "V"
Republic of Vietnam Gallantry Cross (1 Bronze Star)
Meritorious Unit Commendation

### Duty Assignment Chronology

| | |
|---|---|
| 1/62-6/65 | USN Enlisted Service. |
| 1/65-9/65 | Naval Air Technical Training Center, Student, Millington, TN. |
| 9/65-3/66 | Attack Squadron 125, FRP Training, Lemoore, CA. |
| 3/66-4/68 | Attack Squadron 56, Pilot, Lemoore, CA. |
| 4/68-10/69 | Naval Air Facility China Lake, Weapons Test, China Lake, CA. |
| 10/69-1/72 | Blue Angels, Demo Pilot, Pensacola, FL |
| 2/72-8/72 | Attack Squadron 122, FRP Training, Lemoore, CA. |
| 8/72-2/75 | Attack Squadron 113, Pilot, Lemoore, CA. |
| 3/75-3/77 | Attack Squadron 122, Flight Instructor, Lemoore, CA. |
| 3/77-3/79 | COMNAVAIRPAC, Flag Lieutenant, San Diego, CA. |
| 3/79-2/80 | Attack Squadron 122, FRP Training, Lemoore, CA. |
| 2/80-6/82 | Attack Squadron 94, XO/CO, Lemoore, CA. |
| 6/82-7-85 | U.S. Naval Academy, Battalion Officer/EA to the Superintendent, Annapolis, MD. |
| 7/85-8/85 | Surface Warfare Officers School, Student, Newport, RI. |
| 8/85-10/86 | USS *Kitty Haw*k, XO, San Diego, CA. |
| 11/86-1/88 | Office of Legislative Affairs, Senate Liaison, Washington D.C. |
| 1/88-6/88 | SOSMRC/SWO School Command, Student, Newport, RI. |
| 7/88-12/89 | USS *Concord*, CO, Norfolk, VA. |
| 12/89-12/91 | U.S. Pacific Fleet/U.S. Pacific Command, Executive Assistant, Hawaii. |
| 12/91-6/93 | USS *Kitty Hawk*, CO, San Diego, CA. |
| 6/93-3/94 | National Defense University, Class President/ Student, Washington, D.C. |
| 3/94-6/95 | Joint Staff, EA to the Director, Washington D.C. |
| 6/95-11/98 | BUPERS, ACNP for Distribution, Washington, D.C. |
| 11/98-1/01 | Navy International Programs Office, Director, Washington, D.C. |

### Summary of Significant Career Events

(1) Blue Angels Flight Demonstration Pilot.
(2) Commanding Officer of VA-56, USS *Concord* (AFS-5) and USS *Kitty Hawk* (CV-63)
(3) Four (4) EA assignments – USNA, Pacific Fleet, Pacific Command, Joint Staff.

- Continued -

Summary of Significant Career Events continued

(4) Grey Eagle and Mustang One.
(5) Flag Officer assignments as the Head Detailer, and Director of the Navy International Program Office.
(6) Retired from active duty 01-01-01
(7) Vice President, Raytheon AIS
(8) Vice President, Raytheon Missile Systems
(9) President, U.S. and International Government Business, Hawker Beechcraft Corporation


1975


1995

## John J. Mazach, Vice Admiral, USN (Ret.)

"Maz"

Date of Designation: 21 October 1967

Dates of Active Duty: June 1966 - 1 January 1999

Total Flight Hours: 4,050

Carrier/Ship Landings: Fixed wing: 1,127

Approximate Flight Hours:
Jet: 3,940 Prop: 110 VF/VA: 3,940

Combat Tours:

| | |
|---|---|
| Vietnam: | VA-87, 1969-1970 USS *Ticonderoga* (CV-14) (A-7B) |
| Mediterranean: | (Lebanon) CVW-3, 1983-1984 USS *J. F. Kennedy* (CV-67) (F-14B, A-6E) |
| Desert Storm: | CO, USS *America* (CV-66), 1990-1991 |

Aviation Commands:
CO, VA-15, Dec. 1979 - Jun. 1980 (A-7E)
COMCVW-3, Feb. 1982 - May. 1984 (F-14B, A-6E)
CO, USS *Seattle* (AOE-3), May 1986 - Feb. 1988
CO, USS *America* (CV-66), Oct. 1989-May 1991 (F/A-18C)
COMCARGRU TWO, Jun. 1993 - Sep. 1994 (F/A-18C)
COMNAVAIRLANT, Mar. 1966 - Dec. 1998 (F/A-18C)

Combat Awards:
Distinguished Flying Cross
Bronze Star
Air Medal with Numeral "8"
Navy Commendation Medal with Combat "V"

### Duty Assignment Chronology

| | |
|---|---|
| 9/63 | Midshipman, U.S. Naval Reserve, Naval Reserve Officers Training Corps. |
| 6/66-4/67 | Naval Air Basic Training Center, |
| 4/67-10/67 | NAAS, Chase Field, Beeville, TX (DUINS) |
| 10/67-6/68 | VA-174, Replacement Pilot (A-7A/B). |
| 6/68-12/70 | VA-87, Flight/Maintenance Officer (A-7B). |
| 12/70-6/73 | Bureau of Naval Personnel (Aviation LCDR/ Junior Officer Detailer). |
| 6/73-1/74 | VA-174, Replacement Pilot (A-7E). |
| 1/74-5/76 | VA-105, Maintenance/Operations Off. (A-7E). |
| 5/76-6/77 | Air Command and Staff College, Maxwell AFB, AL (DUINS) |
| 6/77-12/77 | VA-174, Replacement Pilot (A-7E). |
| 12/77-4/79 | XO, VA-15 (A-7E). |
| 4/79-6/80 | CO, VA-15 (A-7E). |
| 6/80-8/81 | Naval Military Personnel Command (Asst. Head, Aviation LCDR/Junior Officer Assignment Branch) (NMPC-432). |
| 8/81-2/82 | Naval Military Personnel Command (Head, Aviation LCDR/Junior Officer Assignment Branch) (NMPC-432). |
| 2/82-7/82 | Commander, Carrier Air Wing 3 (TEMDU). |
| 7/82-5/84 | Commander, Carrier Air Wing 3 (F-14B/A-6E). |
| 5/84-1/86 | Commander Naval Air Force, U. S. Atlantic Fleet (Training Officer). |
| 1/86-4/86 | Bureau of Naval Personnel (DUINS) Surface Warfare Officers School Command (DUINS). |
| 5/86-2/88 | CO, USS *Seattle* (AOE 3) |
| 2/88-10/89 | Commander CruiserDestroyer Group 8 (Chief of Staff). |
| 10/89-5/91 | CO, USS *America (*CV 66) (F-18C/D). |
| 5/91-6/93 | USEUCOM (Deputy Director for Plans & Policy) J5. |
| 6/93-9/94 | Commander Carrier Group TWO (F-18C). |
| 9/94-3/96 | Office of CNO (Director, Strategy and Policy Division) (N51). |
| 3/96-12/98 | Commander Naval Air Force, U.S. Atlantic Fleet (F/A-18C). |
| 1/1/99 | Retired from active duty. |

### Summary of Significant Career Events

(1) As junior officer in first squadron assignment, introduced A-7B computer bombing to Air Force Forward Air Controllers (FACs) in Vietnam combat operations.

- Continued -

Summary of Significant Career Events continued

(2) Led VA-15 “Valions” to two Battle Efficiency Awards and one CNO Safety Award during CO tour.

(3) As Air Wing Three Commander, planned and led first U. S air combat action ever launched in the Mediterranean and first air combat missions ever flown from USS *John F. Kennedy* (CV67).

(4) Provided CAG One pilots tactical combat briefs during Desert Storm while CO USS *America* (CV66) as one of only two (CAG was the other) combat experienced pilots embarked. Also acted as Battle Force Red Sea Liaison for embarked CRUDESGRU CMDR..

(5) Flew F/A-18C (single seat) with all active F/A-18 squadrons on east coast during tour as Commander Naval Air Force US Atlantic Fleet (CNAL) including weapons detachments at Fallon, NV and all tactical employment phases of training.


1962


2006 Audrey

## Lonny K. McClung, Captain USN (Ret.)

"Eagle"

Date of Designation: 13 January 1964

Dates of Active Duty: June 1962 - June 1992

Total Flight Hours: 7,000 USN/4,000 Post Military

Carrier/Ship Landings: Fixed wing: 1,061

Approximate Flight Hours:
Jet: 7,000 Prop: 2,000 VF/VA: 4,500 VT: 1,060
Other: Turbo Prop 1,500

Combat Tours:

Vietnam: VAW-11 Det. Delta, USS *Constellation* (CV-64), June 1966-Dec. 1966 (E-2). 75 combat missions.

Vietnam: VF-92, USS *Constellation* (CV-64), Oct. 1971-June 1972 (F-4). 150 combat missions.

Vietnam: VF-92, USS *Constellation* (CV-64), Jan. 1973-Oct. 1973 (F-4). 25 combat missions.

Total Combat Missions: 250 (175 F-4, 75 E-2)

Aviation Commands:
CO, VF-51, May 1977 - Aug. 1978 (F-4 F-14).
CO, TOPGUN, Jan. 1979 - Feb. 1981 (A-4 F-5).
CO, VF-124, Aug. 1981 - Aug. 1982 (F-14).
Commander, Training Air Wing TWO, Mar. 1987-Aug. 1989 (T-2/A-4).

Combat Awards:
4 Air Medals (Individual)
22 Air Medals (Strike/Flight)
Navy Commendation Medal

## Duty Assignment Chronology

| | |
|---|---|
| 1962 | USS *Okinawa*, Asst. DCA/EOOW. |
| 1962-1964 | Naval Air Training Command (Student), NAS Pensacola/Meridian/Corpus Christi (T-34, T-2 S-2). |
| 1964-1967 | VAW-11, LSO, Air Intelligence, Instructor Pilot, NAS North Island. Deployed Det. Delta, USS *Constellation* (CV-64). CVW-15 Wing LSO Team Leader. (E-2, E-1, A-1). |
| 1967-1970 | WRSP IV, Operations/Special Projects, USAF Test Pilot School (Student), Edwards AFB (F-104, T-38, T-33, U-3). |
| 1970-1971 | VF-121, Asst. Admin. FRP, Miramar (F-4). |
| 1971-1973 | VF-92, Maintenance/Ops., NAS Miramar/ USS *Constellation* (CV-64) (F-4). |
| 1973-1975 | NAVPGSCHOOL, Student, Monterey, CA. |
| 1975 | VF-121 FRP, NAS Miramar, CA (F-4). |
| 1975-1978 | XO/CO, VF-51, NAS Miramar/USS *F. D. Roosevelt* (CV-42) (F-4, F-14). |
| 1978-1979 | Bureau of Naval Personnel (Pers 22), PCS Program Manager, Washington, D. C. |
| 1979-1981 | CO, TOPGUN, NAS Miramar, CA (F-5, A-4). |
| 1981 | COMFITAEWWINGPAC, COS, NAS Miramar, CA (F-5). |
| 1981-1982 | CO, VF-124, NAS Miramar, CA (F-14). |
| 1982-1985 | CARGRU-7, ACOS Operations, NAS North Island/USS *Ranger* (CV-61) (F-14). |
| 1985-1987 | CCRUDESGRU-3, COS, San Diego/USS *Enterprise* (CVN-65) (F-14). |
| 1987-1989 | COMTRAWING 2, Commodore, NAS Kingsville, TX (T-2, A-4). |
| 1989-1991 | Office of the CNO (OP-74), Director Strike & Amphibious Warfare Requirements, Washington, D.C. |
| 1991-1992 | COMSECONDFLEET, COS, Norfolk, VA. |

- Continued -




## Summary of Significant Career Events

(1) Top Hook VAW-11 Det. Delta. as LTJG Aircraft Commander.

(2) USAF TPS Class 68B. Zoomed F-104 to 92,000'.

(3) Conducted carrier suitability trials U-2R "Dragon Lady" on USS *America*.

(4) Top Hook landing grades, CVW-9, USS *Constellation* (CV-64), combat deployment 1973.

(5) Selected early for "Bobby Sox", LCDR VF Squadron CO billet.

(6) As CO TOPGUN, flew evaluations of the YF-17 and F16-J79.

(7) As COMTRAWING 2, flew all phases of both T-2 and A-4 syllabi - 800 hours and 160 traps.

(8) Flew F-14 Blue Water as CARGRU-7 ACOS OPS, USS *Range*r (CV-61) & as COMCRUDESGRU-3 COS USS *Enterprise* (CVN-65).

## Post Military Aviation Highlights

(1) President ,Tailhook 1994-2000. Regained USN recognition and removal of sanctions from Tailhook '91.

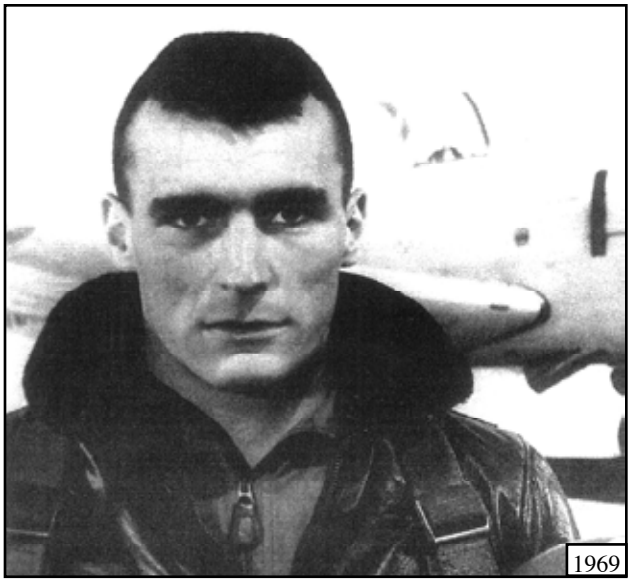
(2) Managed Program to convert HU-16 to Turboprops. Director of OPS, Chalks Seaplane Airlines to Bahamas.

(3) PIC/Team Manager, Campbell Air Race Team. Flew HU-16 around the world & participated in London - Sydney Air Race 2001.

(4) President GBA Gyroplanes Dealership, Phoenix.

(5) Lear 40/45 Charter Pilot, Aerojet Services. Lear 45 FAA Check Airman.

(6) HU-16 Instructor @ USAF Test Pilot School twice annually.


1969


2001 Kathy

## Fred McCorkle, LTGEN, USMC (Ret.)

"Fred"

Fred McCorkle was born on November 9, 1944, and was raised in Harriman, Tennessee. In 1966, he received his Bachelor of Science degree in education from East Tennessee State University and (in 1979) received a master's degree in administration from Pepperdine University.

After completion of Officer Candidates School, and The Basic School in Quantico, Virginia (1967), he attended Naval Flight School, Pensacola, Florida, and was designated a naval aviator in January, 1969. He Served in Vietnam with HMM-262 during 1969-1970 and flew over 1,500 combat missions. Throughout his career, he accumulated over 6,500 flight hours in over 60 different series of aircraft.

Operational assignments included billets as commanding officer, Marine Aviation Weapons and Tactics Squadron One (MAWTS-1), (1986-1988); head of operations, First Marine Aircraft Wing, Okinawa, Japan (1988-1989); head of operations, Second Marine Aircraft Wing, Cherry Point, North Carolina (1989-1990); and as commanding officer, Marine Aircraft Group Twenty Nine (MAG -29), Marine Corps Air Station (MCAS) New River, North Carolina (1990-1992).

As a general officer, he served as Commander, Marine Corps Air Bases eastern area and commanding general, MCAS Cherry Point, North Carolina (1993-1996). He additionally served as the commanding general, Third Marine Aircraft Wing, MCAS, El Toro, California (1996-1998). Fred assumed the duties as Deputy Commandant for Aviation on 28 June 1998 and was advanced to the grade of lieutenant general on 21 august 1998.

Military schools included: The Basic School, Quantico, Virginia (1967); Naval Flight School, Pensacola, Florida (1967-1969); Marine Corps Test Pilot School, Tustin, California (1971); Marine Corps Command and Staff College, Quantico, Virginia (1979-1980); and the National War College, Fort McNair, Washington, D.C. (1984-1985).

Fred McCorkle retired from the United States Marine Corps on one October 2001. He is currently serving on the board of directors and as a senior advisor for GKN Aerospace Services. He additionally serves on the Rolls-Royce North America board of directors, and is a member of the board of directors of Lord Corporation and of Atlas Air World Wide Holdings, Inc. Fred also serves on several tax-exempt charity foundations Boards to include: The Jewish Institute for National Security Affairs (JINSA), The Navy and Marine Association and the Marine Corps Law Enforcement Foundation. In addition to the above boards, Fred also serves as a senior advisor to Optical Air Data Systems and The Purdy Corporation.

Personal decorations include: The Distinguished Service Medal; The Legion of Merit with three Gold Stars in lieu of second through fourth awards; The Distinguished Flying Cross with Gold Star in lieu of second award; The Purple Heart; The Air Medal with Single Mission Award and 76 Strike/Flight Awards; Navy Commendation Medal with Combat "V"; and The Navy Achievement Medal.

Fred is married (since June, 1966) to the former Kathy Schwartz of Johnson City, Tennessee.





## Eugene B. McDaniel, Captain, USN (Ret.)

"Red"

Date of Designation: 1 October 1956

Dates of Active Duty: 15 March 1955 - 26 January 1982

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 670

Approximate Flight Hours:
Jet: 2,000 Prop: 4,000 VF/VA: 6,000

Combat Tours:
Vietnam: VA-35 (A-6's), USS *Enterprise* (CVN-65)
Nov. 1966 - May 1967 - 81 combat missions

Aviation Commands:
CO, USS *Niagara Falls* (AFS-3), Jul. 1975 - Oct. 1976
CO, USS *Lexington* (CVT-16), May 1977 - Nov. 1978

Combat Awards:
Navy Cross
2 Silver Stars
1 Legion of Merit
1 Distinguished Flying Cross
8 Air Medals (Individual)
4 Air Medals (Strike/Flight)
Bronze Star
2 Purple Hearts

## Duty Assignment Chronology

| | |
|---|---|
| 3/55-10/56 | Flight Training (Pensacola and Corpus Christi). |
| 11/56-12/60 | VA-25 and VA-65, Special Weapons Delivery Instructor. |
| 1/61-3/63 | VA-42, RAG Flight Instructor. |
| 3/63-9/63 | NATTC Glynco, GA., AIC/CCA School. |
| 9/63-5/65 | USS *Independence* (CVA-62), Assistant CATC. |
| 5/65-5/67 | VA-35 (A6's), Maintenance Officer. Vietnam Deployment. |
| 5/67-3/73 | Prisoner of War, North Vietnam. |
| 3/73-11/73 | Portsmouth Naval Hospital, Portsmouth, VA. |
| 11/73-4/74 | COMMATWING One, NAS Oceana, VA. |
| 6/74-7/75 | CINCLANT Staff, Norfolk, VA. |
| 7/75-11/76 | CO, USS *Niagara Falls* (AFS-3). |
| 11/76-3/77 | ARCO, Idaho. |
| 5/77-11/78 | CO, USS *Lexington* (CVT-16). |
| 12/78-1/82 | Navy/Marine Corps Liaison to the U. S. House of Representatives. |

## Summary of Significant Career Events

(1) Participated in First Jet Aerial Mining (A-6A) of Son Ca River, North Vietnam, February 1967.



**Ronald E. McKeown, Captain USN (Ret.)**
"Mugs"

Captain McKeown is a Native of Ysleta, Texas where he was an outstanding student and athlete. Upon graduation, he was selected as an undergraduate at Harvard, Princeton, and Dartmouth, He opted. instead, to attend the United States Naval Academy at Annapolis, Maryland. While at the Academy, he excelled in football and boxing. Playing alongside Heisman Trophy winner, Joe Bellino, he was "The other running back," on the 1960 Navy team that played in the Orange Bowl, beat Army, Air Force, Notre Dame, and the then number one ranked team in the country, the University of Washington. The 1960 Midshipmen were ranked #3 in the nation. McKeown also was the recipient the "Spike Webb Award," emblematic of the outstanding boxer in the Naval Academy; where he was the undefeated light-heavyweight Champion of the Brigade of Midshipmen for three consecutive years.

Following graduation from the Academy, Ensign McKeown attended Navy Flight Training and received his wings as a Naval Aviator in November of 1962. He was then assigned to Fighter Squadron 154 flying F8U Crusaders. He participated in the first raids against North Vietnam in 1964. Prior to his second cruise to Southeast Asia, the squadron transitioned to the F4B Phantom. During that cruise McKeown was selected to attend the U.S. Air Force Aerospace Research Pilot School for test pilot and astronaut training. While there, he flew a specially modified F104 to an attitude of 127,000 feet. He then reported to Air Test and Evaluation Squadron FOUR. In his role as Chief Test Pilot, he was in charge of all engineering changes to the SPARROW air-to-air missile. As the F4 Tactics Manager he was charged with developing Navy tactical doctrine for the F4 Phantom and had the opportunity to fly the Soviet built MIG-17 and MIG 21 aircraft.

In 1969, he was assigned to Fighter Squadron 161 as Operations Officer. In early 1972, with only 48 hours notice he embarked aboard USS Midwav for his fourth combat deployment to Southeast Asia. On May 23rd, while leading a section of F4s on a Combat Air Patrol North of Hanoi near the enemy airbase at Kep, McKeown and his RIO, LT Jack Ensch, along with their wingmen were attacked by six North Vietnamese MIG aircraft. In what has been described as one of the longest and most exciting dogfights of the war, fighting often at tree-level height, McKeown and Ensch actually tumbled their F4 end-over-end during the engagement. When it was over McKeown had shot down two MIG-17s, including one off his wingmen's tail and then chasing the remaining enemy aircraft into China. For this action, McKeown and Ensch were awarded the Navy Cross.

Following this action. Lieutenant Commander McKeown received orders to become the first Commanding Officer of TOPGUN, the Navy Fighter Weapons School. Thirteen days after McKeown departed Midway, his friend and companion was shot down and taken prisoner. During Jack's incarceration McKeown steadfastly refused to accept the Navy Cross, stating that he and Jack had won them together and would wear them the first time together. After his repatriation, McKeown was also able to work the Navy personnel system and have Jack assigned to TOPGUN as an instructor where they would, once again, fly together. McKeown would serve as TOPGUN Commanding Officer for three years. During that period he set the foundation to make TOPGUN the premiere Air-to-Air tactics training school in the world. The squadron lost all of its aircraft to the Israelis in 1973 during the Yom Kippur war. In spite of post Vietnam budgetary constraints, McKeown was able to replace the original 8 A4Ms with 10 new A4Ms. as well as 10 T38s and then procure 12 brand new F5Es.

After a brief tour in the Pentagon, McKeown assumed command of Fighter Squadron ONE and as fate would have it, Lieutenant Commander Ensch reported aboard as the Maintenance Officer. The "Dynamic Duo" was back and ready for Prime Time! From Fighter Squadron ONE, McKeown went on to become the F14 Tomcat Project Officer. He then went on to be Chief of Staff for Operations, Commander Carrier Group Eight. During his tenure in COMCARGRU staff working for RADM Jim Service and RADM Jerry Tuttle, the battlegroup developed electronic warfare tactics and procedures that bore fruit in the Gulf of Sidra, Desert Shield, Desert Storm, and Iraqi Freedom. His final tour was as Chief of Staff and Executive Assistant to the Chief of Naval Material.

Captain McKeown's personal awards include the Navy Cross, Legion of Merit, Distinguished Flying Cross (5), Air Medal (27), Navy Achievement Medal (14). He flew 440 combat missions in Southeast Asia and amassed 997 carrier landings.




**Gerald E. Miller, Vice Admiral, USN (Ret.)**
"Jerry"

Date of Designation: 13 March 1945 NA # P-19775

Dates of Active Duty: 1936 - 1974

Total Flight Hours: 4,000

Carrier/Ship Landings: Fixed: 250

Combat Tours:
WW II: Black Shoe, 1943
Korea: 1950-1951 - 1st Tour
1953 - 2nd Tour
Vietnam: 1969

Aviation Commands:
CO, VF-153, 1953
CVG-17, 1957
CO, USS Franklin D. Roosevelt (CV-42), 1963-1964
COMCARDIV 3, 1969
COMSECONDFLT, 1970-1971
COMSIXTHFLT, 1971-1973

Combat Awards:
Distinguished Flying Cross
Bronze Star
7 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1936 | Enlisted in U.S. Navy. |
| 1941 | Commissioned from U.S. Naval Academy. |
| 1941-1945 | World War II - cruisers and Naval Aviation |
| 1949-1950 | Post Graduate School - Stanford University. |
| 1950-1953 | Korean War - TF-77 Staff and VF-153. |
| 1953-1957 | Bureau of Naval Personnel, Washington, D. C. |
| 1957-1959 | CAG-17; COMFAIRJAX Staff. |
| 1959-1960 | Joint Staff |
| 1960-1962 | Joint Strategic Target Planning Staff (JSTPS). Omaha, NE. |
| 1962-1963 | CO, USS Wrangell. |
| 1963-1964 | CO, USS Franklin D. Roosevelt (CVA-42). |
| 1964-1968 | OPNAV, Exec VCNO; OP-50. |
| 1968-1969 | Task Force 77 - CARDIV 3 |
| 1969-1970 | OPNAV, OP-05B. |
| 1970-1971 | Commander, Second Fleet |
| 1971-1973 | Commander, Sixth Fleet |
| 1973-1974 | Deputy Director, JSTPS, Omaha. |
| 9/1/74 | Retired from active duty. |

## Summary of Significant Career Events

(1) Pretty mundane aviation career.

(2) Member Caterpillar Club.

(3) Learned how to spell "Digital" before most.







## Jerry Mitchell, COL USMC (Ret.)

"Jerry"

Date of Designation: March 3, 1954

Dates of Active Duty: June 51 - Sept 1976

Total Flight Hours: 4,700

Carrier/Ship Landings: Fixed wing: 414

Approximate Flight Hours:
Jet: 4,000 Prop: 650 VF/VA: 2,000
VR/VP: 2,000 Helo: 50

Combat Tours:
1964-65 VMCJ-1 Danang, RVN, (RF8P, EF10).
1964-65 Point Yankee, North Vietnam, (CV 41, CVA 43, CVA 31, (RF8P) 64 Missions.
1969-70 First Marine Aircraft Wing - G-2 Officer, (RF-4B) 17 Missions.

Aviation Commands:
CO, Marine Air Detachment - Pensacola, FL, 1967.
CO, Marine Contrl Squadron Nine 1968.
CO, VMFA 333 1969.
CO, MWSG-37 1976.

Combat Awards:
Legion of Merit w/Combat "V" Gold Stars for second and third awards.
Distinguished Flying Cross w/Gold Starfor Second Award.
8 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 1951-54 | Artillary Officer, Flight School (SNJ,SNB, F6F). |
| 1954 | VMF 323, Squadron Pilot (F9F-2). |
| 1954-55 | VMF311, Squadron Pilot, Korea (F9F-5). |
| 1955 | VM-1, Asst. Ops. (OE-1, L-20). |
| 1955-57 | VMAW 214, Asst Ops, LSO (F2H4). |
| 1958-1960 | VMCJ-3, Safety Off., LSO. (F9F8P, RF-8P, EF-10). |
| 1963-1966 | VMCJ-1,VMCJ-3, Ops Officer, LSO (F98P, EF-10). |
| 1967-1968 | VT-4 Naval Trng Command, Engineering Officer. (T-1A, T2B, T28). |
| 1969 | CO Marine Detachment, (T-1A, T2B, T28). |
| 1969-1970 | CO Marine Control Squadron Nine (F4J, TA4F, F9FT, TV). |
| 1970 | CO VMFW 333 (F4J). |
| 1971-1972 | G-2 Section, HQMC (F8, TV, C117). |
| 1972-1975 | Naval Attache, US Embassy Jakarta, Indonesa (C117). |
| 1975-1976 | CO, MWSG-37 (C-130R, C117). |

### Summary of Significant Career Events

(1) In the 1950's active in extending range of tactical photo aircraft with in flight refueling. Flew non stop from NKD to NZJ and non stop from NZJ to Bermuda in F9F8P.

(2) 1965 planned and lead 4 plane super sonic mosiac over N. Vietnam in search of SAM Sites. Discovered two which were destroyed the next day. Flew 111 missions over North Vietnam.

(3) Was second mirror qualified LSO in the USMC. As LSO for eight years controlled approximately 20,000 carrier approaches without an accident.



1974


1996 Annette

## Riley D. Mixson, RADM, USN (Ret.)

Date of Designation: 7 June 1960 NA # V-16316

Dates of Active Duty: 1 October 1958 - 28 February 1994

Total Flight Hours: 5,720

Carrier/Ship Landings: Fixed wing: 920 Rotary wing: 15

Approximate Flight Hours:
Jet: 3,740 Prop: 1,950 Helo: 30 VF/VA: 2,738
HS/HC/HU: 30 VS: 1,620 VU/VFP: 30 VT: 970
LTA: 1.5

Combat Tours:
Vietnam: May-Nov. 1969, A-4E, 103 combat missions
Vietnam: Dec. 1970- Jun. 1971, A-7E, 152 combat missions
Desert Storm: Jan. 1991-Feb. 1991 Commander Carrier Group Two and Commander Battle force Red Sea (Three Carrier Battle Force plus 30 Allied Ships)

Aviation Commands:
CO VA-215 (6/74-10/75), USS *Oriskany*, NAS Lemoore, A-7B Aircraft
CAG CVWR-30 (5/77-12/78), NAS Alameda, F-4B, A-7B, KA-3B, RF-8G
CO USS *Midway* (CV-41), (7/85-4/87) Forward Deployed Western Pacific
CCG-2 (12/89-6/91) USS *John F. Kennedy* (CV-67), Desert Shield/Storm

Combat Awards:
Air Medal with bronze numeral 24 and gold star;
Meritorious Service Medal;
Legion of Merit with gold star;
Distinguished Service Medal with gold star

## Duty Assignment Chronology

| | |
|---|---|
| 10/58-6/60 | Flight training NAS Pensacola, Whiting, Memphis, Kingsville. |
| 6/60-6/64 | VS-32 NAS Quonset Point & USS *Lake Champlain* (straight deck CV, paddles LSO, maintenance officer (S-2F, AD-1W). |
| 7/64-8/65 | Naval Postgraduate School, Monterey, CA Student (UC-45J). |
| 9/65-7/66 | Naval Air Systems Command, Washington, DC, avionics procurement officer (UC-45J). |
| 7/66-7/68 | VT-21, NAS Kingsville TX; Flight Instructor & LSO (TAF-9J, TF-9J). |
| 7/68-2/69 | VA-125, NAS Lemoore CA, FRS Student (A-4 B/C/E). |
| 2/69-7/71 | VA-195, NAS Lemoore CA, Operations Officer (A-4E, A-7E). |
| 7/71-7/72 | Naval War College, Newport RI, Student (T-1A, UC-45J). |
| 7/72-4/73 | VA-125, NAS Lemoore CA, FRS Student & Instructor (TA-7A, A-7A/B). |
| 4/73-10/75 | VA-215, NAS Lemoore CA, XO/CO (A-7B). |
| 10/75-5/77 | USS *Oriskany* (CV 34), WESTPAC & NAS Alameda, CA, Air Operations Officer (F-8J, TA-4B). |
| 5/77-12/78 | CVWR-30, NAS Alameda CA, CAG (F-4B, A-7A/B, KA-3G, RF-8G). |
| 12/78-1/80 | OPNAV, Pentagon, Deputy Strike Warfare Analysis, OP-967. |
| 1/80-2/82 | USS *Roanoak* (AOR-7), WESTPAC, CO; (H-46). |
| 2/82-3/83 | OPNAV, Pentagon, Deputy Systems Analysis Division, OP-96. |
| 3/83-7/85 | COMCRUDESGRU THREE, Naval Station San Diego, COS, WestPAC USS *Kitty Hawk* (CV-63), and USS *Texas* (CGN). |
| 7/85-4/87 | USS *Midway* (CV 41), Yokosuka Japan, CO. Indian Ocean/Western Pacific (F-4S, A-6E, E-2C). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 4/87-9/88 | NORAD, Colorado Springs CO, Cheyenne Mountain Command Director. |
| 9/88-12/89 | U.S. Space Command, Colorado Springs CO, Director Joint Strategic Defense Planning Staff (National Missile Defense). |
| 12/89-6/91 | Carrier Group Two, USS *John F. Kennedy* (CV 67), CVBG Commander (A-7E). |
| 6/91-6/92 | OPNAV, Pentagon, DCNO Air Warfare (OP-05) (F/A-18B). |
| 6/92-11/93 | OPNAV, Pentagon, DCNO Air Warfare (OP-O5) (F/A-18B) |
| 11/93-2/94 | Transition, retired 2/94 |

## Summary of Significant Career Events

(1) 1961 -The recovery of America's first Mercury space capsule and Alan Sheppard on the flight deck of USS *Lake Champlain* (CVS-3), my first CV duty station.

(2) 1969 - 1970 Vietnam: Evaluating the Focus missile (air to ground sidewinder missile with a light sensitive seeker) against truck convoys in the valleys of NVN and Laos on dark moonless nights; 60 straight days of close and very personal air support in the DMZ during Operation Lamson 719; day one of General Lavel's retaliatory strikes in NVN.

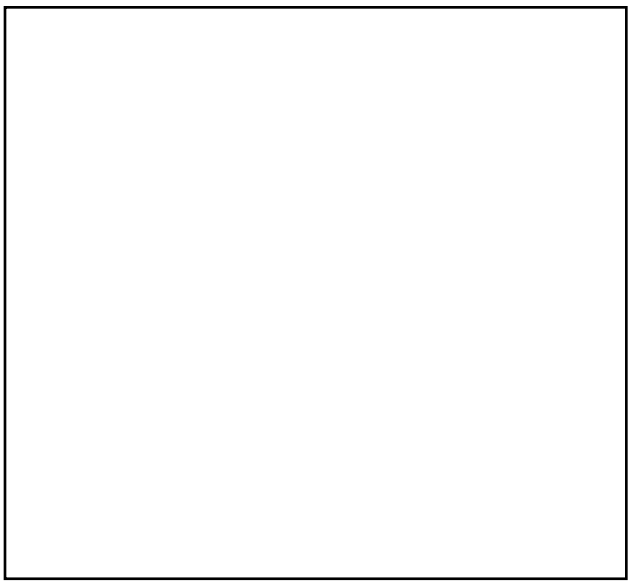
(3) 1970 - Talking with Admiral John McCain, USN (CINCPAC), in the passageway on USS *Kitty Hawk* following a combat mission and discussing his son and our POW situation in general.

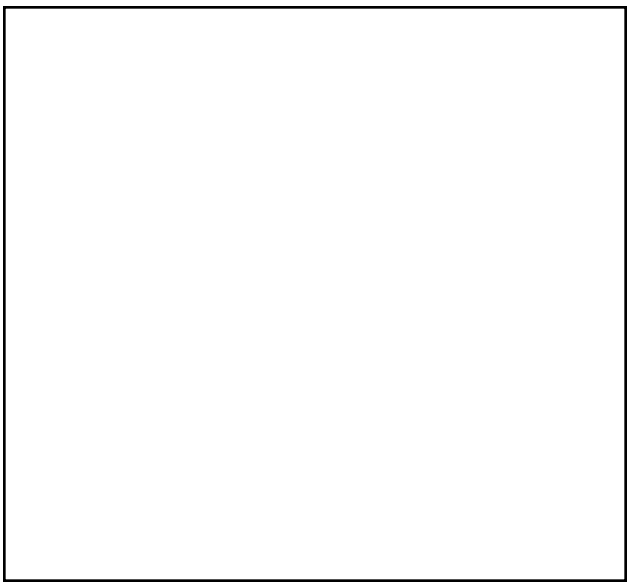
(4) 1986 - Taking USS M*idway* to sea with hull strengthening and stabilization enhancement (infamous blisters), and observing destroyer like rolling movements including an 18 degree roll in minor sea states from what was to have been a stability induced ship modification.

(5) 1991 - Spending Christmas Eve 1990 with my Navy son and a few of his USMC comrades on my flagship USS *John F. Kennedy* just prior to their departure for the front lines in Kuwait; Returning home to emotionally charged welcome home ceremonies at pierside and throughout the country.

(6) 1992 - Flying with the Israeli Air Force out of Ramat David in an F-16 to evaluate the Python-4 missile and starting the transition of that technology to AIM-9X.

(7) 1992-1994 In company with my fellow Naval Aviators formulating a 20 year Naval Aviation Plan that has charted naval aviation's course into the future.





## Albert J. Monger, Rear Admiral, USN (Ret.)

"Jack"

Date of Designation: 27 June 1947 NA # P-25856

Dates of Active Duty: 1 November 1943 - 1 June 1980

Total Flight Hours: 4,659

Carrier/Ship Landings: Fixed wing: 658

Approximate Flight Hours:
Jet: 2,465 Prop: 2,194 VF/VA: 2,939
Helo: 12 VR/VP: 1,069 VT: 625 VAW: 8

Combat Tours:
Korea: VF-91, USS *Princeton* 12/50-5/51
Vietnam: VF-93, USS *Ranger*, 3/65-4/65
Vietnam: VF-93, USS *Enterprise*, 12/65-1/66
Vietnam: CVG-21, USS *Hancock*, 6/66-7/66
Vietnam: CVG-21, USS *B. H. Richard*, 2/67-7/67
Vietnam: CO, USS *Mauna Kea* (AE-22), 9/70-3/71
Vietnam: CO, USS *Hancock* (CVA-19), 10/71-6/73

Aviation Commands:
OinC Det A Guided Missile Group 2, 9/56-2/57 (FJ-3)
Regulus Control Pilot, Deployed in *Randolph*
CO, VA-93, 1/65-1/66
CAG-21, 5/66-11/67 (F8, A1, E1, A3)
CO, USS *Hancock* (CVA-19), 10/71-6/73
Commander, Carrier Group ONE, 5/75-12/76, Deployed in *Midway*

Combat Awards:
Silver Star Medal (3 awards)
Legion of Merit with Combat "V" (2 awards)
Distinguished Flying Cross (5 awards)
Air Medals (17 awards)
Navy Commendation Medal with Combat "V" (3 awards)
Navy Unit Commendation (3 awards)

## Duty Assignment Chronology

| | |
|---|---|
| 11/43-6/4 | Enlisted V-12/Tarmac. |
| 7/45-6/47 | Flight Training - (N2S, SNJ, JRB, PBY), Wings. |
| 6/47-12/47 | Operational Training (F6F). |
| 1/48-7/51 | VF-19A (VF-191 ), Deployed USS *Boxer* (CV-21) (F8F). TAD All Weather flight School, Corpus, (SNB). Deployed Korea USS *Princeton* (F9F-2). |
| 8/51 -6/51 | VX-3. Develop carrier instrument approaches, mechanical LSO evals, rocket firing pods. (F9F, F2H, TV, SNB). |
| 7/52-11/54 | Naval Air Test Center, Pax River, Test Pilot School, Class 9. Tactical Test Div. 1 year. Reassigned to Test Pilot School as flight instructor. Project pilot (F2H-3, 4, F7L 1-3). |
| 11/54-7/57 | Guided Missile Group Two, Regulus Control Pilot, (F9F-2, FJ-3, AD-5, UF-1, T-33). O-in-C Det A, Deployed in *Randolph*. |
| 8/57-6/58 | Monterrey, Line School (SNB). |
| 7/58-8/60 | USS *Oriskany*, Asst. Ops, Training, Wpns. Emp., Perm OOD Underway. (C1, F3H, F9F-8). |
| 9/60-7/62 | UCLA Five Term BS Degree (T-33, F9F, SNB). |
| 8/62-6/63 | USAF War college, Command & Staff Course (T-33). |
| 7/63- 2/63 | VA-125 RAG, (A4, F9F-8). |
| 12/63-2/65 | VA-93 XO/CO. Deployed Vietnam in USS *Ranger*, USS *Enterprise*. (A4, F4). |
| 1/66-5/66 | F4, F8, & A1 RAGS. |
| 6/66-10/67 | CAG-21. Deployed Vietnam, USS *Hancock*, and USS B*on Homme Richard*. (A4, F8, A1, A3, E1, RF8). |
| 6/7-7/69 | Pentagon (OP-506) A7 Program Coord. for development & Fleet intro. A7-A/B/E. |
| 8/69-8/70 | ICAF, MBA degree George Washington Univ. |
| 9/70-8/71 | CO, USS *Mauna Kea* (AE-22) deployed Vietnam. Won Pacific "E" for Ammo Ships. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 10/71-6/73 | CO, USS *Hancock* deployed Vietnam for 1 1/2 tours. (A4). |
| 7/73-9/74 | Chief of Staff, COMNAVAIRPAC. Selected for Flag. (A3B, KA3, C9B, P3B, SH-2, SH-3). |
| 9/74-5/75 | COMTRAPAC |
| 5/75-12/76 | COMCARGRU ONE. Deployed in *Midway*. Indian Ocean/Persian Gulf Ops. (E-2, A6). |
| 12/76-6/79 | Commander Mine Warfare Command. Responsible for USN mine stockpiles and personnel worldwide, including liaison with USAF mine delivery squadrons. Flew B-52C. Pentagon, Ass't DCNO for Air Warfare. (OP-0513) |
| 7/79-6/80 | Pentagon, Assist DCNO for Air Warfare. OP-05B. |
| 6/80 | Retired From active duty. |

## Summary of Significant Career Events

(1) While C.O. VA-93, awarded the CNO Safety Award for USN Attack squadrons.

(2) Awarded the Silver Star Medal for planning and leading CVG 21 on highly successful Haiphong POL strike; presented by General Wheeler, Chairman, Joint Chiefs of Staff in a Pentagon ceremony.

(3) As C.O. USS *Mauna Kea,* was awarded Pacific Fleet E for Ammo ships.

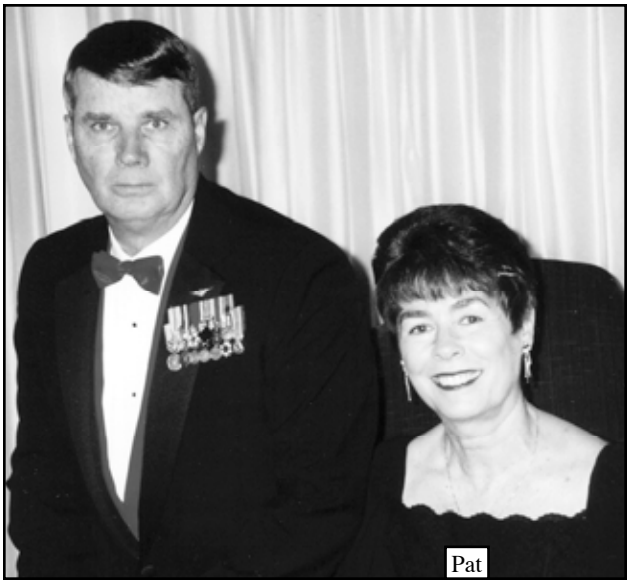
(4) Iniated the sussessful testing of mines to eliminate severe restrictions of aircraft speed and altitude while delivering mines. Testing was highlysuccessful insuring increased survivability for delivery aircraft. The first change in twenty five years. Introduced aerial mine delivery in TACTS ranges.

(5) Awarded the Dinstinguished Service Medal by the Assist. Secretary of the Navy for rejuvenating mine warfare in the USN and developing NATO Allies participation.

(6) Member 4 "Cs" Club sponsored by LTV Aircraft, pilots who have flown the Corsair I, Corsair II, Cutlass and Crusader.

(7) During my active duty career have piloted 79 different models of Navy and Air Force aircraft, single engine, multi-engine, land and sea,no accidents.






**Royal N. Moore Jr., MGEN, USMC (Ret.)**
"Royal"

Date of Designation: 11 June 1958 NA # T-6631
Rotary # 55154

Dates of Active Duty: 17 November 1956 - 1 July 1992
Dates of Reserve Duty: 24 May 1953 - 16 November 1956

Total Flight Hours: 6,259.3

Carrier/Ship Landings: Fixed wing: 84 Rotary: 553

Approximate Flight Hours:
Jet: 4,780 Prop: 606.9 Helo: 871.9 VMF/VMA-2060.2
VMGR: 112.6 HMM/HMH/VMO/HMLA: 1,053.0
VMFP/VMAQ: 2,556.7 VMT: 472.5 Other: 4.3

Combat Tours:
Vietnam: MACV (FWD) Laos/Vietnam 1961.
Vietnam: VMCJ-l/H&HS-11, Danang, Vietnam 1967-1968. 289 Missions (RF-4B/EF-10B/TF-9J).
Vietnam: MACV Saigon, Vietnam 1971-1972 - 9 Missions (C-1A).
Desert Shield: 3rd MAW/1MEF Southwest Asia - 18
Desert Storm: Missions (F/A-18C/D/A-6E/EA-6B/UH-1N/CH-46E)
Total Combat Missions -316

Aviation Commands:
CO, VMCJ-2/VMAQ-2, May 1974 - June 1976
O-in-C, VMAQ-2 Det. Whidbey, July 1976 - Aug. 1978
CO, Marine Aircraft Group-14, May 1981 - June 1983
CG, 3rd Marine Aircraft Wing, Aug. 1989 - Aug. 1991
CG, FMFPAC/CG, Marine Corps Bases Pacific Aug. 1991 - July 1992

Combat Awards:
Defense Distinguished Service Medal
Distinguished Service Medal
Legion of Merit
Distinguished Flying Cross

Combat Awards (continued):
18 Air Medals (continued)
Joint Service Commendation Medal

## Duty Assignment Chronology

| | |
|---|---|
| 5/53-11/56 | VMF-241 USMCR, NAS Los Alamitos CA. |
| 11/56-6/58 | Flight Training (NAS Pensacola and NAS Memphis). |
| 7/58 | LFTU, NAB Coronado, CA. (TACP School). |
| 7/58-6/62 | VMF-232 & Aide-de-Camp, 1st Mar. Brigade, MCAS Kaneohe, HI. |
| 7/62-6/63 | MABS-11/MAG-11, 1st MAW, NAS Atsugi, Japan. |
| 7/63-8/63 | HMM-262 (Hero Transition) MCAF New River, NC. |
| 8/63-3/65 | VMO-1, MAG-26, 21 MAW, MCAF New River, NC. |
| 3/65-8/66 | H&HS-2, MWHG-2, 2d MAW, MCAS Cherry Point, NC. (Assistant Operations Officer (G-3) |
| 8/66-3/67 | VMCJ-2, MAG-14, MCAS Cherry Pt., NC. |
| 4/67-9/67 | M&MS-11, MAG-11, 1st MAW Danang, Vietnam. |
| 9/67-4/68 | VMCJ-1 MAG-11 1st MAW Danang, Vietnam |
| 5/68-1/69 | H&HS-3, MWHG-38, 3rd MAW, MCAS El Toro, CA. |
| 1/69-8/69 | VMCJ-3, MAG-33, 3rd MAW, MCAS El Toro, CA. |
| 8/69-3/71 | H&HS, MCAS El Toro, CA. (College Degree Program). |
| 4/71-3/72 | HQ, MACV Saigon, Vietnam (Assistant Ops. Officer J-3). |
| 4/72-6/73 | Student - U.S. Army Command & Staff College, Ft. Leavenworth, Kansas. |
| 6/73-6/76 | VMCJ/VMAQ-2, MAG-14, 2d MAW MCAS Cherry Point, NC. |
| 7/76-7/78 | O-in-C, VMAQ-2 Det Whidbey, NAS Whidbey Is.,WA. |
| 7/78-5/79 | Student - USAF Air War College, Maxwell AFB, AL. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 6/79-7/80 | MWHS-1, 1st MAW, Okinawa, Japan (Asst. G-3). |
| 8/80-4/81 | MWHS-2, 2d MAW, MCAS Cherry Pt., NC. (G-4/CS). |
| 5/81-5/83 | CO, MAG-14, 2d MAW, MCAS Cherry Pt., NC. |
| 6/83-7/84 | Headquarters U.S. M.C., Washington D. C. (Colonel Monitor). |
| 8/84-5/85 | Assistant Wing Commander, 2d MAW, MCAS Cherry Point, NC. |
| 5/85-8/87 | Headquarters U. S. M.C.,Washington D. C. (Asst. D/S for Air). |
| 8/87-8/89 | CINCPAC, Director for Operations (J-3) Camp H.M. Smith, HI. |
| 8/89-8/91 | CG, 3rd MAW, FMF/Deputy Commander I Marine Expeditionary Force FMF Pacific, MCAS El Toro, CA. (Desert Shield/Storm SWA). |
| 8/91-7/92 | CG, FMFPAC/Marine Corps Bases Pacific Camp H.M. Smith, HI. |
| 7/1/92 | Retired from active duty. |

## Summary of Significant Career Events

(1) Both Rotary-Wing and Fixed-Wing qualified.

(2) Have Flown over 44 different types of aircraft. Was one of the first pilots to fly the Tiltroter XV-15.

(3) First Commanding Officer of VMAQ-2 and last of VMCJ-2.

(4) One of the few fixed-wing Marines to command at sea on USS *America* (CVA-66) with VMCJ-2

(5) Have flown over 316 Vietnam/Desert Storm Combat Missions. And when you add in "SNAKE HUNTER" EA-6A/B Cuban (ESM) missions (intercepted by Cuban MIG-21's) and RF-4B Guantanamo fence line photo missions. Total is over 350 Combat Missions.

(6) First Operational FMF Marine Aviator to fly the EA-6B aircraft.

(7) Commanded (or was in), Squadron's that won (3) CMC Aviation Efficiency Awards, (6) CNO Aviation Safety Awards and (4) Association of "OLD CROWS " Awards.

(8) Commanded the largest Marine Aircraft Wing in combat, which flew over 18,000 sorties with 467 aircraft in 44 days. Over 29.7 million lbs. of ordnance delivered and 28,000 troops/20 million lbs. of cargo transported. Had a Mission Capable (MC) rate of over 80% and Full Mission Capable (FMC) rate of over 70%. Lost only (6) aircraft to direct enemy action. Piloted own F/A-18C with VMFA-235 home from Bahrain (Shaikh Isa) to El Toro, CA.

(9) Father of Marine Corps EA-6B's with the Marine Corps Aviation Association Trophy for the best VMAQ Squadron of the year named the "Royal N. Moore" Trophy.

(10) Went from PVT., NAVCAD to LtGen in 39 plus years of service. Started in single seat fighters FJ-4 with VMF-232 and ended with F/A-18C with VMFA-232.

(11) 2d Marine Aircraft Wing/FMFLANT and Runner-Up for Marine Corps Aviator of year for (1975/76) and winner of the Marine Corps Aviation Association " The Fighting Hawk Award " in 1991.

(12) Accepted into "The Golden Eagles" in 1996.



CO VF-24, 1972


2004 Kathy

## David R. Morris RADM, USN (Ret.)

"Snake"

Date of Designation: : 1 June 1959 NA# 15302

Dates of Active Duty: 29 June 1957-31 March 1996

Total Flight Hours: 4,434

Carrier/Ship Landings: Fixed wing: 809

Approximate Flight Hours:
Jet: 4,550 Prop: 248 VF/VA: 3,998 VT: 188

Combat Tours:
Vietnam: VF-194, Oct. - Dec. 1965, USS *Bon Homme Richard*, (CVA-31) (F-8.)
VF-194, Nov. 1965 - Jun. 1967, USS *Ticonderoga* (CVA-14) (F-8).
VF-24, Feb. - Oct. 1972, USS *Hancock* (CVA-19) (F-8).

Aviation Commands:
CO, VF-24 May 1972 - May 1973 (F-8)
CO, USS *St. Louis* (LKA-116) 1980 - 1981
Commander, Amphibious Squadron One, Feb. 1982 - Dec. 1983
Chief NATRA, July 1986 - 1988 (TA-4J)
Commander CARGRU. July 1988 - Aug 1989 (F-14, A-6, S-3)

Combat Awards:
3 Distinguish Flying Crosses
26 Air Medals (6 Individual and 20 Strike/Flight Awards)
2 Navy Commendation Medals w/Combat "V"

### Duty Assignment Chronology

| | |
|---|---|
| 6/57-9/57 | USS *Oak Hill* (LSD-7). |
| 9/57-9/58 | NABTC, NAS Pensacola DUINS (T-34, T-28, T2V). |
| 9/58-6/59 | CNAVATRA, NAATC NAS Kingsville, TX DUINS, (F9F-8, F-11). |
| 6/59-8/60 | VA-124 FRP (TF9F-8T, F8U). |
| 8/60-2/63 | VF-91, Flight Officer, NAS Alameda, CA USS *Ranger* (CVA-61) (F-8). |
| 2/63-10/65 | VF-124, Personnel, Weapons Training Officer NAS Miramar, CA (F-8). |
| 10/65-7/67 | VF-194, Admin Off. NAS Miramar, CA USS *Bon Homme Richard*, (CVA-31) USS *Ticonderoga* (CVA-14 (F-8). |
| 7/67-3/69 | VF-124, Plans/Programs Officer, NAS Miramar, CA (F-8). |
| 2/69-9/69 | VF-62, Ops. Off. USS *Shangri La*, (CVA-38) (F-8). |
| 9/69-10/70 | COMCARDIV FIVE, Asst. Air Operations. Deployed, South China Sea. |
| 10/70-9/71 | VX-4, Admin. Officer/Project Test Pilot. NAS Pt. Mugu, CA (F-4, F-8, TA-4J, US-2). |
| 9/71-6/72 | VF-24, XO, NAS Miramar, CA/USS *Hancock*, (CVA-19) (F-8). |
| 6/72-6/73 | VF-24, CO, NAS Miramar, CA USS *Hancock,* (CVA-19) (F-8). |
| 6/73-6/74 | Air War College, Maxwell AFB, AL (DUINS). |
| 7/74-10/76 | USS *Ranger* (CVA 61) CATCC/Air Operations Officer/Operations Officer. |
| 10/76-7/79 | Staff, Commander Naval Air Force, U.S. Pacific Fleet EA/Flag Secretary. |
| 7/79-12/79 | Chief of Naval Personnel, DUINS Senior Officer Ship Material Readiness Course. |
| 1/80-2/80 | Surface Warfare Officers School Command Newport, RI. DUINS. |
| 2/80-2/82 | CO, USS *St. Louis* (LKA 116). |
| 2/82-12/83 | Commander, Amphibious Squadron One. |
| 2/84-1/85 | Office of CNO Asst. for JCS Matters, Strategy, Plans and Policy Div. (OP-60). |
| 1/85-6/86 | Naval Military Personnel Command, Director, Aviation Off. Distribution Div. (NMPC-43). |
| 7/86-7/88 | Chief of Naval Air Training, NAS Corpus Christi, TX (TA-4J). |

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Duty Assignment Chronology continued

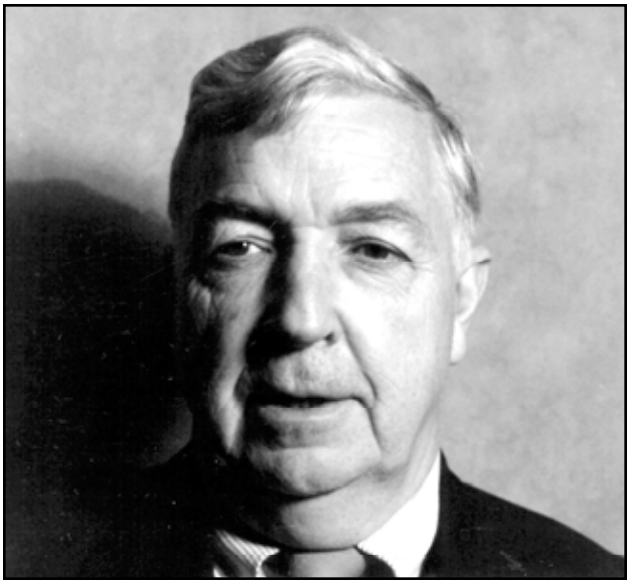
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|---|---|
| 7/88-4/90 | Commander, Carrier Group EIGHT (F-14, A-6, S-3). |
| 4/90-4/91 | CINCLANTFLT, Director for Operations, N-3/ CTF-84. |
| 8/91-7/93 | CINCLANTFLT, Deputy and Chief of Staff. |
| 8/93-3/96 | CINCUSNAVEUR, Deputy Commander in Chief |
| 3/31/96 | Retired from active duty. |

## Summary of Significant Career Events

(1) Second of five pilots to reach 3,000 Hours in the F-8 Crusader, Final total: 3,232.

(2) Last jet carrier landing, age 60.





**Gordon L. Murray, Captain, USN (Ret.)**
"Gordo"

Date of Designation: 1 November 1957

Dates of Active Duty: 1 September 1956 - 30 June 1981

Total Flight Hours: 4,146

Carrier/Ship Landings: Fixed wing: 1,032 arrested

Approximate Flight Hours:
Jet: 3,950 Prop: 96 Helo: 6 VF: 3,950
VT: 300 Other: 144 logistics (COD)

Combat Tous:
Vietnam: VF-102 (F-4), USS *America* (CVA-66), Mar. 1968 - Nov. 1968. 151 missions (129 over North Vietnam and 12 over South Vietnam. Aircraft sustained AAA damage on two occasions).

Aviation Commands:
CO, VF-33 (F-4), 1 June 1971 - 30 May 1972

Combat Awards:
Distinguished Flying Cross
11 Air Medals (3 Individual and 8 Strike/Flight)
2 Navy Commendation Medals

## Duty Assignment Chronology

Aircraft Flown: T-34, T-28, T-2V, R-4D, F-3H, C-1A, F9F-2, F9F-5, F9F-8, F-3D, F-4D, F-4A/B/J, A-4, F-111A.

Tours Include: VF-101 (4 times), VF-41, VF-74, VF-102, VF-33, USS *J. F. Kennedy* (Ops. and XO), BUPERS, NAVAIR (2 times), OP-506.

CVs Served On: USS *Roosevelt* (CVA-42), USS *Saratoga* (CVA-60), USS *Forrestal* (CVA-59), USS *Independence* (CVA-62), USS *America* (CVA-66), USS *John F. Kennedy* (CVA-67)

Deployments: 7 Mediterranean (average 7 months)
1 Pacific (Vietnam)

Education: University of Delaware, Graduated 1955.
Armed Forces Staff College and
Air War College

Present Positions: Manager, U.S. Navy Programs, Northrop Grumman, Washington, D. C;
Squadron Commander, Association of Naval Aviation; Member Golden Eagles; Navy League Board of Directors; and Vice President, Association of Naval Aviation.

## Summary of Significant Career Events

(1) First F-4 Trans Lant without tanking and with tanking.

(2) First "Bobby Sox" Skipper (LCDR/C.O).

(3) First Centurion, USS *Independence* (F-3H).

(4) First F-4 deployment.

(5) Contributed to tests on-board USS *Forrest*al that proved carriers could defend themselves in an intense electronic warfare environment against repeated USAF simulated attacks.

(6) Introduced F-4 air-to-ground attack to USAF in F-4 aircraft.

(7) Influenced the USAF that the F-4 was superior to the F-106 in Project High Speed.


1968



1980

## L. Richard Myers, Rear Admiral, USN (Ret.)

"Moose"

Date of Designation: June 1957

Dates of Active Duty: 2 September 1954 - 31 August 1982

Total Flight Hours: 5,700

Carrier/Ship Landings: Fixed wing: 1,267

Approximate Flight Hours:
Jet: 5,600 Prop: 1,000 VF/VA: 5,600

Combat Tours:
Vietnam: VF-51, USS *Hancock* (CVA-19), Jan. - Oct. 1967.
VF-51, USS *Bon Homme Richard* (CV-31), Jan. - Oct. 1968.

Aviation Commands:
CO, VF-33, Jul. 1969 - Jun. 1971
Commander, Carrier Air Wing 17, Oct. 1972 - Jun. 1974.
Commander, Fighter Wing ONE, Jul. 1974 - Aug. 1975.
CO, USS *Truckee* (AO-47), Jan. 1976 - May 1977.
CO, USS *John F. Kennedy* (CV-67), Nov. 1978 - Jun. 1980.
Commander, Naval District Washington, D. C., Sep. 1981 - Jul 1982.

Combat Awards:
Silver Star
2 Legion of Merit
Distinguished Flying Cross
Meritorious Service Medal
15 Air Medals

### Duty Assignment Chronology

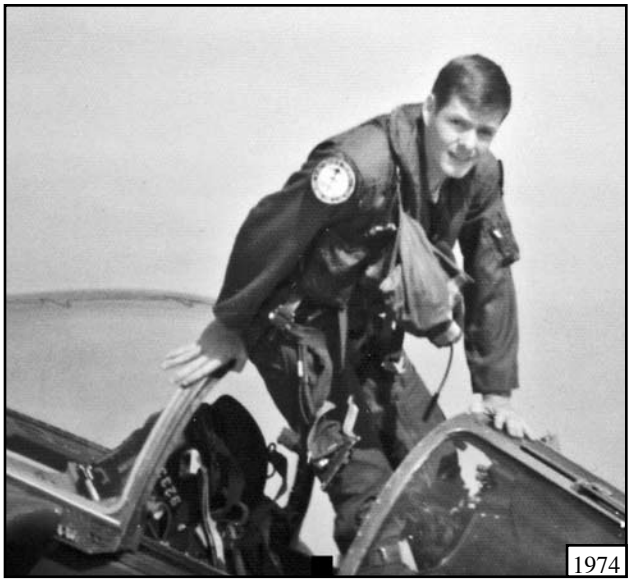
| | |
|---|---|
| 3/56-6/57 | Naval Flight Training, Pensacola, Florida and Kingsville, Texas. |
| 6/57-1/61 | Fighter Squadron 142, NAS Miramar and aircraft carrier deployments. |
| 1/61-1/64 | Fighter Squadron 124, NAS Miramar, CA. |
| 1/64-7/65 | Carrier Division NINE, NAS North Island and aircraft carrier deployments. |
| 6/65-6/66 | Naval War College, Newport, RI. |
| 6/66-12/68 | Fighter Squadron 51, NAS Miramar, CA., and carrier combat deployments. |
| 12/68-6/69 | Fighter Squadron 121, NAS Miramar.. |
| 7/69-6/71 | CO, Fighter Squadron 33, NAS Oceana, VA. |
| 7/71-6/72 | Naval War College, Newport, RI. |
| 6/72-9/72 | Fighter Wing ONE, NAS Oceana, VA. |
| 10/72-6/74 | Commander, Carrier Air Wing 17, NAS Oceana, VA., and USS *Forrestal* (CVA-59). |
| 6/74-8/75 | Commander, Fighter Wing ONE, NAS Oceana, VA. |
| 9/75-12/75 | Black Shoe Ship Training, Virginia Beach, VA |
| 1/76-5/77 | CO, USS *Truckee* (AO-47) NS Norfolk, VA. |
| 6/77-9/77 | Commander Naval Air Forces Atlantic Fleet, Norfolk, VA. |
| 9/77-10/78 | Aircraft Carrier Ship Operation Material Readiness Schools, Idaho Falls and Norfolk. |
| 11/78-6/80 | CO, USS J*ohn F. Kennedy* (CV-67), Norfolk, VA., and deployed to COMSIXTHFLT. |
| 7/80-9/81 | Commander Naval Striking Support Force - Southern Europe. |
| 9/81-8/82 | Commander, Naval District Washington, D.C. |
| 8/31/82 | Retired from US Navy Active Duty. |

### Summary of Significant Career Events

(1) 2900 + flight hours in all series of the F8 Crusader.

(2) 1,267 (one-at-a-time) carrier landings in fleet strike aircraft.

(3) Shot down Mig-21 in aerial combat over Vietnam on 26 June 1968.







## Bryan D. O'Connor Col, USMC (Ret)

"O'C"

Date of Designation: 5 June 1970

Dates of Active Duty: 15 July 1964 - 1 Oct 1992

Total Flight Hours: 5,178

Carrier/Ship Landings: Fixed wing: 156

Approximate Flight Hours:
Jet: 4,440 Prop: 321 VF/VA: 1,160 VR/VP: 28
VT: 2,513 Other: 417

Combat Tours:
Vietnam: USS Bon Homme Richard, 7/67-8/67 (Ship's Company and VA-76)

Aviation Commands:
CO, Marine Aviation Detachment NATC Patuxent River, 8/91-5/92
Commander, STS-40 Space Shuttle Mission, June 1991

Combat Awards: None

## Duty Assignment Chronology

| | |
|---|---|
| 7/64-6/68 | U. S. Naval Academy, Midshipman, Annapolis, MD (T-34B, T-28C, TF-9J, S-2, H-1). |
| 6/68-12/68 | The Basic School, Quantico, VA, Student. |
| 12/68-6/70 | Naval Air Training Command, Student (T-34B, T-28B/C, TF-9J). |
| 6/70-8/71 | VMA-214, Squadron Pilot, El Toro, CA, (TA-4F, A-4E/F). |
| 8/71-1/73 | Naval Air Training Command, Instructor, (TA-4J). |
| 1/73-12/75 | VMA-513, Squadron Pilot, Beaufort, S.C., (AV-8A). |
| 12/75-7/79 | Naval Air Test Center, Test Pilot, Patuxent River, MD (A-4M, AV-8A, YAV-8B, X-22, OV-10, and others). |
| 7/79-7/80 | Naval Air Systems Command, Harrier Class Desk, Washington, DC. |
| 7/80-8/91 | NASA, Pilot Astronaut, Houston, TX., (T-38, KC-135, G-2, Space Shuttle) |
| 8/91-6/92 | Naval Air Test Center, Commanding Officer, Marine Aviation Detachment, Chief of Staff, NAWC AD, Patuxent River, MD (AV-8B, T-38, XV-15, T-39). |
| 6/92-10/92 | NASA HQ, Deputy Associate Administrator for Space Flight, Washington, DC. |

## Summary of Significant Career Events

(1) Assigned as charter member of first U.S. Harrier Squadron, VMA-513.
(2) Served as NATOPS/Aviation Safety and Landing Signal Officer on first AV-8 amphibious cruise (USS *Guam*, Med, 1974).
(3) Led the first Navy Preliminary Evaluation of YAV-8B prototype (first flight Nov '78).
(4) Participated in advanced V/STOL display development using variable stability X-22 research aircraft.
(5) Participated in first U.S. tests of British Ski Jump.
(6) Participated in suitability trials of AV-8A for several types of amphibious ships, expeditionary airfield concepts and landing aids.
(7) Led team certifiying AV-8A for various weapons.
(8) Participated in development of advanced flight test methods for VSTOL aircraft.
(9) Served as pilot on Space Shuttle mission STS-61B, participating in orbital tests of experimental flight control software
(10) Served as Commander of STS-40, the first dedivated Space Shuttle life sciences mission.


1948


1966

## Timothy R. O'Neil, Captain USN (Ret.)

"Tim"

Date of Designation: 19 October 1943

Dates of Active Duty: December 1942 - August 1946
October 1951 - February 1970

Total Flight Hours: 6,380

Carrier/Ship Landings: Fixed wing: 531 (242 night)

Approximate Flight Hours:
Jet: 2,900 Prop: 3,480 VF/VA: 1,285
VT: 2,200 Other: 2,895

Combat Tours:
Korea: VC-3, Sept. 1953 - May 1954, USS *Oriskany* (F2H-3)
Vietnam: USS *Kitty Hawk*, Apr. 1966 - Sept. 1967. Operations Officer and XO.
Combat Missions: 10 A-6

Aviation Commands:
CO, VF-31, Aug. 1961 - Jul. 1962 USS *Saratoga* (F3H-2N)
CO, VF-121, Apr. 1965 - Mar. 1966 RAG Miramar (F-4)

Flight Performance Awards:
COMNAVAIRLANT Safety Award 1962 while CO, VF-31 (F3H-2N)
Battle Readiness Excellence Pennant 1962 while CO, VF-31 (F3H-2N)

### Duty Assignment Chronology

| | |
|---|---|
| 7/42-9/42 | Naval Aviation Cadet Preflight, MIT. |
| 9/42-11/42 | Civilian Pilot Flight Training, Clairmont, NH (Piper Cub Aeronca). |
| 12/42-10/43 | NABTC Flight Training, NAS Pensacola (SNJ) |
| 11/43-8/44 | NABTC Flight Instructor, NAS Pensacola (SNJ) |
| 8/44-8/46 | Instrument Flight Instructor School, NAS Atlanta (NH-1). |
| 9/46-2/48 | Dartmouth College Degree Program, BA. |
| 1948-1951 | Naval Air Reserves NAS Squantum (FG-1D SNJ). |
| 10/51-10/52 | Naval Air Reserves Flight Instructor, NAS Memphis (SNJ). |
| 11/53-8/54 | VC-3 Squadron Pilot, NAS Moffet and USS Oriskany (F4U-5N, F2H-3). |
| 6/56 | Selected for integration into regular Navy. Accepted reduction in rank from LCDR USNR to LT USN and loss of seniority from Class of 1943 to Class of 1947 with no regrets. Duke Windsor arranged for the orders to Test Pilot School to fill a Pax River requirement for a test pilot with extensive night and all-weather carrier fighter experience. |
| 2/57-7/57 | USN TPS DUINS Class 18, Pax River (F4D, F2H-2/3, F3H, A3D, F9F). |
| 8/57-6/58 | Service Test Project Test Pilot (F3H-2N, F8U-1, F4D, F9F-6). |
| 7/58-6/59 | Naval War College, Newport RI. |
| 8/61-7/62 | VF-31 Operations Officer, XO/CO, NAS Cecil Field and USS *Saratoga* (F3H-2N). |
| 8/62-6/63 | USAF Air University, Montgomery AL. |
| 7/63-4/66 | VF-121 XO/CO, F-4 RAG, Miramar, CA |
| 4/66-9/67 | USS *Kitty Hawk* Operations Officer and XO, Vietnam. |
| 1967-1968 | CNO Admin. Assistant to the Office Program Appraisal. |
| 1969-1970 | OSD Directorate of Inspection Services-DINS. |
| 1970 | Retired from active duty. |

### Summary of Significant Career Events

(1) Member of the second five man jet night fighter team deployed to the Naval Air Pacific Fleet in F2H-3 Banshees.

- Continued -

Summary of Significant Career Events continued

(2) One of the first Naval Aviators to accumulate nearly 250 night carrier landings using both LSOs with paddles and later the Mirror Landing System.

(3) Fired the first operational SPARROW AIM-7 missile from a F3H-2N in Naval Air Atlantic Fleet.

(4) Flew the F8U at Pax River in the F8U Familiarization and Indoctrination training film.

(5) With John Wissler, established the F3H-2N Demon flame out approach parameters at Muroc Dry Lake Bed, Edwards Air Force Flight Test Center.

(6) Served as the Operations officer, Executive Officer and then the Commanding Officer of VF-31, when the squadron was awarded the FLEET “E” and the CNO Aviation Safety Award in 1962.

(7) Successfully dead sticked a F3H-2N Demon into NAS Cecil Field when the engine quit.

(8) Have flown almost sixty different types of aircraft.





## RADM Robert S. Owens, USN

**"Rupe"**

Date of Designation: 10 May 1957 NA#: T-6081

Dates of Active Duty: 17 Nov 1955 – 01 Dec 1985

Total Flight Hours: 5,054

Carrier Landings: Fixed Wing 679

Approximate Flight Hours: Jet 4,560 Prop 492 Helo 2
VF/VA 4.560

Combat Tours:

| | |
|---|---|
| VietNam: | 6/15-11/09/65 VA-65/CVW-15/*USS Constellation* (A6A) - 91 combat flights SVN, NVN, |
| VietNam: | 6/15-6/29/67 VA-65/CVW-17/USS *Forrestal* (A6A) - 4 combat flights NVN |
| VietNam: | 1/29/68-2/03/68 VA-65/VMA-242/ MCAS DaNang/VietNam (A6A). Ferry. Return A6 took a rocket in the canopy and burned. |
| VietNam: | 3/24-5/18 VA-145/CVW-2/*USS Ranger* (A6A, A6B, A6C, KA-6D) - 32 combat flights SVN, Laos, NVN, Cambodia |
| VietNam: | 11/30/72-5/13/73 VA-145/CVW-2/*USS Ranger (*A6A, A6B, A6C, KA-6) - 40 combat flights NVN, SVN, Laos |

Total combat misssions - 167

Aviation Commands:

| | |
|---|---|
| 2/19/72-6/1/73 | VA-145 |
| 12/12/75-11/1/73 | VA-128 |
| 5/6/78-8/31/79 | AFS-4 |
| 2/17/81-8/21/82 | CVA-41 |
| 10/1/84-8/6/85 | CCG-2 |

Combat Awards:
DFC – with 6 Gold Stars
Bronze Star
Air Medal – 2 Awards and 16 Strike Flight Numerals

## Chronological List of Duty Stations

| | |
|---|---|
| 11/55–9/57 | CNATRA/ Pensacola, Memphis/Training Command (T-34, T-28, SNJ, TV-2, and FPF-2). |
| 10/87–3/59 | USNAVCICSCHOOL, NAS Glynco/AIC Instructor, VF Pilot (F2H-2,3,4 and AD-5N). |
| 4/59–3/62 | VA-66, NAS Oceana and USS *Intrepid*/ 2 Med Deployments/Weapons Training, Ordnance, Safety, LSO, Airframes(A4D-2, -2N) |
| 4/62–12/62 | VA-43, NAS Oceana/LSO, Airframes, Av. Equip (A4D-2, -2N). |
| 1/63–3/65 | VA-42, NAS Oceana/Training Officer, LSO (A-62, AD-6, T-28). |
| 4/65–3/68 | VA-65, NAS Oceana, USS *Constellation* and USS *Forrestal*/2 WestPac Combat Deployments/LSO, Flight Officer, Operations. Visited VMA-242 in DaNang for Tet '68 (A-6A). |
| 4/68–12/68 | VA-42, NAS Oceana/LSO, Weapons Training (A-6A). |
| 1/69–9/70 | NAVPGSCHOOL, BS Program (TV-2, A-6A, S-2). |
| 10/70–12/70 | NWC China Lake/ AAW Advisor/ (A-6A). |
| 1/71–2/73 | VA-128 RTS, NAS Whidbey Island, WA/ Under Instruction (A-6A). |
| 3/71–6/73 | VA-145, NAS Whidbey Island and USS *Ranger*/ XO and CO (A-6A, A-6B, A-6C, KA-6D). |
| 7/73–7/74 | Air War College, Maxwell AF/ Under Instruction (A-6A). |
| 8/74–11/75 | OPNAV, OP-506F1, Air-to Ground Guided Weapons Coordinator (A-6A). |
| 12/75–11/76 | VA-128, NAS Whidbey Island,/CO (A-6A, A-6E). |
| 12/76- 2/78 | USS *Coral Sea*/XO (A-6E). |
| 3/78–9/79 | USS *White Plains*, Yokosuka, Japan, CO, (A-6E, H-46). |

- Continued -

Chronological List of Duty Stations continued

| | |
|---|---|
| 10/79–5/80 | COMNAVAIRPAC, San Diego/Ship's Training Officer (A-6E) |
| 6/80–/81 | SOSMRC, Idaho Falls /Under Instruction |
| 2/81–9/82 | USS *Midway*, Yokosuka, Japan - CO (A-6E) |
| 10/82–9/84 | USCINCLANT/CINCLANTFLT, NAS Norfolk /DCOS Operations, Command and Control (A-6E). |
| 10/84-9/85 | Commander Carrier Group TWO, NAS Norfolk, USS *Coral Sea*, USS *America*/ Commander (A-6E). |
| 10/85-11/85 | CINCLANTFLT, NAS Norfolk/RIP |

## Summary of Significant Career Events

1. Entered NAVCAD training in November 1955

2. Received an individual Battle E for High Altitude Dive delivery while a student in the A-4 RAG.

3. First (maybe only) A4 pilot to write SecNav requesting assignment to an A6 squadron.

4. First A6 Pilot to recover aboard an aircraft carrier with the crew member partially out of the aircraft and his personal parachute streamed.

5. As a wingman, successfully employed a new A6 night coordinated attack tactic to destroy a NVN Thermal Power Plant in a three-plane simultaneous strike.

6. Led the first Navy Laser Guided Bomb Alpha Strike employing the Navy PAVEKNIFE airborne Laser Designator on January 16, 1973 and destroyed 14 bridges in a single mission.


1981


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## John E. Paganelli, Captain, USN (Ret)

"Pigmy"

Date of Designation: 5 May 1955 V-6919

Dates of Active Duty: 1 Dec. 1953 - 15 Sept. 1985

Total Flight Hours: 11,200

Carrier/Ship Landings: Fixed wing: 731

Approximate Flight Hours:
Jet: 8500 Prop: 2650 VF/VA: 6,000
VR/VP: 450 VT: 2,300 HS/HC/HU: 50
VU/VFP: 100 Other (Civilian): 2,400

Combat Tours:
Vietnam: Apr. 1965-Dec. 1965 (A4E) - 87 missions.

Aviation Commands:
CO, VA-45, May 1971 - June 1972
CO, Fleet Tactical Support Wing One, Aug.1977 - Jul. 1980
CO, Training Wing One, Aug. 1980 - Aug. 1982

Combat Awards:
Distinguished Flying Cross
10 Air Medals
Defense Superior Service Medal (Non Combat)
2 Legions of Merit (Non Combat)

### Duty Assignment Chronology

| | |
|---|---|
| 12/53-5/55 | Flight Training, Pensacola/Corpus Christi, TX. (SNJ,SNB,AD). |
| 5/55-4/57 | ATU-101, NAAS Cabaniss, Instructor (AD, T28). |
| 5/57-8/60 | VA-42 NAS Oceana Maint., LSO, (AD). |
| 9/60-5/63 | VA-43 NAS Oceana, Instructor, Nav, LSO (F9, A4). |
| 5/63-7/63 | VF-101, NAS Key West, Student (F4). |
| 7/63-1/65 | CAG-7, NAS Oceana, Admin. & LSO. (A4, F4). |
| 1/65-3/66 | VA-86, NAS Oceana. Operations. (A4). |
| 4/66-5/68 | COMFAIRNORFOLK, Attack Training. (A4, F4, A6). |
| 6/68-6/70 | Naval Post Graduate School, Student (T1). |
| 6/70-6/72 | VA-45, NAS Cecil Field, XO/CO (A4). |
| 6/72-6/74 | *USS Forestal*, Norfolk, VA. Air Boss. |
| 7/74-6/75 | US Army War College, Carlisle. Student. |
| 7/75-7/77 | COMNAVAIRLANT, Norfolk, Flag Sec. (A4). |
| 8/77-7/80 | Fleet Tactical Support Wing One, NAS Norfolk, CO. (A4, A6, F14). |
| 8/80-8/82 | Training Air Wing One, NAS Meridian, CO. (A4,T2). |
| 8/82-6/83 | DIA, Washington, D.C. Student (Attache Training) (C12). |
| 7/83-7/85 | USDAO, Brasilia, Brazil. Naval Attache (C12). |
| 7/85-9/85 | TACWINGSLANT, NAS Qceana. Special Projects, (C12). |

### Summary of Significant Career Events

(1) In the late 1950's was involved in converting VA-42, a fleet AD squadron, to the AD RAG as RCAG-4 was forming as the Replacement Air Wing.

(2) Was assigned TAD as the LSO to VMA-533 at MCAS Cherry Point for several months to ready the squadron for shipboard deployment.

(3) Carried qualified in a VMA-533 A4 (Buno 142116) aboard the *USS Shangri La* on 10 August 1960 with 12 hours in the A4 and only 41 total hours jet time.

(4) As CVG-7 LSO, carrier qualified, day and night, the Navy's first A6 squadron (VA-75) aboard the *USS Saratoga*.

(5) Early in the Vietnam War flew strikes against some of the first SAM sites as North Vietnam was developing their surface to air missile capability.



1984



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## Jeremiah W. Pearson, III MGen, USMC (Ret)

"Jed"

Date of Designation: 27 Oct 1961 V-18152

Dates of Active Duty: 6 Jun. 1960 to 1 Aug 1992

Total Flight Hours: 8100

Carrier/Ship Landings: Fixed wing: 330 carrier landings in T-2, F-9, A-4, A-6, A-7, F-4, F-18

Approximate Flight Hours:
Jet: 7,000+ Helo: 100+ VF/VA: 5,000+

Combat Tours:
1968-1969 Vietnam
1990-1991 First Gulf War
405 Combat Missions in F-4, OV-10 and F-18

Aviation Commands:
Headquarters and Maintenance Squadron 24 (TA-4) one year.
Marine Fighter Attack Squadron 235 (F-4) three years (Hanson Award Squadron in final year).
Marine Aircraft Group 11 (F-18, RF-4) two years.
Fourth Marine Aircraft Wing (A-4, F-18, OV-10, CH-46, CH-53, UH-1, AH-I, C-12) one year.
Marine Corps Research, Development and Acquisition Command (F-18, C-12) one year

Combat Awards:
Defense Distinguished Service Medal
Distinguished Service Medal
Distinguished Flying Cross
Bronze Star with Combat "V"
27 Air Medals
Combat Action Ribbon

## Duty Assignment Chronology

| | |
|---|---|
| 6/60-10/61 | Flight Training. |
| 11/61-7/64 | VMA 324 includes Med Cruise in USS *Independence* and Cuban Missile Crisis. |
| 8/64- 7/65 | VT-9, Flight Instructor. |
| 8/65-6/68 | Naval Air Test Center, Patuxent River, MD Naval Test Pilot School – Class 43 and Flight Test, Carrier Suitability. |
| 7/68-8/69 | VMFA 542, Danang RVN, Aircraft Maintenance Officer. |
| 9/69-1/73 | Naval Missile Center, Point Mugu, CA Flight Test. |
| 2/73-6/73 | Armed Forces Staff College, Student. |
| 7/73-7/74 | VMFA 232, Operations Officer. |
| 8/74-7/77 | Headquarters Marine Corps, Aviation Plans Officer in Division of Aviation. |
| 8/77-8/77 | H&MS-24, CO. |
| 7/77-7/81 | VMFA 235, CO. |
| 8/81-6/82 | Air War College, Student. |
| 7/81-5/84 | Third Marine Aircraft Wing, Logistics Officer. |
| 5/81-5/86 | Marine Aircraft Group 11, CO. |
| 6/86-7/86 | Third Marine Aircraft Wing, Assistant Wing Commander. |
| 8/86-7/88 | U.S. Central Command, Commander Forward Headquarters (Iran-Iraq War). |
| 8/88 | Helicopter Flight Training. |
| 9/88-4/89 | Headquarters Marine Corps, Assistant D/CS for Aviation. |
| 5/89-7/89 | Fourth Marine Aircraft Wing, Commanding General. |
| 8/89-7/91 | Marine Corps Research, Development and Acquisition Command, Commanding General. |
| 8/91-3/92 | Headquarters Marine Corps, Director of Plans. |
| 4/92-3/95 | NASA, Head of Manned Space Flight. |

## Summary of Significant Career Events

(1) Initial test pilot tour- Flight Test (Carrier Suitability) Patuxent River (The only Marine in Carrier Suitability).

- Continued -

(2) Firsts while at Patuxent River:
- Determination of minimum end speeds for F-4J aircraft during initial sea trials.
- Initial structural demonstration of F-4J on shipboard catapults and arresting gear.
- Development of auto-throttle for F-4J including initial sea trials.
- Development of auto-throttle for A-7A.
- Initial sea trials for steam ingestion in A-7A.
- Development of automatic carrier landing system.

(3) Second test pilot tour – Flight Test at Naval Missile Center Point Mugu.

(4) Firsts while at Point Mugu:
- Initial firings of the AIM-7F and ALIM-9M missiles throughout the operational envelopes.
- Over 100 missiles fired.

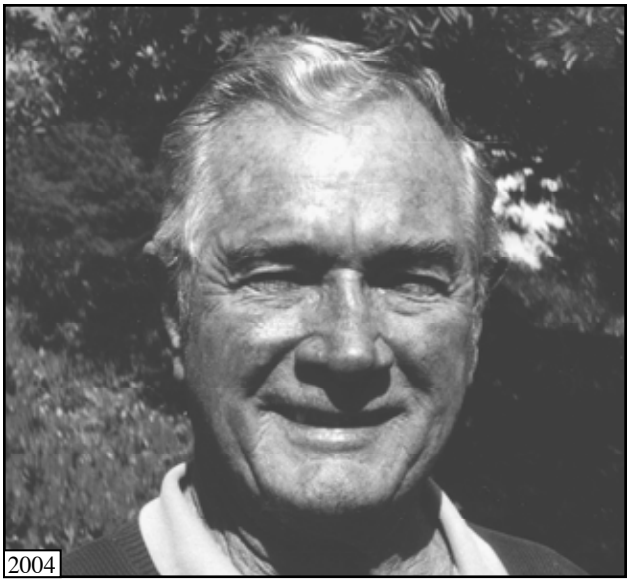
(5) Selected Associate Fellow in the Society of Experimental Test Pilots.

(6) While assigned to the Marine Corps Research, Development and Acquisition Command was deployed to Saudi Arabia as the Deputy Commander of Marines during the First Gulf War. While deployed, flew F-18s from Bahrain.

(7) Last assignment in the Marine Corps was as Head of America's Space Flight program at NASA. Supervised 19 successful Space Shuttle missions including the first Hubble Space Telescope repair mission. Responsibilities were for operations, safety, personnel, logistics and budgeting for all matters related to the manned space flight program. After retirement from The Marine Corps, remained as the Head of Space Flight for three years. Was awarded the NASA Distinguished Service Medal and the NASA Outstanding Leadership Medal.

(8) Own Hampton Air, and operate a Beechcraft Bonanza B-35




**Morris, A. Peelle, Captain, USN (Ret.)**
"Mo"

Date of Designation: December 1953

Dates of Active Duty: 6 June 1953 - 1 August 1981

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 700

Approximate Flight Hours:
Jet: 4,000 Prop: 2,000 VF/VA: 5,000

Combat Tours:
Vietnam: 01/68-07/68, *USS Ticonderoga,* CV-14, 135 combat missions.
Vietnam: 03/69-07/69, *USS Oriskany,* CV-34, 55 combat missions.

Aviation Commands:
XO/CO, VA 23, 1968-69 (A4F).
CO, *USS Ashtabula,* AO 51, 1974-75.
CO, *USS Constellation*, CV 64, 1976-78.
CO, Recuit training Command, San Diego, 1979/80.
Center Commander, Naval Training Center, San Diego 1980-81.

Combat Awards:
Legion of Merit
2 Distinguished Flying Crosses
2 Bronze Stars
22 Air Medals

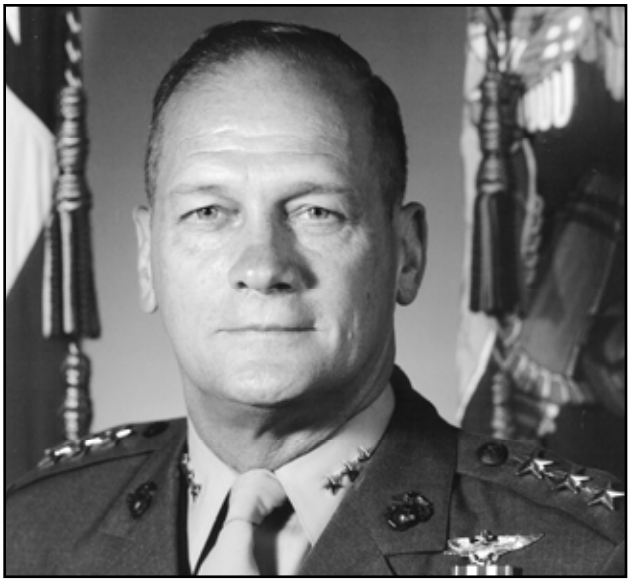
## Duty Assignment Chronology

| | |
|---|---|
| 1952-1953 | Flight Training Command, Pensacola & Corpus Christi (SNJ, SNB, AD-1). |
| 1954-1956 | VF-194/VA196, (AD-5's) and mostly (AD-6's). Deployed on *USS Wasp and Lexington*. Also a little bit of (TBM's), (F-9F 5's & 6's). |
| 1957-1960 | Flight Instructor, Pensacola, (T-28, T-2V, T2J-1, T-34, TT-I, S2F, SNB, F9F-8T). |
| 1960-1962 | Catapult & Arresting Gear Officer, *USS Ticonderoga;* 2 Cruises to WestPac (F9F-8T, C-1A, SNB). |
| 1962-1964 | VA-125 (RAG), VA 94, ( A-4A/B/C/E). 2 cruises on *USS Ranger*. |
| 1965 | Armed Forces Staff College, Norfolk, VA. (T-33B). |
| 1965-1967 | National Military Command Systems Support Center, Pentagon, D.C. ( T39D, T-1A). |
| 1967-1969 | VA-125 (Rag), XO/CO VA 23, (A-4F) Deployments on *Ticonderoga, and Oriskany* |
| 1969-1970 | Naval War College, Newport, RI. (T-1A). |
| 1970-1972 | Ops/XO *USS Kitty Hawk*, CV 63 Two WestPac Cruises (C-1A). |
| 1972-1974 | Weapons Officer, COMNAVAIRPAC (U11-A, TA4J). |
| 1974-1975 | CO, *USS Ashtabula*, AO-51, - Not much flying. |
| 1976-1978 | CO, *USS Constellation*, CV 64, (A-6E, SH-3A, H-3A, A-7, 1H, E-2C, F-14A). |
| 1979 | Air Logistics, Naval Material Command, Washington, D.C. |
| 1979-1981 | CO, Recruit Training Command, and Center Commander, Naval Training Center, San Diego, CA. Retired from there. |

## Summary of Significant Career Events

1. As arresting gear officer on *Ticonderoga*, I had the fastest barricade in WestPac under one minute.

2. I nearly shot down a pilotless F-7U after an ejection, but was out of ammo in my AD. I did turn it away from Atsugi, however, by giving it some slipstream. It flew for 13 minutes after ejection.





**Charles H. Pitman, LTGEN, USMC (Ret.)**
"Chuck"

Date of Designation: 24 August 1954 NA # T-4939

Dates of Active Duty: October 1952 - August 1990

Total Flight Hours: 12,000+ in fighters, attack, recon, helicopters and special operations.

Carrier/Ship Landings: 575 Fixed wing: 70 / Helo 505

Approximate Flight Hours:
Jet: 3,500 Prop: 4,000 Helo: 4,600 VF/VA: 2,500

Combat Tours:
Vietnam: VMCJ-1, 1963 (flying EF-10's & UH-3's)
Dominican Republic: VMCJ-2, 1964 (flying RF-8's)
Vietnam: HMM-265, 1966-1968 (flying CH-46's)
Vietnam: H&MS 16, 1970-1971 (flying UH-1's, CH-46's, OV-10's and CH-53's)
Iran: Eagle Claw, 1980 (hostage rescue flying RH-53's)

Aviation Commands:
CO, H&MS-16 RVN 1970-71
CO, MARTD New Orleans, LA 1971-73
CO, Marine Aircraft Group 36, Japan 1978-79
CO, MATSG Pensacola, FL 1980-81
CG, Marine Forces, Korea 1982-84
AWC, 3rd Marine Aircraft Wing, CA 1984-85
CG, 1st Marine Aircraft Wing, Asia-Pacific 1985-87

Combat Awards:
Silver Star
4 Distinguished Flying Crosses
Bronze Star with Combat "V"
Purple Heart
65 Air Medals
Navy Commendation Medal with Combat "V"
Combat Action Ribbon

Combat Awards continued:
Vietnamese Cross of Gallantry with Silver Star
2 Presidential Unit Citations

## Duty Assignment Chronology

| | |
|---|---|
| 10/52-10/53 | USNR enlisted, Great Lakes. |
| 11-53-06/54 | Pvt/PFC, USMC Electronics. |
| 06/54-08/55 | NAVCAD, Pensacola , FL. |
| 9/55-11/56 | HMR-363, Santa Ana, CA/Bikini Atoll, PPG. |
| 11/56-01/58 | MCAAS Mojave, CA. |
| 02/58-07/6 | NATC Pensacola, FL. |
| 07/61-10/62 | VMCJ-3, El Toro , CA. |
| 11/62-11/63 | VMCJ-1, East Asia/Pacific. |
| 11/63-09/64 | VMCJ-2, Cherry Point, NC. |
| 09/64-05/66 | Aide to CG 2nd MAW, NC. |
| 06/66-11/66 | HMM-261, New River, NC. |
| 11/66-01/68 | HMM-265, Vietnam. |
| 02/68-01/70 | CNO, OP 05W. |
| 01/70-06/70 | Armed Forces Staff College. |
| 07/70-02/71 | CO, H&MS-16, Vietnam. |
| 03/71-07/71 | Bethesda Hospital, MD. |
| 07/71-06/73 | MARTD New Orleans. |
| 06/73-06/74 | Air War College, AL. |
| 07/74-06/76 | HQMC Aviation APP-2. |
| 07/76-6/78 | SECNAV OPA. |
| 07/78-06/79 | CO, MAG-36. Japan. |
| 07/79-05/81 | Special Asst CJCS. |
| 05/81-05/82 | CO, MATSG, Pensacola. |
| 05/82-07/84 | C-5 CFC/MARFOR, Korea. |
| 08-84/05-85 | DCG, 3rd MAW. |
| 06/85-09/87 | CG, 1st MAW. |
| 09/87-08/90 | DCS Aviation HQMC. |
| 8/1/1990 | Retired from active duty. |

## Summary of Significant Career Events

Born in Chicago in 1935, he began flying at 14, enlisted in the Naval Reserve in 1952 and subsequently the Marine

- Continued -

Corps in 1953. In 1954, he entered Naval flight training in Pensacola as a NAVCAD and received his wings and commission as a 2ndLt in August 1955, while he was still 19.

In his first Fleet assignment, HMR 363 flying H-19's (HRS-1's), he deployed to the Pacific Proving Grounds (Bikini Atoll) aboard the USS *Badoeng Strait* (CVE-116). During the first Hydrogen Bomb detonation, he was selected to fly to ground zero to test the radiation. During his seven months on station in 1956, he observed 13 nuclear blasts and flew over 500 hours in support of the Atomic Energy Commission.

Returning to the States, he transferred to MCAAS Mojave as rescue pilot, airfield operations officer, Provost Marshal and brig officer, flying HRS's, HUP's, HOK's, T-28's, C-45's and C-117's.

From there, in 1958, he returned to Pensacola for jet transition, became an instrument flight instructor and later attended Naval Aviation Photo Reconnaissance School. As a result of that, he did 3 tours in Marine reconnaissance squadrons in the US and Far East flying RF-8's and EF-10's, During these tours (1961-64), he flew reconnaissance along the China, North Korean Russian, Vietnamese, Cuban and Dominican Republic coasts and received his first "classified" Air Medal.

In 1966, he returned to Vietnam, this time flying CH-46's with HMM-265 in Northern I Corps operating out of Danang, Phu Bai, Khe Sanh, and Dong Ha. While forced down 5 times by enemy fire, all of his aircraft were eventually recovered.

In February 1968, he returned to Washington, DC to work in OPNAV OP-05W. While there, he was able to return to Vietnam for some specialized testing, participate in classified foreign aircraft exploitation, and learn to fly gliders (Civilian). From there, he went to the Armed Forces Staff College in Norfolk, VA.

After completing Staff College in 1970, he was again able to return to Vietnam. This time, he served as the Commanding Officer, H&MS 16, flying Helicopter Coordinator Airborne, MedEvac, fire support, and recon missions in UH-1's, AH-1's, CH-46's and OV-10's. Then in February 1971, while flying a CH-53A, he was shot down for the 7th and last time while participating in Operation Lam Son 719 in Laos. His helicopter was knocked out of the air by a combination of machine gun and mortar fire. At the same time he was hit with a 12.7 round breaking his leg. He was MedEvaced to Quang Tri, then, on to Danang, Okinawa and finally Bethesda. He returned to limited duty in July and was assigned as Commanding Officer, Marine Air Reserve Training Detachment, New Orleans, LA.

He spent two years in New Orleans where his command had 2 HMM squadrons (CH-46's), a Maintenance Squadron and a Staff Group. In January 1973, he flew one of his CH-46's in support of New Orleans Police Department, eliminating a sniper who had been killing people from the roof of a downtown motel.

He left New Orleans to attend Air War College in 1973. And, in 1974 went to Washington where he spent 2 years in Marine Aviation planning and 2 years in SECNAV's Office of Program Appraisal.

From there, in 1978, he went to Command Marine Aircraft Group 36 operating in the Western Pacific, Korea, the Philippines, Thailand and Australia flying 4 types of helicopters, OV-10's and KC-130's.

Returning to Washington for the 3rd time, he was assigned to the Chairman of the Joint Chiefs of Staff"s special staff group. There he acted as special advisor to the Chairman on the Middle East, Africa, the Atlantic Ocean area, the DoD budget, counter-terrorism, and the RDJTF. As a result of this assignment and his helicopter experience, he was assigned to participate in the Iranian Hostage Rescue training and execution in 1979-80 (flying UH1N's and RH-53D's).

Leaving Washington in June 1981, he took Command of the Marine Aviation Training Support Group in Pensacola, FL. There, he was responsible for the Marine instructors, students and staff members in Pensacola and all of the Training Command bases in Florida, Texas and Mississippi (flying T-28's. T-2's. TA-4's and T-39's).

Promoted to Brigadier General in 1982, he was assigned as C-5, US/ROK Combined Forces Command and Commander, Marine Forces Korea in Seoul, Korea. From there, in 1984, he was reassigned as Assistant Wing Commander, 3rd Marine Aircraft Wing in El Toro.

Promoted to Major General in 1985, he assumed command of the 1st Marine Aircraft Wing in Japan, operating in the Indian Ocean, Australia, the Philippines, Korea, Thailand and the entire Western Pacific (flying 4 types of helicopters, KC-130's, A-4's, A-6's, A-7's, F/A-18's, C-39's and C-12's).

Returning to Washington for the 4th time in 1987, he became the Marine Corps' Deputy Chief of Staff for Aviation until his retirement on 1 August 1990 as a Lieutenant General.


1965


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**Raymond R. Powell, COL, USMC (Ret)**
"Ray"

Date of Designation: 8 March 1957 NA #: T-6018

Dates of Active Duty: March 1954 - May 19982

Total Flight Hours: 4,800

Carrier/Ship Landings: Fixed wing: 113 Rotary: 27

Approximate Flight Hours:
Jet: 3,000 Prop: 1,700 Helo: 100 VF/VA: 2,500
Other: Cesna 150, 172, 210

Combat Tours:
Vietnam: January 1966 - December 1966. 115 combat missions (F-4B and UH-1N gunship).

Aviation Commands:
CO, VMFA-115, March 1971 - December 1971
CO, MAG-41, June 1977 - June 1980

Combat Awards:
6 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 3/54-8/54 | Basic School. |
| 8/54-12/54 | Amphibious Warfare School/Football Team. |
| 1/55-10/55 | Platoon Leader 5th Marines. |
| 10/55-7/57 | Flight School. |
| 8/57-5/61 | VMA-331, Opa Locka, WestPac, MCAS Beaufort SC (AD-5/6, A-4s). |
| 5/61/12/61 | Weapons Officer, MAG 31, MCAS Beaufort SC. |
| 1/62/5/62 | Attended the USAF Fighter Weapons (Top Gun) School at Nellis AFB (F-100 C/Ds). |
| 5/62-2/65 | Project test pilot at Air Development Squadron FIVE (VX-5). |
| 2/65-12/65 | VMFA-122, Maintenance/Operations Officer (F-8s, F-4Bs). |
| 1/66-12/66 | WestPac Tour, Task Force 79, 1st MAW G-3, Assistant Operations, Operations Officer VMFA-115. |
| 1/67-2/67 | Temporary Duty, Naval Weapons Center. |
| 2/67-6/70 | Instructor, Aviation Branch, Senior School, MCB Quantico. |
| 6/70-12/70 | Assistant Operations Officer, MAG 32, MCAS Beaufort, SC. |
| 1/71-3/71 | XO, MAG-12, Iwakuni. |
| 3/71-12/71 | CO, VMFA -115, WestPac (F-4Ns). |
| 1/72-8/76 | HQMC, AAW-31. Head of Fighter Aircraft & Missiles Section and member of Navy Fighter Study III. |
| 8/76-6/77 | Attended The Industrial College For the Armed Forces. |
| 7/77-6/80 | CO, MAG-41, NAS Dallas (F-4Ns, CH-53s). |
| 7/80-6/81 | G-3, First Marine Aircraft Wing, WestPac. |
| 6/81-5/82 | OP-50, Senior Marine Liaison Officer on the OP-05 Staff. |
| 5/02/82 | Retired from active duty. |

## Summary of Significant Career Events

(1) Spent four plus years in VMA-331 which included being Nuclear Weapons Delivery Qualified in the AD-5/6 and A-4, a 14 month WestPac tour, carquals /short deployments on the *Forestal, Midway, Shangri-La* and *Intrepid*.

(2) Competitively selected to be the third Marine to attend the USAF Fighter Weapons (Top Gun) School at Nellis AFB flying the F-100 C/Ds.

(3) As a Project Test Pilot in Air Development Squadron FIVE (VX-5): Assisted in the OPEVAL and development of delivery tactics for the MK-28 & MK-41 nuclear weapons from the A-4E and F4B aircraft. Participated in the early testing and delivery tactics

- Continued -

Summary of Significant Career Events continued

development of the new Eye Series weapons to include Snakeye, Walleye, a new Fire Bomb and Fuze, MK-4 20 mm Gun Pod and the Shrike Anti-Radar Msl. First to drop the live Snakeye retarded bomb from 100 feet. Flew the OPEVAL on the new MER/TER-7 bomb racks developed by my Marine predeces sors at VX-5, then Major W. H. Fitch and Major H. Vincent, both Golden Eagles. Participated in a live Snakeye drop demonstration for President Kennedy. Selected as the Navy/Marine Corps Representative on the initial Steering Committee or the development of the Joint Munitions Manuals for each type of tactical aircraft. Was technical director and pilot on two 30 minute, "how to bomb" movies. Was assisted in this effort by then Lt. J. M. Seely USN, Golden Eagle. Received Navy Commendation for above.

(4) Assigned as the Operations and Maintenance Officer of VMFA-122 (F-8 to F-4s). 1965

(5) Selected as Marine Aviator of the Year Number Four in 1965.

(6) Combat Tour Vietnam, 1966. Special Planning Staff Task Force 79. Worked in Wing G-3 operations as Weapons Officer. Operations Officer of VMFA-115.

(7) Instructor, Aviation Branch, Senior School Quantico, VA (1966-1970). Taught classes in Aviation Force Employment/Deployment, Air-to-surface weapons effeciveness and logistics requirements. Member of the Flight Demonstration Team for Basic and Officer Candidate Schools. Was temporarily assigned to The Development Center on the Kestrel (AV-8) Study for DCS Aviation. Assigned as a weapons effectiveness consultant to Stanford Research Institute who had won a contract to conduct a major Marine Corps Force Mix Study. My boss was MGen. Alan Armstrong, Golden Eagle.

(8) Commanding Officer VMFA-115, WestPac. In 1971, reformed squadron from scratch coming out of Vietnam. First F-4 squadron to conduct a live missile shoot on the Okinawa Ranges flying out of Iwakuni, Japan. Squadron won the Hanson Award as Fighter Squadron of The Year.

(9) HQMC, AAW-31, Head of Fighter Aircraft & Missiles Section. Primary action officer on Marine fighter and air to weapons requirements. My bosses during this period were MGen V. Armstrong and LtGen Thomas Miller, both Golden Eagles. Marine representative on Navy Fighter Study for 3 1/2 years which resulted in getting Marines out of the F-14 and the development of the F/A-18. My boss was RADM Whitey Feightner, Golden Eagle.

(10) Commanding Officer, MAG-41, NAS Dallas, TX. VMFA-112 our F-4 squadron was the first F-4 squadron, regular or reserve to fully deploy and operate out of the SATS site in 29 Palms. Our MAG-41 heli copter and fixed wing aircraft in conjunction with the 25th Marines was the first reserve unit to conduct a battalion size air-ground ship to shore landing at night. VMFA-112 was the first Marine Reserve Squadron to win the Hanson Award as The Fighter Squadron of The Year. My Reserve General Officer was MGen. Ken Weir, Golden Eagle.

(11) G-3, First Marine Air Wing. Developed a wing directed training and deployment plan so that rotating squadrons could maintain and/or improve readiness while deployed to WestPac. Developed a program to sell FMFPAC on using the Air Force KC-135 Tankers in lieu of USMC KC-130s to transpac squadrons for their unit rotations. Worked out a program to increase joint training exercises with USN and USAF and increased USMC participation in the USAF Cope Thunder Exercises. Helped direct a full First Wing Deployment from Okinawa and Iwakuni to South Korea for a TEAM Spirit Exercise. My boss was then MGen William Fitch, Golden Eagle.

(12) OP-50, Senior Marine Liaison Officer on the OP-05 Staff, 1981-1982. Maintained interface with OP-05 and OP-50 on all Navy/Marine Corps aircraft and aviation weapons programs. At the direction of OP-50, conducted a detailed, objective but unpopular study on the capabilities, limitations, safety, combat vulnerability and logistical supportability of the AV-8 in the close air support role versus the F/A-18, the AH-1 and the AH-64. Flew two hops in the FA-18 and retired after 28.5 years of fun filled and satisfying years in the Corps.

(13) Assisted my dear wife Bev in raising five children and 18 grand kids.







## Joseph W. Prueher Admiral, USN (Ret.)

"Joe"

Date of Designation: 27 December 1965

Dates of Active Duty: 5 June 1964 - 1 May 1999

Total Flight Hours: 5,650

Carrier/Ship Landings: Fixed wing: 1,068 (361 night)
Rotary wing: 11

Approximate Flight Hours:
Jet: 5.500 Prop: 150 VF/VA: 5,500 VR/VP: 50
VS: 100 VT: 150 Other: Sailplanes, Beaver, Otter and others at TPS.

Combat Tours:
Vietnam: VA-75, USS *Kitty Hawk*, Nov. 1967-Jun. 1968
(A-6A/, A-6B. KA-6D)

Aviation Commands:
CO, VA-65, 1979 - 1981 (A-6E)
COMCVW-7, 1983 - 1984 (F-14, A-6, A-7, S-3)
CO, Naval Strike Warfare Center, Fallon, NV 1984 - 1986 (A-7, A-6, F/A-18)
COMCVW-8, 1988 - 1989, (A-6, F/A-18, F-14, S-3)
COMCARGRU-1, 1991 - 1994 (Airwing aircraft)
COMSIXTHFLT, 1994 - 1995, (Airwing aircraft)

Combat Awards:
Distinguished Flying Cross
10 Air Medals (2 Individual/8 Strike-flight)
2 Navy Commendation Medals with combat "V"
Navy Achievement Madal with combat "V"

### Duty Assignment Chronology

| | |
|---|---|
| 7//60-6//64 | Midshipman, U.S. Naval Academy |
| 6/64-12/65 | Navy flight training, Pensacola & Kingsville. |
| 12/65-2/66 | VA-43 (Instrument training) |
| 3/66-7/66 | VA-42, A-6 RAG training |
| 7/66-1/69 | VA-75, Vietnam deployment |
| 7/69-9/69 | VA-42 Instructor |
| 10/69-6/70 | Naval Test Pilot School, Patuxent River, MD |
| 6/70-7/72 | Naval Air Test Center (Project Pilot/Flight Instructor) |
| 7/72-7/73 | Naval War College (Student) |
| 8/73-12/73 | VA-42 (DUNIS) |
| 12/73-6/76 | VA-34 (Operations Officer/Admin Officer) |
| 6/76-10/77 | Headquarters, Naval Material Command (Aide to Chief of Maval Material) |
| 10/77-10/78 | OP-506F1, Program Coordinator, Surface Guided Weapons. |
| 10/78-3/79 | VA-42 (DUNIS) |
| 3/79-6/80 | VA-65 (XO) |
| 6/80-9/81 | VA-65 (CO) |
| 10/81-1/83 | CINCLANT (Deputy Asst. C/S for Studies and Analysis) |
| 1/83-6/83 | COMNAVAIRLANT (DUINS) |
| 6/83-5/84 | Commander, Carrier Air Wing SEVEN |
| 5/84-3/86 | CO, Naval Strike Warfare Center, Fallon, NV. |
| 3/86-5/87 | Office of Secretary of the Navy (EA and Naval Aide to SECNAV) |
| 5/87-7/87 | COMNAVAIRLANT (DUINS) |
| 7/87-12/88 | Commander, Carrier Air Wing EIGHT |
| 2/89-1/91 | United States Naval Academy (Commandant Midshipmen) |
| 2/91-3/91 | National Defense University (DUINS) |
| 4/91-11/93 | Commander Carrier Group ONE |
| 12/93-4/95 | Commander SIXTH Fleet/Commander Naval Striking and Support Forces, Southern Europe |
| 5/95-1/96 | Vice Chief of Naval Operations |
| 1/96-4/99 | Commander in Chief, U.S. Pacific Command |
| 5/1/99 | Retired from active duty |
| 11/99-5/01 | Ambassador to China. |

- Continued -

## Summary of Significant Career Events

1. First Commanding Officer of Naval Strike Warfare Center (now NSAWC) in Fallon, NV.

2. Commenced post Tiannaman Square communications between Peoples Liberation Army of China and U. S. Military.

3. Negotiated the release of downed U.S. Navy EP-3 crew from China.





**William E. Ramsey, Vice Admiral, USN (Ret.)**
"Bill"

Date of Designation: 13 April 1955 NA # V-6770

Dates of Active Duty: 5 June 1953 - 1 March 1989

Total Flight Hours: 4,800

Carrier/Ship Landings: Fixed wing: 910

Approximate Flight Hours:
Jet: 4,000 Prop: 500 VF/VA: 3,500 VT: 250

Combat Tours:
Vietnam: CO, VA-66 (A-4C), May 1968 - Mar. 1969,
- 138 missions.

Aviation Commands:
CO, VA-66, May 1968 - Mar. 1969.
CO, USS *Pensacola* (LSD-38), Jul. 1972 - Oct. 1973.
CO, USS *Dwight D. Eisenhower* (CVN-69), Jan. 1975 - Feb. 1979.
Commander, Carrier Group ONE, Mar. 1979 - Oct. 1980

Combat Awards:
2 Bronze Star
12 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 6/5/53 | Commissioned Ensign, U.S. Naval Academy, Annapolis, MD. |
| 6/53-2/54 | USS *Glynn* (APA-239). |
| 3/54-4/55 | Navy flight training. |
| 4/55-6/55 | VF-61 (F9F-8) |
| 6/55-6/59 | VF-84 (FJ-3). |
| 6/59-6/60 | VA-43 (A-4), Instructor. |
| 6/60-6/63 | Naval Air Test Center (NATC), Patuxent River, MD. Carrier Suitability Flight Test Division. |
| 6/63-12/64 | Flag Secretary, COMCARDIV SIX. |
| 1/65-12/65 | RAF Staff College, Bracknell, UK. |
| 1/66-3/66 | VA-174 (A-4/F-4), RAG Student. |
| 4/66-6/67 | Operations Officer, CVW-6 (A-4/F-4). |
| 6/67-2/69 | XO/CO, VA-66 (A-4C), Vietnam deployment. |
| 3/69-6/70 | Nuclear Power Training. |
| 6/70-5/71 | Operations Officer/XO, USS *Independence* (CVA-62). |
| 6/71-7/72 | OPNAV, Office of Program Appraisal. |
| 7/72-10/73 | CO, USS *Pensacola* (LSD-38). |
| 11/73-12/74 | Naval War College - Admiral Halsey Chair of Air Warfare. |
| 1/75-2/79 | CO, USS *Dwight D. Eisenhower* (CVN-69). |
| 5/79-11/80 | Commander, Carrier Group ONE. |
| 12/80-9/85 | Director, Naval Space Systems Division, OPNAV (OP-943). |
| 9/85-3/89 | Deputy CINC Space Systems Command, Colorado Springs, CO. |
| 3/1/89 | Retired from active duty. |

## Summary of Significant Career Events

(1) Initial catapult end-speed tests for F-4 and E-2C.

(2) First nose tow catapult launch (E-2C), USS *Enterprise*.

(3) First single-engine F-4 landing, USS *Enterprise*.

(4) First turbo-prop landings and catapults, USS *Enterprise*.

(5) First single-engine landing (E-2C), USS *Enterprise*.

(6) First CO, USS *Dwight D. Eisenhower* (CVN-69).

(7) First Director, Navy Space Systems.

(8) First Deputy CINC, U. S. Space Command.

(9) Navy awardee of Military Astronautics Awards by AAS.





**Robert L. Rasmussen, Captain, USN (Ret.)**
"Ras"

Date of Designation: 10 March 1953

Dates of Active Duty: 20 October 1951 - 30 July 1983.

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 600

Approximate Flight Hours:
Jet: 4,500 Prop: 500 VF/VA: 5,000

Combat Tours:
Vietnam: XO and CO VF-111, USS *Oriskany*, Jun. 1966 - Oct. 1966. About 200 combat missions

Aviation Commands:
CO, VF-111 (F-8), June 1967 - April 1968.
CO, USS *Mt. Hood* (AE-29), Feb. 1973 - Aug. 1974.
CO, Naval Station Roosevelt Roads, Aug. 1974 - Aug. 1976.
Naval Aviation Schools Command, Jun. 1980 - Jul. 1983.

Combat Awards:
Distinguished Flying Cross
Air Medals (several)
Bronze Star

## Duty Assignment Chronology

| | |
|---|---|
| 1953-56 | VF-51, F9F and FJ3 aircraft. |
| 1956-60 | Blue Angels, F-9F and F-11F aircraft |
| 1960-62 | VF-33, flying F-11. |
| 1962-64 | CINCLANTFLT Aide and Flag Lieutenant to Deputy CINCLANTFLT. |
| 1964-65 | U. S. Naval Post Graduate School, Monterey. |
| 1966-67 | VF-124 flying F-8. |
| 1967-68 | CO, VF-111, flying F-8. |
| 1968-70 | BUPERS Aviation Junior Officer Detailer. |
| 1970-71 | CAG-16, flying A-7. |
| 1971-72 | Chief of Staff, Carrier Division SEVEN, Vietnam. |
| 1972-74 | CO, USS *Mt. Hood* (AE-29), Vietnam. |
| 1974-76 | CO, Naval Station Roosevelt Roads, Puerto Rico. |
| 1976-80 | Director, Aviation Officer Distribution, BUPERS. |
| 1980-83 | CO, Naval Aviation Schools Command, Pensacola, FL. |
| 1983 | Retired from active duty. |
| 1983-87 | Vice President, Naval Aviation Museum Foundation. |
| 1987- | Director, National Museum of Naval Aviation, Pensacola, FL. |

## Summary of Significant Career Events

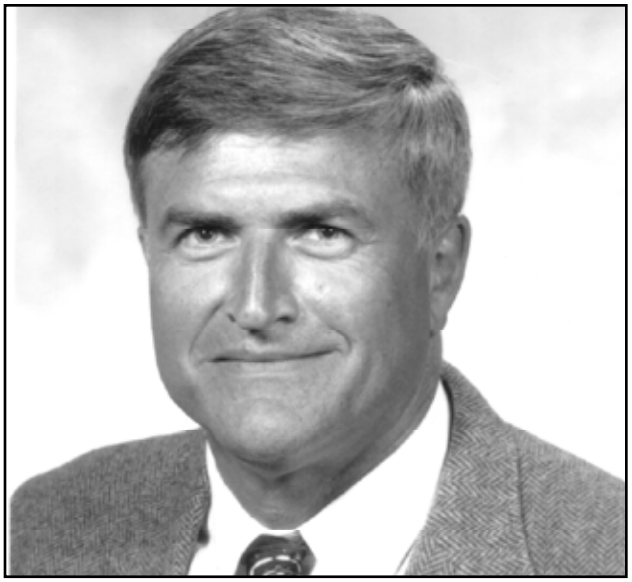
(1) Participated in the introduction of the F-11 in the Blue Angles Flight Demonstration Team, April 1957.

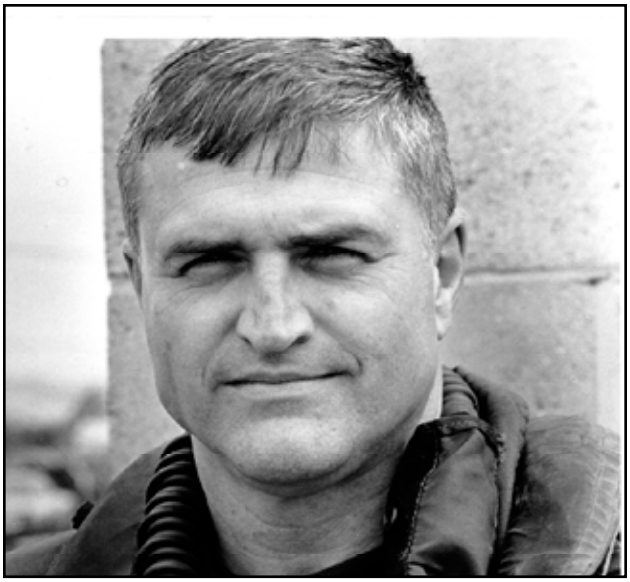
(2) Made the first successful dead engine landing in the F-11. August 1957. (scared me enough to be called an "event")

(3) XO and CO of VF-111 during initiation and continuation of Vietnam conflict Operation "Rolling Thunder"; the two to three times daily Alpha Strike operation into the heart of North Vietnam.

(4) Directed National Museum of Naval Aviation during 1987 to present expansion in which Museum size and operation was increased 300% and collection was increased over 400%.

Family
Married to the former Phyllis Colter of Pensacola. Have two children, Kathryn and Eric.





## Manfred A. Rietsch, Colonel, USMC

Date of Designation: 27 October 1967

Dates of Active Duty: Mar 1966 – Apr 1992

Total Flight Hours: 7,000

Carrier /Ship Landings: Fixed Wing 73

Approximate Flight Hours: Jet 6,900 Prop 100
VF/VA 6,700

Combat Tours:
Vietnam: Chu Lai RVN: 8/68 – 5/70 (F-4)
- 653 missions
Desert Storm/Desert Shield:
Sheikh Isa AB, Bahrain: 01-02/91 (F/A-18)
- 77 missions

Aviation Commands:
CO VMFA-531 6/84-7/86
CO Marine Aircraft Groups 11 & 70 01-08/91

Combat Awards:
1 Distinguished Flying Cross
60 Air Medals

### Chronologicial List of Duty Stations

| | |
|---|---|
| 7/66-10/67 | Training Command, (T-34, T-2A/B, F-9). |
| 11/77-7/68 | VMFA – 513, Cherry Point, NC (F-4). |
| 8/68-5/70 | VMFA-314, ChuLai, RVN, Maint. Control Officer (F-4). |
| 01-06/73 | Amphibious Warfare School, Quantico, VA. |
| 06/73-05/77 | Navy Fighter Weapons School, Miramar, Ops Officer (F-4,A-4, F5-E). |
| 06/77-05/80 | VMFA-212, Hawii, OPS Officer/XO (F-4). |
| 06/80-05/83 | HQAFNorth, Kolsas Norway, Air Exercise Officer Flight Leader (F-84, C-47, T-33). |
| 06/83-05/84 | 3rd MAW El Toro, Wing Combat Readiness Officer (F-4, F/A-18, A-4). |
| 06/84-07/86 | VMFA-531, El Toro, CO (F/A-18, A-4). |
| 07/86-07/87 | Air War College, Montgomery, AL. |
| 07/87-07/89 | SEC NAV Office, EA to ASECNAV for M&RA. |
| 01/90-0791 | MAG 11/70, El Toro / Desert Storm (F/A-18, KC-130). |

### Summary of Significant Career Events

(1) First Marine Assigned as a Top Gun Instructor.

(2) Flew the most (F-4) missions in RVN.

(3) Commanded the largest USMC Air Group during the Desert Shield/Desert Storm.


1987


2007 Barbara

## David N. Rogers, RADM USN (Ret.)

"Dave"

Date of Designation: 12 April 1961 NA# V17149

Dates of Active Duty: June 1959 – August 1993

Total Flight Hours: 5,303 Accident Free

Carrier/Ship Landings: Fixed wing: 1,411 Rotary: 110
Total: 1,521

Approximate Flight Hours:
Jet: 4,840 Prop: 161 VA: 4,100 VF: 500
VMFA: 240 Helo: 302

Combat Tours - 4:
Vietnam: VA-93, USS *Bon Homme Richard,* 1968 (A4)
Vietnam: VA-93, USS *Ranger*, 1969 (A-7)
Vietnam: HAL-4/VAL-4 TDY, 1970 (OV-10/H-2)
Included ground combat.
Gulf War: Joint Task Force South-west Asia, 1992 (GR-1)
Total Combat Missions: 211

Aviation Commands - 6:
CO, VA-192, July 1974-October 1975
Commander, Carrier Air Wing 14 July 1978-December 1979
CO, USS *Okinawa* (LPH-3) December 1980-February 1983
CO, USS *Kitty Hawk* (CV-63) May 1983-August 1984
Commander, Carrier Group 3/Battle Group Charlie January 1988-February 1989
Commander, Naval Forces Central Command Rear, January 1991-August 1993

Combat Awards: - 26
Distinguished Service Medal
18 Air Medals with Combat V
5 Navy Commendation Medals with Combat V
Combat Action Ribbon
Vietnam Gallantry Cross

Education
U.S. Naval Academy, BS 1959
Naval Post Graduate School, BS Aero Engineering 1966
University of Southern California, MS Management 1977

### Duty Assignment Chronology

| | |
|---|---|
| 1955-59 | U.S. Naval Academy, Midshipman, Annapolis, (N3N and UF). |
| 1959-61 | Naval Air Training Command, Flight Student, (T-34, T-28, F-9, F-11). |
| 1961-64 | VA-36, USS *Saratoga/Lexington*/NAS Cecil, Division Officer (A-4). |
| 1964-66 | U.S. Naval Postgraduate School, Monterey, CA. Aero Engineering Student (T-2, T-28, C-45). |
| 1966-68 | VA-125, NAS Lemoore, CA. Instructor Pilot, Weapons Instructor (A-1, A-4). |
| 1968-70 | VA-93, USS *Bon Homme Richard*/USS *Ranger*/ NAS Lemoore, Department Head (A-4, A-7). |
| 1970-72 | BuPers Detailer, Washington/TDY Vietnam (A-4, A-7, OV-10, H-2). |
| 1973-75 | XO/CO, VA-192, USS *Kitty Hawk*/NAS Lemoore (A-7). |
| 1975-77 | BuPers, Washington, Head, Air Combat Placement (A-4, A-7). |
| 1978-79 | CVW-14, USS *Enterprise*/USS *Coral Sea*/NAS Miramar (A-6, A-7, EA-6, F-4, F-14, RF-8, RA-5, E-2, H-3, S-3). |
| 1980 | COMNAVAIRPAC, NAS North Island, Air Wing Training Officer (A-7). |
| 1980-83 | CO, USS *Okinawa,* Western Pacific/Indian Ocean/San Diego (H-1, H-2, H-46, H-53, AV-8). |
| 1983-84 | CO, USS *Kitty Hawk*, Western Pacific/Indian Ocean/Arabian Sea/North Island (A-7, F-14) |
| 1984-85 | COM7thFleet, Western Pacific/Yokosuka, Chief of Staff (H-3). |
| 1985-87 | Joint Chiefs of Staff, Washington, D. C., Deputy Assistant CNO Air Warfare (F/A-18, A-7). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 1988-89 | Commander, CARGRU 3, Western Pacific/IO/ NAS Alameda (A-7, F-14, A-6). |
| 1989-91 | CNO OP-05B, Washington, D. C., Deputy Assistant CNO, Air Warfare (F/A-18, A-7). |
| 1991-93 | Commander, NavForCentComRear, Arabian Gulf/Bahrain/Riyadh/Tampa (F/A-18, F-15, GR-1). |

## Summary of Significant Career Events

(1) I stayed current in or flew operational aircraft in each of 18 tours of duty.

(2) I flew 63 aircraft: A-1, A-3, A-4, A-7, B-52, C-1, C-2, C-4, C-12, C-21, C-45, C-117, C-130, C-141, E-1, E-2, E-3, E-4, EA-6, F-4, F-5, F-9, F-11, F-14, F-15, F-16, F/A-18, F-111, GR-1, GS-4, GS-5, H-1, HT-1, H-2, H-3, H-46, H-53, H-60, IA-63, KC-10, KC-135, MB-339, N3N, OV-10, P-2, P-3, P5M, RA-5, R5D, RF-8, S-2, S-3, TR-1, T-2, TAV-8, T-28, T-33, T-34, T-39, U-17, UF.

(3) I flew 19 of these aircraft from the decks of 16 carriers: USS *Antietam*, USS *Roosevelt*, USS *Saratoga,* USS *Lexington,* USS *Randolph*, USS *Bon Homme Richard,* USS *Ranger,* USS *Independence,* USS *Oriskany,* USS *Coral Sea,* USS *Constellation*, USS *Enterprise*, USS *Midway*, USS *Okinawa,* USS *Carl Vinson*, USS *America*.

(4) VA-36: Led section over Soviet Albania and created an international incident. Intercept by 4 MIG-15s foiled by diving into the clouds and evading back to the ship. Was Operations Officer as a first tour pilot. Planned and flew missions for the Cuban Missile Crisis.

(5) VA-125: Landed A-1 at night in a snowstorm at closed Tonopah Airport.

(6) VA-93: Flew 209 combat missions over Vietnam sus taining some battle damage.

(7) BuPers TDY to HAL-3: Engaged in ground and air combat in South Vietnam.

(8) VA-192: Landed on a highway in the Mojave Desert after an engine failure. Squadron won the Battle E.

(9) Rode out typhoon in the South China Sea. Okinawa crew won the Battle E.

(10) *Kitty Hawk*: Rammed a Soviet Victor I submarine in the Sea of Japan. Brought sub propeller back to Subic in our bow. Crew won the Battle E.

(11) JCS: Senior Planner for Operation Eldorado Canyon (Joint Strike on Libya) and later led the investigating team to USS *Stark* and on to Baghdad to find out what happened, establish procedures to preclude another occurrence, and establish reparations following the Iraqi attack on USS *Stark*. Was the Chairman's Representative to the White House for operational matters.

(12) COMUSNAVCENT REAR planned and was Deputy Commander for Joint Task Force Southwest Asia in Riyadh enforcing the no-fly zone over Southern Iraq.

(13) Flew an F/A-18 my last hour on active duty and was met at the plane on return by my son, Glenn, who was just starting to fly the F/A-18. Then went up on the stage at MacDill AFB and retired in my flight suit. My friend and boss, General Joe Hoar USMC officiated. Our daughter, Cindy, was there (married to a deployed F-14 pilot) as was my childhood friend and wife of 33 years, Barbara. How could you finish such a magnificent chapter in your life any better? It was a privilege to serve as a Naval Aviator.

## Summary of Significant Post Career Events

(1) President for Rogers & Associates consulting firm (3 years).
(2) Director of Studies for Kapos & Associates (3 years).
(3) Senior Vice President and General Manager for Titan Corporation (10 years).
(4) Senior Fellow for the Joint Forces Staff College (3 years+).
(5) Senior Vice President for NorthPointe LLC (1 +).


1971


2009 Daughter Valerie & Gil

## Gil Rud, CAPT USN (Ret.)

"Duster"

Date of Designation: December 1968

Dates of Active Duty: May 1967 – July 1995

Total Flight Hours: 5,600

Carrier/Ship Landings: Fixed wing: 789

Approximate Flight Hours:
Jet: 5,200 Prop: 400 VA: 3,400 VT: 300
Other: Flight demonstration: 1,500

Combat Tours:
Place: USS *Oriskany,* May 1971-December 1971,
USS *Enterprise* April 1975

Aviation Commands:
CO VA-192, June 1983-August l984
CO Flight Demonstration Squadron (Blue Angels)
November 1986- November 1988
CO USS Wabash, August 1989-July 1991
CO USS Constellation (CVA-64) May 1993-December 1994

Combat Awards:
5 Strike Flight Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 5/67-8/67 | Aviation Officer Candidate School. |
| 9/67-11/67 | VT-1, Student (T34B). |
| 12/67-5/68 | VT-7, Student, Meridian (T2A). |
| 5/68-8/68 | VT-4, Student, Pensacola (T2B). |
| 9/68-12/68 | VT-26, Student, Beeville, TX (TF9J/TAF9J) |
| 1/69-2/69 | Naval Recruiting District Minneapolis, feedback recruiter. |
| 3/69-8/69 | VT-125 RAG Student, NAS Lemoore (A-4C/E/F, TA4F). |
| 8/69-7/70 | VA-216 Airframes Branch and Communications Officer, NAS Alameda, *USS Forrestal* (A4E). |
| 8/70-4/71 | VA-125, RAG Student, NAS Lemoore (A7A/A7B). |
| 5/71-12/71 | VA-215, Line Division Officer, LSO, NAS Lemoore, USS *Oriskany* (A7B). |
| 1/72-10/74 | VA122, RAG Instructor, LSO, Tactics Phase Head, NAS Lemoore (A7C/E, T-28B/C). |
| 11/74-11/76 | CVW 14 LSO and VA-97 Assistant Ops Officer, NAS Lemoore, NAS Miramar (A7E, F14A, T28C). |
| 11/76-7/79 | Navy Recruiting District San Antonio, Head of Officer Programs (T34B). |
| 8/79-1/80 | Armed Forces Staff College, Student, Norfolk VA. |
| 2/80-7/80 | VA-122, Student, NAS Lemoore (A7E). |
| 8/80-6/82 | VA-147, Department Head Tour, NAS Lemoore, USS *Constellation* (A7E). |
| 6/82-8/84 | VA-192, XO/CO, NAS Lemoore, USS *Ranger* (A7E). |
| 8/84-10/85 | Navy Military Personnel Command, N-432 Head of Junior Officer Detailing, Arlington, VA (TA-4J, A4M (at Patuxent River)). |
| 11/85-11/88 | Navy Flight Demonstration Squadron, CO/Flight Leader, NAS Pensacola (A-4F, F/A-18A). |
| 6/89-2/91 | USS *Wabash* (AOR-5), CO, Naval Station Long Beach. |
| 3/91-2/93 | Joint Task Force Five (Counterdrug Task Force), Deputy Commander/Chief of Staff, Coast Guard Island Alameda, CA. |
| 5/93-12/94 | USS *Constellation,* CO, NAS North Island, CA (F/A-18B/C). |
| 1/95-7/95 | COMNAVAIRPAC, staff officer for CVN move to Naval Station Everett. |

### Summary of Significant Career Events

(1) First sea tour included assignments to two different

- Continued -

Summary of Significant Career Events continued

squadrons, in two different types of aircraft, in two different Air Wings, on two different Aircraft Carriers, with deployment to two different theaters of operation. This resulted in a very young first tour aviator with a whole lot of patches on his flight jacket.

(2) Following several A7 Corsair II losses to out of control flight, played a key role as tactics phase lead in the A7E RAG in instituting instructor demonstrations of aircraft departures. Helped convince leadership to go a step further moving from instructor demonstrtions to actual practice departures for the students. This training significantly reduced OOC losses in the Light Attack Community.

(3) Served as the Junior CAG LSO for the first cruise of the F-14A Tomcat and the first West Coast Cruise of the S-3A Viking. CAG decided that for me to wave the F-14, I better get qualified to fly it too. Throw me in that briar patch! Only flew the Tomcat ashore, but what a thrill that was.

(4) In April of 1975, participated in Operation Frequent Wind, flying top cover for H-46 and CH-53 rescue helicopters during the evacuation of the embassy in Saigon.

(5) While serving as CO of the VA-192 World Famous Golden Dragons finished as the Top Tailhooker in the Air Wing for the entire Westpac Cruise.

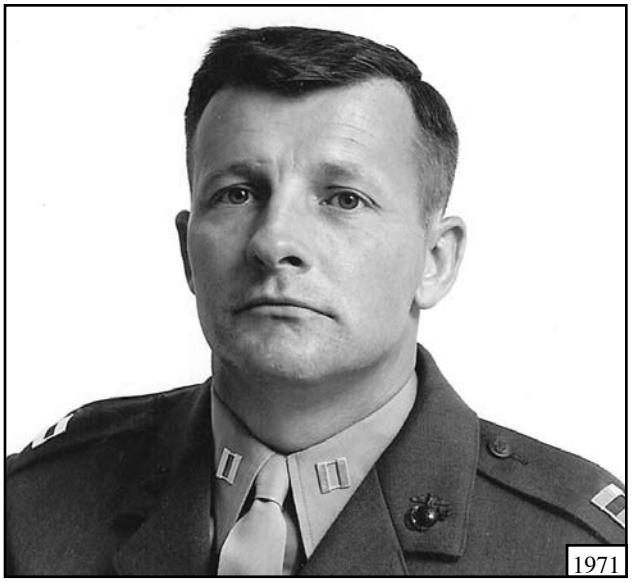
(6) As the Head of Junior Officer Detailing, worked with Headquarters Marine Corps to move 90+ Marine Aviation Option First and Second Lieutenants from completion of Basic School to slots in flight training as Ensigns and Lieutenant Junior Grades. Also moved 30+ Marine Aviators from the F-4 and A-4 RAG's to slots in Navy A-6, A-7, and F-14 RAG's. The Navy got a bunch of super squared away pilots, and the Marines solved an excess problem in their training pipe line.

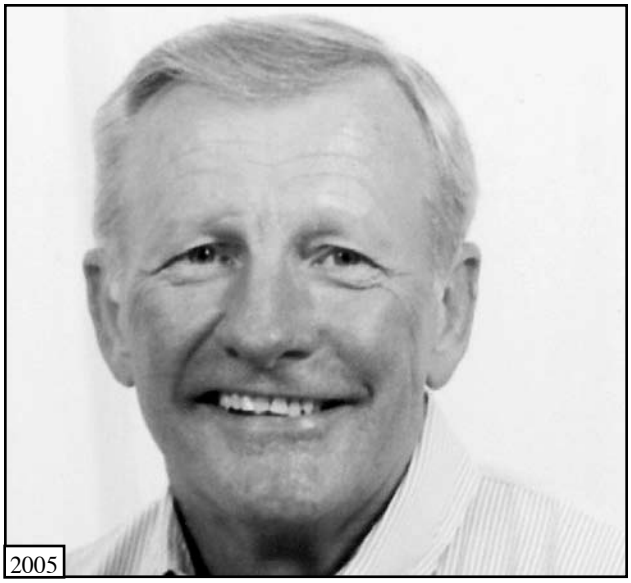
(7) Assigned as the last A-4 Flight Leader and the first F/A-18 Flight Leader, led the transition of the Blue Angels from A-4 Skyhawks to F/A-18 Hornets. The transition was accomplished with only one month added to the normal winter training cycle. Of note, the team went through that challenging transition and continued flying air shows for 14 years before having the first fatal Hornet accident.

(8) I have the unique honor of sharing Centurion Status on the USS *Enterprise* with my oldest daugter, Valerie Overstreet, who is currently serving as the Commanding Officer of VAW-117.

**Post Navy Career Events**

(1) Spent 14 years working in the Aerospace industry for McDonnell Douglas and the Boeing Company. This included playing a key role in the Operational Test and Evaluation of the F/A-18E/F Super Hornet, as well as supervising the 10 Boeing Field Offices that suport all Boeing products marketed to the Navy and Marine Corps.




**Michael D. Ryan, MajGen, USMC, (Ret.)**
"Rook"

Date of Designation: May 1969

Dates of Active Duty: August 1967 - October 1998

Total Flight Hours: 3,582

Carrier/Ship Landings: 84

Approximate Flight Hours:
Jet: 3,326 Helo: 256

Combat Tours:
Vietnam: VMA-311, Sep. 1970 - May 1971, DaNang (A-4E)

Aviation Commands:
CO, HQ Co. 1st Marines, RVN Jan. - Apr. 1971
CO, VMAT-203, Jul. 1983 - Jul. 1985, MCAS Cherry Point
CO, MAWTS-1, 1 Jul. 1988 - Jul. 1990, MCAS Yuma
CO, MAGTF 4-90, Jan. - May 1991, Philippines
CG, 2d MAW, Jul. 1996 - Jul. 1998

Combat Awards:
Air Medals

## Duty Assignment Chronology

1969 VMA-324, MCAS Beaufort (A-4C).
1970 VMA-311, DaNang, RVN (A-4E.)
1971 VMAT-103, MCAS Yuma (TA-4F).
1973 VMA-542, MCAS Beaufort (AV-8A).
1974 VMA-542, MCAS Cherry Point (AV-8A)
1975 VMA-513, MCAS Iwakuni (AV-8A).
1976 VMA-513, MCAS Yuma (AV-8A).
1977 MAWTUPAC, MCAS Yuma (AV-8A, TA-4F).
1978 MAWTS-1, MCAS Yuma (AV-8A, TA-4F).
1980 RDJTF, McDill AFB.
1981 HQMC.
1982 VMAT-203, MCAS Cherry Point (AV-8A, AV-8B).
1985 National War College, Washington D.C.
1986 HQMC.
1987 MAWTS-1, MCAS Yuma (Multiple A/C Types).
1990 1st MAW, Okinawa (AV-8B, UH-1N).
1991 HQMC.
1995 II MEF, Camp LeJeune.
1996 2dMAW, MCAS Cherry Point (Multiple A/C Types).

## Summary of Significant Career Events

(1) Early Harrier pilot.

(2) Plank Holder for MAWTS-1.

(3) Cunningham Award, 1979.

(4) Bud Baker Award, 1984.

(5) CO of first squadron with AV-8B (Training Sqdn.).

(6) XO/CO of MAWTS-1.

(7) DepCG II MEF.

(8) CG, 2dMAW.



They almost shot my "Y" off -1951



2004 Sandy & Betty

## James R. Sanderson, VADM, USN (Ret.)

"Sandy"

Date of Designation: 8 May 1950 NA #: T-625

Dates of Active Duty: 1 March 1944 - 1 April 1983

Total Flight Hours: 4,673

Carrier/Ship Landings: Fixed wing: 643

Approximate Flight Hours:
Jet: 1,388 Prop: 3,285 VF/VA: 2,383 VT: 1,190

Combat Tours:

Korea: 12/50-5/51, VA-195 (AD-4), USS *Princeton* 50 combat sorties.

Korea: 4/52-10/52, VA-195 (AD-4) USS *Princeton* 51 combat sorties.

Vietnam: 1/69-4/69 & 10/69-3/70, USS *Rainier* (AE-7), a unit of TF73 replenishing ammunition.

Vietnam: 5/72-1/73, USS *Saratoga* (CV-60), conducting air operations against North Vietnam.

Totao 101 combat sorties, 6 Korean campaigns.

Aviation Commands:

CO, VA-76, 3/62-12/63 (A4C).
COMCVW-3, 7/64-6/65 (F4D/F8E/A4C/A1H/RA5C/E1B).
CO, USS *Saratoga* (CV-60), 8/71-2/73.
COMCARDIV TWO, Commander Battle Force SIXTH Fleet, Commander Task Force SIX ZERO &NATO Commander Tack Force FIVE ZERO TWO, 6/79-7/80.

Combat Awards:

Distinguished Flying Cross (Korea, Torpedo Strike destroying Flood Gates of Hwachon Reservoir Dam, Korea.
5 Air Medals (Korea, Close Air Support, Interdiction, etc.)
Navy Commendation Medal with Combat "V"

### Duty Assignment Chronology

3/44-10/44 V-5 Unit, University of Washington.
10/44-3/45 V-12A Unit, Willamette University, Salem OR.
3/45-7/45 USNR Midshipman School, Columbia University, New York, NY.
7/45-12/45 TRALANT, Norfolk, VA, Destroyer Officer School and TRAPAC, San Diego, CA, Fire Control Officer School.
12/45-1/46 USS *Mansfield* (DD 728), Fire Control Officer, Junior Watch Officer.
1/46-4/46 TRAPAC, Coronado, CA, Naval Gunnery Liaison Officer School.
4/46-6/46 TRAPAC, Honolulu, Torpedo Officer School.
8/46-9/47 USS *Mansfield* (DD-728), Gunnery Officer, Officer of the Deck (Underway).
9/47-12/48 USS *Bausell* (DD-845), Gunnery Officer, First Lieutenant and Senior Watch Officer.
1/49-3/49 NAVAIRBASICTRA Pre-Flight, Pensacola, FL
4/49-11/49 NAVAIRBASICTRA, Primary Flight Training.
12/49-4/50 Cabiness Field, TX, Advanced Flight Training.
4/50-5/50 NAVAIRADVANCEDTRA (F4U) Corry Field.
5/50-12/52 VA-195 (AD-4) NAS Alameda, USS *Princeton*.
12/52-7/53 NAVPGSCHOOL, Navy General Line School.
8/53-7/55 Pensacola, FL. Basic Flight Instructor.
9/53-7/55 BTU-3G (SNJ-5) Barin Field, AL, Training Standardization, Gunnery Flight Instructor.
8/55-10/55 TRALANT, Aviation Ordinance Officer Schl.
10/55-8/57 VA-16 (AD-4) NAS Oceana & USS *Lake Champlain* (CVA-39).
9/57-1/60 CARDIV FOUR, Norfolk & USS *Forrestal*, Air Operations Officer, Staff Watch Officer.
2/60-10/62 VA-43 (A4C, F9F) NAS Oceana, VA, RAG Instructor & Operations Officer.
11/61-3/62 XO, VA-76 (A4C) NAS Oceana, VA, & USS *Enterprise* (CVAN-65).
3/62-12/63 CO, VA-76 (A4C) NAS Oceana, VA, & USS Enterprise (CVAN-65).
1/64-7/64 VF-101, VF-174, VAH-5, Prospective CVW-3
7/64-6/65 COMCVW-3, NAS Cecil Field, FL & USS *Saratoga*.
7/65-6/66 National War College, Washington, DC. and George Washington University (GWU).
7/66-11/67 OPNAV, Office of the CNO (OP601C) Special Support Plans Officer, Pacific Area, Strategic Plans and Policy Division.

- Continued -

Duty Assignment Chronology continued:

| | |
|---|---|
| 11/67-11/68 | OPNAV, (OP-06A) Executive Assistant and Senior Aide to DCNO (Plans and Policy) . GWU, Washington, DC, Student. |
| 11/68-1/69 | SERVPAC, Perspective CO. Damage Control & Fire Fighting School, Treasure Island, CA. |
| 1/69-4/70 | SERVPAC, Commanding Officer, USS *Rainier* (AE-7), Concord, CA & SEASIA. |
| 1/73-2/73 | USS *Saratoga* (CVA-60), CVW-3 embarked, transit to SECONDFLT. |
| 4/73-7/76 | NATO, Deputy Commander Naval Striking & Support Forces, Southern Europe. |
| 8/76-1/77 | Joint Staff, Office of JCS, Deputy Director Operations, National Military Command Center (J-3). |
| 1/77-1/79 | OPNAV, (OP-60B), Assistant DCNO (Plans, Policy and Operations). |
| 1/79-5/79 | NAVMAT, Senior Officers Ship Material and Readiness Course, Idaho. |
| 6/79-7/80 | COMCARDIV TWO, Commander, Carrier Group TWO, Commander Battle Force SIXTH Fleet, Naples, Italy. |
| 8/80-3/83 | CINCLANT & CINCLANTFLT, Deputy Commander-in-Chief, Atlantic and Deputy Commander-in-Chief & Chief of Staff, U. S. Atlantic Fleet, NATO Commander-in-Chief, Western Atlantic and Commander, Ocean Sub Area Atlantic. |
| 4/1/83 | Retired from active duty with 39 years. |

## Summary of Significant Career Events

| | |
|---|---|
| 9/3/43 | Enlisted in Naval Reserve Aviation V-5 Program while a student at University of California, Berkeley, CA. |
| 3/1/44 | Active duty as Apprentice Seaman, USNR. |
| 3/1/45 | Designated Midshipman, USNR. |
| 7/5/45 | Commissioned Ensign, USNR. Resigned and Commissioned Ensign, USN. |
| 8/46-12/48 | Only Gunnery Officer in DESPAC in the rank of Ensign. Destroyer Officer of the Deck. |
| 8/46-8/47 | Deployed in China and Japan. |
| 9/19/47 | Joined Betty Lee Bradley in Holy Matrimony at St. Johns Chapel, NSY Mare Island, CA. |
| 2/48-11/48 | Deployed in China and Japan. |
| 1/2/49 | Entered Flight Training at Pensacola, FL. |
| 5/14/50 | Solo Flight SNJ-5, Pace Grass Field, Whitting Field, FL. |
| 11/3/49 | First Carrier Landing, (SNJ-5) USS *Cabot*. |
| 2/13/50 | First F4U flight. |
| 5/5/50 | Six carrier landings in F4U-4, USS *Cabot*. |
| 6/20/50 | First AD flight. |
| 12/6/50 | First Korean War Combat Sortie (AD-4) Close Air Support (CAS) of 1st Marine Division at Chosen Reservoir, North Korea. |
| 5/1/51 | Torpedo Strike, Hwachon Reservoir Dam, North Korea (Awarded DFC). |
| 5/1/52 | Deep Interdiction Strike, Suiho Power Plant, Yalu River, North Korea (NCM). |
| 10/13/52 | 101st and last Korean War combat sortie, interdiction strike at Yong-ri, North of Panmunjom spanning six Korean campaigns (5 Air Medals). |
| 9/53-7/55 | Flight Instructor and Senior Member Standardization Board for BTU-3G. |
| 1/57-7/57 | VA-16, USS *Lake Champlain* (CV-39). Last straight deck deployment, awarded Battle E. |
| 9/57 | CARDIV Staff Watch Officer. |
| 10/57-11/57 | US Navy Air Operations Liaison Officer to Royal Navy in HMS *Hermes*. |
| 2/12/60 | First Military Jet flight (F9F) Hooded Instrument Take-off, NAS Oceana, VA. |
| 6/8/60 | First A4C flight, Replacement Fleet Pilot Weapons Flight Instructor. |
| 2/61-4/62 | Deployed for Cuban Missile Crisis. |
| 3/62-12/63 | CO, VA-76 (A4C) NAS Oceana & USS *Enterprise* (CVN-65). |
| 7/64-6/65 | CVW-3, day & night qualified in A4, F4 and F8. |
| 6/6/65 | Made USS *Saratoga's* 100,000th Carrier Landing, OK3, A4C, at night, my 104th in *Saratoga*, my 628th overall. |
| 4/66-5/66 | NWC Field Trip in Central & South America. |
| 6/67-7/67 | OPNAV Representative accompanying CNO (Adm. Thomas Moorer) on tour of Pacific. |
| 11/67-11/68 | EA & Senior Aide to DCNO (Plans, Policy and Operations). |
| 10/68 | Graduated GWU with BA in Int'l. Relations. |
| 1/69-3/70 | CO, USS *Rainier* (AE-7). |
| 4/70-5/71 | Deputy Chief of Staff for Operations & Plans, Staff COMSIXTHFLT, Gaeta, Italy. |
| 8/71-2/73 | CO, USS *Saratoga* (CVA-60). Awarded Battle E, Flately Trophy for Aviation Safety & NCM. |
| 4/73-7/76 | NATO Deputy Commander Naval Striking and Support Forces, Southern Europe, Naples. |
| 8/76-9/77 | Deputy Director Operations and National Military Command Center on staff of Chairman, JCS, when Ax Murder at Panmunjom occurred when Adm. Holloway, CNO, was Acting CJCS. |
| 12/77-1/79 | Asst. DCNO (Plans, Policy and Operations) |
| 1/79-7/80 | Senior Officers Ship Material & Readiness Course, "Rickover U," Idaho, enjoyable because one could mathematically prove solutions real-time unlike the E-Ring where one must await history to prove or disprove solutions. |
| 10/80-11/80 | Exercised Freedom of the Seas Policy by conducting Surface to Surface Harpoon Missile live fire Exercise in Gulf of Sidra which Moamar Quidafi considered Libyan territorial waters. Similarly ship visit were periodically scheduled in Black Sea ports. |
| 8/1/80 | Commissioned Vice Admiral, USN, assigned as Deputy Commander-in-Chief Atlantic Command, Deputy Commander-in-Chief and Chief of Staff US Atlantic Fleet. |
| 4/1/83 | Transferred to the Retired List in the rank of Vice Admiral. |


1954


2003 Jane

**Melvin H. Sautter, COL, USMC (Ret.)**
"Mel"

Date of Designation: 5 May 1954 NA#: T4470

Dates of Active Duty: 2 July 1952 - 30 September 1981

Total Flight Hours: 4,620

Carrier/Ship Landings: Fixed wing: 73

Approximate Flight Hours:
Jet: 3,798 Prop: 674 Helo: 148 VF/VA: 3,826
Other: (General Aviation) SE Prop, 1,565

Combat Tours:
Vietnam: October 1966-September 1967
360 Combat Missions, (F8E)

Aviation Commands:
CO, VMF (AW) 232, Danang, RVN, Mar. - Sep. 1967
CO, MCAS Kaneohe, Hawaii, Oct. 1978 - Jul. 1981

Combat Awards:
Distinguished Flying Cross
Bronze Star with Combat "V"
I Single Mission Air Medal
18 Strike Flight Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/52-1/53 | 16th Special Basic School, Student, Quantico, VA. |
| 2/53-6/54 | Naval Aviator, Student, Pensacola, FL. Kingsville, TX. (SNJ-5, SNB-5, F6F, TV-2, F9F-2). |
| 7/54-10/55 | VMF-312, Operations (Training), Cherry Point, NC. (F9F-4, FJ-2, TV-2, SNB-5) |
| 11/55-5/56 | VMO-2 Det, Officer in Charge, Camp Fuji, Japan (OE-1, HTL-5) |
| 5/56-1/57 | VMF-235, Adjutant, Atsugi, Japan (FJ-2, FJ-4). |
| 2/57-9/57 | Communications-Electronics School, Student, Quantico, VA. (SNB-5, OE-1, T-34B). |
| 10/57-10/59 | MWSG-37, Comm-Elect Officer, El Toro, CA. (SNB-5, T-28B, FJ-4, TV-2, F9F-8T) |
| 10/59-8/60 | VMF-451, Avionics Officer, El Toro, CA. (F8U-2). |
| 9/60-6/61 | Amphibious Warfare School, Student, Quantico, VA. (SNB-5, T-28B). |
| 7/61-4/62 | VMF-251, Aircraft Maintenance Officer, Beaufort, SC. & CAG-10, CVA 38 (F8U-1E). |
| 4/62-6/63 | VMF-333, Executive Officer, Beaufort, SC. (F8U-2, F8C). |
| 7/63-7/64 | Task Force 79, Comm-Elect Officer, Okinawa, Japan (0-1B, TC-45J, TF-9J). |
| 8/64-7/65 | MACS-1, Operations Officer, Yuma, AZ. (TC-45J, T-33B, F8C, F8E). |
| 8/65-3/67 | VMF (AW) 232, Executive Officer, Kaneohe, HI., Iwakuni, Japan and Danang, RVN (F8D, F8E) |
| 3/67-9/67 | VMF (AW) 232, Commanding Officer, Danang, RVN, TRANSPAC to CONUS (F8E). |
| 10/67-8/70 | HQ, FMFPac, Fixed Wing Operations, Camp Smith, HI. (T-IA, T-28B, UC-45J). |
| 9/70-7/71 | Marine Air Reserve Training Detachment, Executive Officer, Dallas, TX. (F8C, F8H, F8K, T33-B). |
| 8/71-8/72 | USAF Air War College, Student, Montgomery, AL. |
| 8/72-11/72 | VMFA-312, F4 Transition, Cherry Pt. NC. (TA4F, TA4J, F4B, F4J). |
| 12/72-12/73 | HQ, First MAW, G3 Operations, lwakuni, Japan (TA4J). |
| 1/74-8/77 | HQ, USMC, Director, Aviation Logistics, Arlington, VA. |
| 8/77-9/78 | HQ USMC, Executive Assistant, Requirements and Programs. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 9/78-7/81 | MCAS, Commanding Officer, Kaneohe, HI. (HH46A). |
| 8/81-9/81 | HQ, USMC, Retirement Arlington, VA. |

## Summary of Significant Career Events

(1) Deployed TAD 10 Mar 60 with three F8U-2s and one F3D-2 for OPEVAL of Hawk surface-to-air missile defense capabilities at White Sands Proving Grounds, NM. Conducted unrestricted altitudes, closure rates, and direction of attacks to determine Hawk radar acquisition parameters. Operation terminated when F3D crashed after striking a cattle gate. Both crew members ejected without injury. OPEVAL identified several Hawk engineering and procedural changes required to attain combat readiness.

(2) Awarded honorary title "Top Gun" of Second Marine Aircraft Wing by Major General Mangrum for FY63. Achieved highest score ever recorded for air-to-air gunnery with F8 Crusader during strict Competitive Exercise Rules at 20 and 30 thousand feet while deployed to NAS Roosevelt Roads, PR.

(3) As Executive Officer VMF 333, led the first F8 division to McCalla Field, Guantanamo Bay, Cuba 7 Nov. 1962 in response to Cuban Missile Crisis. Conducted off-shore high and low CAP missions covering egress of USMC/USN ECM and Photo over-flights. Provided fighter escort missions shadowing USAF EB-47 ELINT off-shore operations. Established discreet emergency landing/turn around facilities at Montego Bay, Jamaica for any service aircraft supporting the Cuban Operation. The bingo facilities were never utilized to my knowledge. Returned to MCAS Beaufort, SC 21 Dec. 1962 after 24 missions without executing an intercept, charging the guns or arming the sidewinders - just another Cold War stand-off.

(4) Assigned as Executive Officer VMF (AW) 232 1 Aug. 1965 to prepare squadron for deployment to RVN. Transitioned from F8Ds to F8Es with hard points to carry MER/TER configurations for CAS Training at Kahoolawe, HI. and Okinawa enroute to Danang RVN for combat Operations. Assigned as Commanding Officer of the "Red Devils" 22 Mar. 1967 for remainder of RVN Tour, 360 combat missions, and TRANSPAC to CONUS. Awarded recognition by Chance Vought Aircraft, 30 Aug. 1967, as first of only two Marine Aviators to ever log over 2000 F8 Crusader hours.

(5) Assigned to HQ, Fleet Marine Forces, Pacific as Air Operations Officer 23 Oct. 1967. Developed and implemented SOP for TRANSPAC of USMC and USN fixed Wing aircraft by coordinating and integrating First and Third MAW KC-130 aerial refuelers. Conducted first of three multiple fighter/attack squadrons simultaneous redeployments without incident or accident during 1968-1970. Awarded Meritorious Service Medal by Commander in Chief, U.S. Pacific Fleet for support of the complex Redeployment Program.

(6) Wrote and published "Principles for the Control of Air Support Assets Over Joint Land Combat Operations" as Air War College student at Maxwell AFB, AL. Written in response to advocates for USAF's proclaimed Single Management Doctrine during Vietnam War. Received the Air War College Commandant's Outstanding Publication Award for 1972. Control of air support over joint operations continues to evolve today, while single management of aviation assets no longer exists!

(7) Designated Operation Homecoming escort for returning POW Lieutenant Colonel Edison Miller, USMC while assigned to G3 Operations, First MAW lwakuni, Japan. Reported for TAD at Clark, AFB, PI to meet Miller who, to everyone's surprise, arrived on first C-141 at 4:20 p.m. 12 Feb. 1973. Participated in the debriefings for five days because Miller and Commander Walter Wilber USN, who had been given preferential treatment by NVN, returned ahead of their contemporaries by shootdown date! Escorted Miller to Camp Pendleton, CA. to terminate my escort responsibilities after 10 very interesting days. Returned to lwakuni to complete sixth unaccompanied overseas tour.

(8) As Commanding Officer, Marine Corps Air Station, Kaneohe, HI., provided operational support to First Marine Brigade and their dependents to enhance their quality of life. Supported 42 TRANSPAC evolutions involving more than 700 Navy and Marine aircraft without a mishap. Consider this farewell tour the most rewarding for the positive impact on the lives of Marines and their families. Awarded the Legion of Merit by the Secretary of the Navy for services rendered 1978-1981.

(9) Retired 30 Sep. 1981 after thirty years of interesting, fun filled memories that occasionally were rather exciting. Remain active in Marine Corps Aviation Association since its' inception, served as Commander, Darden-Schilt MCAA Squadron, Norfolk, VA for three years, member of the Hampton Roads Squadron of the Association of Naval Aviation,. NAS Oceana. Accepted as a member of The Golden Eagles, The Early and Pioneer Naval Aviators Association, in 2003.

(10) Married Jane, my best friend and companion, 16 June 1955. We have three children and four grandchildren.







**Robert F. Schoultz, Vice Admiral, USN (Ret.)**
"Dutch"

Date of Designation: 1 September 1945

Dates of Active Duty: August 1943 - 1 March 1987

Total Flight Hours: 5,450

Carrier/Ship Landings: Fixed wing: 835 Rotary: Few

Approximate Flight Hours:
Jet: 3,200 Prop: 2,100 Helo: 150 VF/VA: 3,000
VT: 900

Combat Tours:
Shipboard only

Aviation Commands:
CO, VA-93, 1963 - 1964
CO, USS *Forrestal* (CV-59), 1971 - 1972
COMCARGRU-2 (Battle Force 6th Fleet), 1976 - 1979
COMNAVAIRPAC, 1980 - 1983
DCNO AIR (OP-05), 1983 - 1985
DCINCUSNAVEUR/USCOMEASTLANT, 1985 - 1987

Combat Awards:
Bronze Star (Shipboard)

## Duty Assignment Chronology

Vice Admiral Robert F. Schoultz spenthis youth in Omaha, Nebraska. He entered the Navy as a student in the University of Nebraska's NROTC program and earned his wings and commission in September 1945.

Early in his career, Vice Admiral Schoultz served in a variety of capacities in torpedo and attack squadrons and aboard USS *Midway* (CVA 41). In 1960, following duty on the Staff of the Commander in Chief, U. S. Pacific Fleet, he served as Executive Officer and then as Commanding Officer, Attack Squadron Ninty-Three. During this tour, Vice Admiral Schoultz led his squadron on two Western Pacific deployments in USS *Ranger* (CVA 61).

From August 1964 to December 1965, he was Head of the Junior Officer Assignment Section, Bureau of Naval Personnel; he then joined the aircraft carrier USS *Franklin D. Roosevelt* (CVA 42) as Operations Officer then Executive Officer.

Vice Admiral Schoultz was Strike Warfare Officer and Assistant Chief of Staff for Plans on the SECOND Fleet Staff prior to assuming command of the amphibious supply ship USS *Arneb* (LKA 56) in December 1969. He commanded the aircraft carrier USS *Forrestal* (CVA 59) from June 1971 to 1972.

He then returned to the Bureau of Naval Personnel in late 1972 as Assistant Director for Captain Detailing (Aviation). In November 1973 he was promoted to Flag rank and became Director of the National Military Command Center (J-3), Joint Chiefs of Staff in the Pentagon, then later served as Vice Director for Operations (J-3), Joint Chiefs of Staff until detaching in September 1976 to attend the Senior Officers Ship Material Management Course, Idaho Falls, Idaho.

Vice Admiral Schoultz assumed command of Battle Force SIXTH Fleet in April 1977. In August 1979, he reported to the OPNAV Staff as Special Assistant to the Director for Command and Control (OP-094). Vice Admiral Schoultz assumed command of Naval Air Force, U.S. Pacific Fleet in January 1980.

Prior to assuming duty as U.S. Commander Eastern Atlantic and Deputy Commander in Chief U.S. Naval Forces, Europe on February 1, 1985, he served as Deputy Chief of Naval Operations (Air Warfare).

- Continued -

Vice Admiral Schoultz wears the Distinguished Service Medal, Legion of Merit (third award), Bronze Star Medal, Joint Service Medal, Navy Commendation Medal, American Campaign Medal, World War II Victory Medal, Armed Forces Expeditionary Medal, Republic of Korea National Security Merit Gugseon Medal, Vietnam Service Medal with six Bronze Stars and the Republic of Vietnam Campaign Medal with Device.

**Family**: Vice Admiral Schoultz is married to the former Rosemary Parker of Falls City, Nebraska. They have two sons, Robert and Scott.

**Post-retirement:** Since retiring, he is the President of Rosco, Inc., a defense consulting company with contracts assisting U. S. and foreign defense contractors.

## Summary of Significant Career Events

(1) First squadron tour transitioned from SB2C-4s to SB2C-5s, to AM-1s, to AD-1s.

(2) During training command tour, instructed Primary Basic in SNJs one year and one year and half in advanced Jet training in F9Fs.

(3) Spent over three years in VA-93 with last year in command as LCDR, won E and moved squadron as third to move to NAS Lemoore.

(4) Suffered three carrier ship's company tours, CIC, Operations Officer, Executive officer before command of *Forrestal*.

(5) Designated "Tailhooker of the Year" in 1983 by the Tailhook Association

(6) Longest holder of Grey Eagle award (except for LT. Ellyson). 1981 to 1987

(7) Flew flag on seven different carriers during Battle Force Sixth Fleet in 28 months.

(8) Awarded three DSMs.







**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 Batchelor 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.

- Continued -

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 perfomance 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 vali date 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 emer gency 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 requesed 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 antici pated 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.



1969


2006 Ginny

**Richard J. Schulte, Captain USN (Ret.)**
"Dick"

Date of Designation: 1 July 1950

Dates of Active Duty: 1 April 1949 - 1 April 1979

Total Flight Hours: 7,539

Carrier/Ship Landings: Fixed wing: 523

Approximate Flight Hours:
Jet: 2,704 Prop: 3,250 VF/VA/VAH: 2,704
VU: 93 VT: 1,492

Combat Tours:
Korea: VP-6, 1950-1951, NAS Atsugi & Iwakuni
Vietnam VF-161, 1966-1967, USS *Constellation*
VF-161, 1967-1968, USS *Coral Sea*
USS *White Plains* 1971-1973
USS *Midway* 1973-1975
Total combat missions – 53 Korea / 216 Vietnam

Aviation Commands:
CO, VF-161, Jan.1967-Feb. 1968
CO, VF-121, Sep.1969-Jul.1970
CO, USS *White Plains*, (AFS-4) Sep.1972-Aug.1973
CO, USS *Midway,* (CVA-41/CTG77.4), Sep.1973- Mar.1975

Combat Awards:
Silver Star
2 Distinguished Flying Crosses
2 Bronze Stars
21 Air Medals
2 Navy Commendation Medals
5 Navy Unit Commendations

## Duty Assignment Chronology

| | |
|---|---|
| 3/48-7/50 | Flight Training, Pensacola, FL & Corpus Christi, TX. |
| 8/50-11/50 | FAW-4, NAS Whidbey, WA. |
| 1/51-7/53 | VP-6, NAS Barber's Pt. HI, Japan & Alaska. |
| 8/53-6/56 | Flight Instructor, Pensacola, FL. |
| 6/56-8/56 | CIC School, NAS Glenview, IL. |
| 9/56-10/56 | Air Control School, NAS Glynco, GA. |
| 11/56-9/58 | CIC, Flight Deck & Assistant Air Operations, USS *Hancock*. |
| 10/58-1/59 | JTTU, NAS Olathe, KS (F9). |
| 3/59-6/59 | HATUPAC, NAS Whidbey Island, WA. |
| 7/59-2/61 | HATRON-4, USS *Ticonderoga*, WestPac (A3). |
| 3/61-3/63 | Post Graduate School, Monterey, CA. |
| 4/63-2/66 | VX-5, NAS China Lake, CA. (A3, A4 and F4 Projects). |
| 3/66-4/66 | VF-121, F-4 Replacement Crew Training. NAS Miramar, CA. |
| 5/66-2/68 | XO/CO VF-161, USS *Constellation/* USS *Coral Sea*, Vietnam (F4). |
| 3/68-9/69 | Air Officer, USS *Ticonderoga*, Vietnam. |
| 10/69-7/70 | CO VF-121, F4 RAG NAS Miramar (F4, A4). |
| 8/70-7/71 | Industrial College of the Armed Forces, Ft. McNair, Washington, D.C. |
| 7/71-8/72 | NAVAIR PMA Sidewinder (AIM-9D,-9L). |
| 9/72-8/73 | CO USS *White Plains (*AFS-4), Sasebo, Japan. |
| 9/73-3/75 | CO USS *Midway (*CVA-41), Yokosuka, Japan. |
| 4/75-3/79 | COS COM3RDFLT, Ford Island, HI. |
| 3/79 | Retired from active duty. |

## Summary of Significant Career Events

(1) Naval Aviation is*...outstanding people...Superb flying*.

(2) Our A3 crew scored a bullseye from 40k on Phoenix RBS to help win the 1959 Yuma Air Weapons meet for CNAP. Capt. "Jig Dog" Ramage USN, CNAL REP., personally bought the beer for all-hands.

(3) Project Pilot for "All Services, F-4 Air-Ground Weapons Eval." at VX-5 China Lake, Sep. 64-Aug.65. Wrote the F-4 NATOPS manual for USN/USMC. Conducted the first OST Weapon flight from *Constellation* (CVA-64) to an instrumented range drop at at China Lake to complete the All-Weapons OPEVAL.

- Continued -

Summary of Significant Career Events continued

(4) When the NVN war broke out in 1965, deployed with with a 3 man team to USS *Constellation*/CVW-14 on Yankee Station to: a) conduct ready room ground school in 45 Degree Dive Delivery, and flew in the backseat with each F4 pilot making practice runs on a towed spar; b) Installed bomb racks and gun sights; c) bore sighted each F4 and checked out the bomb select wiring; and d) instructed the squadron ordance men on loading bombs and installing new mechanical fuse.

- We moved to USMC VMA-115 at El Toro to provide similar assistance. Then to Miramar to conduct assistance to CVG-9's, 2 F4 squadrons, prior to deployment.
- In early 1966, set up an A/G training syllabus for VF-121, the F4 RAG.

(5) In June 1966, was sent to VF-161/CVG15 embarked on USS *Constellation* as replacement for XO crew loss.

(6) In 1967, as CO VF-161, was designated a major strike leader in Vietnam, by CAW-15. Planned and led Airwing strikes including the combined Navy strike on Phuc Yen Reventments (North) with no losses.

(7) As CO VF-121, 1968-70, expanded RAG ACM Department into RAG Fighter Weapons Detachment named "TOPGUN". As a result of the: a) realistic ground school and in flight training at VF-121; b) the use of the 6 A4E's from VADM Bringle, CNAP pro viding realistic air opposition; c) strong support from CAPT Lou Paige, CAG-12 who not only used his wing assets to support "TOPGUN", but he also flew as one of the first opposition pilots; and d) the out standing support by CAPT Jim Foster VX-4 who provided project pilots and results from HAVE DRILL and HAVE DONUT projects, then obtained the first Air Combat Range and sited it at Yuma. The Navy Kill Ratio climbed almost immediately from 1 to 1 in 1970, to 12 to 1, in favor of USN through the end of the war.

(8) In 1971-72, as designated Sidewinder PMA, NAVAIR/ China Lake helped develop first Joint Services Office for the, All-Aspect, AIM-9L. Introduced world-wide depot level maintenance.

(9) In 1972, moved *White Plains* (AFS-4) with approxi mately 100 families from San Francisco to become the first ship to HOME PORT in Sasebo, JAPAN.

(10) In 1973, moved *Midway* (CVA-41) and CVW-15 with approximately 800 families from Alameda to Home Port in Yokosuka, Japan. *Midway* was first CVA/CVW to Homeport outside CONUS.

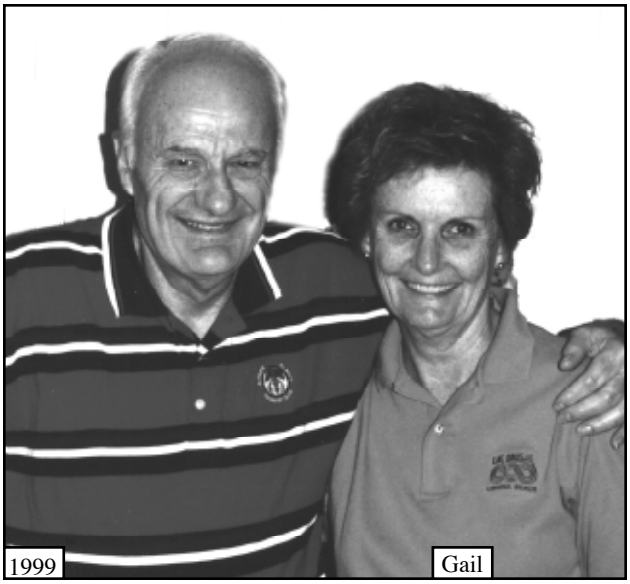
(11) In 1974, VADM Steele, Com7thFlt, invited the retired Imperial Japanese officers and current JSDF officers to lunch on *Midway*. It was interesting to meet face-to-face and talk with the men actually responsible for the planning of the air attacks on Pearl Harbor and the battle of Midway, especially since the Japanese had purged all their records of the Midway losses.

(12) In 1974, Mr. Frank Sinatra, wife Barbara and band, gave a 4th of July concert on *Midway's* hanger deck for TG-77.4 (*Midway*, CG Worden and DESRON 15).

(13) In October 1974, *Midway* operated in the Sea of Japan, during this period we intercepted 114 USSR Long Range Air over-flights in ninety-six hours of continu-ous air operations.

(14) Retired from USN active duty in 1979 and joined American Greetings Corporation as an Executive Director. In l985 he became Managing Director, Continental Europe. He retired from American Greetings in 1994


1957


1999 Gail

## James M. Seely, RADM, USN (Ret.)

"Jim"

Date of Designation: 6 December 1956 NA # V-10955

Dates of Active Duty: 12 July 1955 to 1 October 1989

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 1,001

Approximate Flight Hours:
Jet: 4,700 Prop: 300 Helo: 15 VF/VA: 4,200
VT: 320

Combat Tours:
Vietnam: VA-93, USS *Enterprise* (CVN-65), A-4C, March-June 1966, 59 combat missions into North/South Vietnam and Laos.
Vietnam: VA-93, USS *Hancock* (CVA-19), A-4E, January - June 1967, 89 combat missions into North/South Vietnam and Laos.
Vietnam: VA-93, USS *Bon Homme Richard* (CVA-31), A-4F, January-April 1968, 56 combat missions into North/South Vietnam and Laos.
Vietnam: X.O. VA-152, USS *Shangri-La* (CVA-38), A-4E, March-December 1970, 97 combat missions into North/South Vietnam, Laos and Cambodia.
Vietnam: X.O. VA-165, USS *Constellation* (CVA-64), A-6A, October 1971-June 1972, 135 combat missions into North/South Vietnam and Laos.
Vietnam: C. 0. VA- 165, USS *Constellation* (CVA-64), A-6A, January-June 1973, 11 combat missions into North/South Vietnam.
Total Combat Missions - 447

Aviation Commands:
CO, VA-165, Jul. 1972-Jun. 1973
COMCVW-9, Jul. 1974-Jul. 1975
CO, NAS Whidbey Island, WA., Aug. 1977-Sept. 1979
COMMATVAQWINGPAC, Sept. 1984 - Oct. 1986

Combat Awards:
4 Distinguished Flying Crosses
43 Air Medals (5 individual and 38 strike/flight)
7 Navy Commendation Medals with combat "V"
Presidential Unit Citation

### Duty Assignment Chronology

| | |
|---|---|
| 6/55-8/55 | Fleet Aircraft Service Squadron (FASRON) - 6 at NAS Jacksonville, FL. Numerous orientation flights in helos and SNBs prior to flight school. |
| 8/55-8/56 | Naval Air Basic Training Command at NAS Pensacola, FL. Student. (T-34, T-28 and SNJ (for gunnery and carquals)). |
| 8/56-12/56 | Advanced Training Command at NAS Corpus Christi, TX. Student. (TV-2 for instrument training and F9F-2/5 for tactics). |
| 12/56-6/57 | FASRON-4, NAS North Island, CA. Admin/ Legal. (F9F-6/8, SNB, R-4D). |
| 6/57-3/60 | VA-63 (redesignated VA-22) at NAS Alameda, CA. Asst. Maint. and Admin. FJ-4B Fury. Two WESTPAC cruises on USS *Midway* (CVA-41). Taiwan Straits crisis in '58. |
| 4/60-8/61 | VA-126 at NAS Miramar, CA. RAG instructor. Maintenance Training. (A-4, FJ-4B and F9F-8T). |
| 8/61-5/63 | VA-125 at NAS Lemoore, CA (plankowner). RAG instructor. Weapons Delivery instructor. (A-4A, B, C). |
| 5/63-11/65 | USS Wright (CC-2) ships company tour at NOB Norfolk, VA. ADP Watch Officer. Qualified OOD underway and CDO in port. Proficiency flying in T-28 and SNB. |
| 12/65-3/66 | VA-125 at NAS Lemoore, CA. RAG student. (A-4B, C). |
| 3/66-5/68 | VA-93, NAS Lemoore, CA. Maint./Ops. (A-4C, E, F). Three Vietnam combat cruises on USS *Enterprise*, *Hancock* and *Bon Homme Richard*. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 5/68-7/68 | VA-125 at NAS Lemoore, CA. RAG instructor. (A-4 series). |
| 7/68-7/69 | Naval War College at Newport, RI. Student. |
| 7/69-10/69 | VA-44 at NAS Cecil Field, FL. RAG student. (A-4 series). |
| 11/69-1/71 | VA-152 at NAS Alameda, CA. Executive Off. (A-4E). Combat cruise to Vietnam on USS *Shangri-La*. |
| 2/71-6/71 | VA-128 at NAS Whidbey Island WA. RAG student. ( A-6A). |
| 6/71-6/73 | VA-165 at NAS Whidbey Island WA. XO/CO. A-6A. Two cruises on USS *Constellation*. First cruise and part of the second were in combat in Vietnam. |
| 6/73-2/74 | Light Attack Wing, Pacific at NAS Lemoore, CA. Special Projects. |
| 2/74-7/74 | Pre-CAG training based at VA-122 at NAS Lemoore, CA. To qualify in A-7E, F-4, E-2, and to re-qualify in A-6. |
| 7/74-7/75 | Commander, Carrier Air Wing Nine (CVW-9) at NAS Lemoore, CA. A-6A, A-7E, F-4J, etc. One WESTPAC cruise on USS *Constellation*. |
| 7/75-8/76 | National War College at Ft. Mc Nair, Washington, DC. Student. |
| 8/76-8/77 | Office of CNO in Pentagon. Deputy Director Projection Forces Branch (OP-962). |
| 8/77-9/79 | CO, NAS Whidbey Island WA. (A-6E, C-2, CH-46). |
| 9/79-8/82 | Office of CNO in Pentagon. Aviation Plans and Requirements (OP-50). OP-50W, OP-506, OP-50B & Acting Director, OP-50. (F/A-18). |
| 8/82-9/84 | Office of the Joint Chiefs of Staff (OJCS) in Pentagon. Director, Joint Analysis. Directed all Conventional, Strategic and Politico Military War Gaming for the JCS. |
| 9/84-10/86 | Commander, Medium Attack Tactical Electronic Warfare Wing, U.S. Pacific Fleet (COMMATVAQWINGPAC) at NAS Whidbey Isl. WA. Directed the operational training and readiness of all PAC Fleet A-6 squadrons and all Navy EA-6B squadrons. (A-6E, EA-6B, HS-3, F/A-18). |
| 10/86-4/88 | Office of CNO in Pentagon. Director, Aviation Plans and Requirements Division (OP-50). |
| 4/88-10/89 | Office of SECNAV in Pentagon. Deputy/ Acting Comptroller of the Navy. |
| 10/1/89 | Retired from active duty. |

## Summary of Significant Career Events

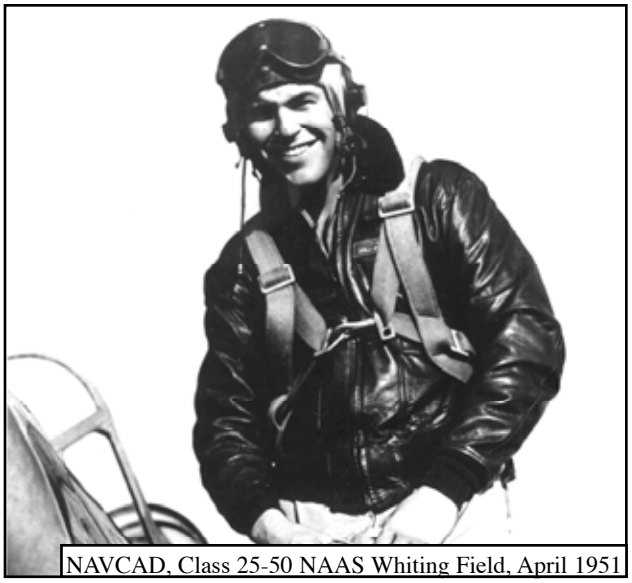
(1) The crisis in the Taiwan Straits in 1958 spurred an early deployment for the USS *Midway* and CVW-2. Flew many missions up and down the Straits, but saw no actual combat. On the other hand, the Chinese Nationalist and Chinese Communist fighter aircraft were engaging daily.

(2) As Weapons Training Officer in VA-125 (A-4 RAG) in 1961-63, directed classroom instruction and deployed for two weeks with each RAG class to NAS Fallon, NV or MCAS Yuma, AZ to teach students conventional and nuclear bombing tactics in the A-4.

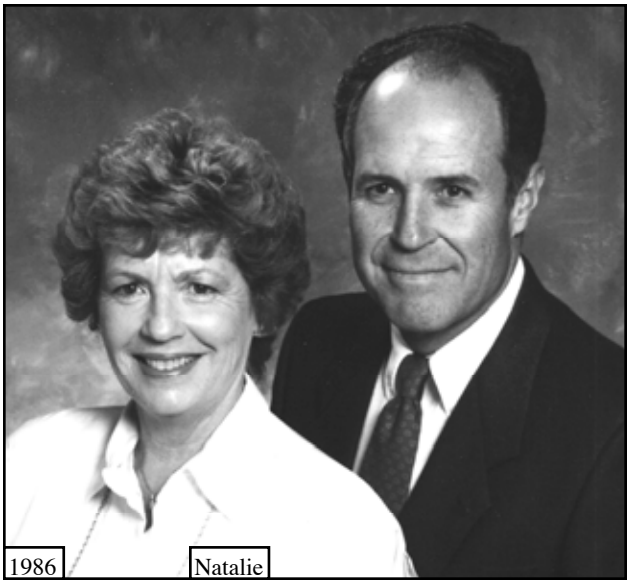
(3) During the three combat cruises in 1966-68 flew day and night missions in North Vietnam (NVN), mostly to Route Packages III, IV and VI, to targets in areas such as Vinh, Nam Dinh, Thanh Hoa, Haiphong, Hai Duong, Hanoi, Hong Gay, Kep and many more that I can't spell either. We also did considerable work in Laos, the passes between NVN and Laos along the Ho Chi Minh Trail, heavily defended Tchepone, and FAC directedtargets in the Steel Tiger and Barrel Roll sectors of Laos. Also, flew close air support for the besieged Marines in Khe Sanh and cover for the many logistics flights in and out of the airstrip there. Sent home in April '68 because of the combat limitation rule (14 months on the line). The President ordered a stop to the bombing of NVN as I was leaving. Flew 204 combat missions on those cruises.

(4) In 1970, as X. 0. VA-152 on the USS *Shangri-La*, flew 97 combat missions (combat limitation rule evidently lifted) mostly to SVN, Laos, a few into Cambodia, and a few in the DMZ and Route Package I in NVN (protective reaction flights). Both the *Shang* and VA-152 were decommissioned after the cruise.

(5) Transitioned into the A-6A in 1971 and joined VA-165 as X.0. and C.0. for two cruises on the USS *Constellation*. Flew 135 combat missions in the first cruise which started in SVN and Laos except for several days, during "Christmas vacation", of heavy bombing around Vinh in terrible weather. The A-6s excelled. The cruise was supposed to end on 1 April 1972, but (April Fool) was extended for about three months during the Linebacker I campaign in NVN. We flew day and night missions into Route Packages III, IV and VI against much more significant military targets than had been assigned in 1966-1968. The tar gets were better, but they were also more heavily defended. Our A-6 Intrudersmined NVN waterways, struck SAM sites in Route Package VI in the pre-dawn hours prior to B-52 strikes, flew numerous night, low level, single plane strikes, and many Alpha strikes. On 10 May 1972, *Connie* fighter pilots shot down 7 MIGS, *Coral Sea* got 1 and the USAF bagged 3. During the second cruise flew only 11 combat missions before the bombing was halted. The highlight of he cruise, indeed the war, was watching the repatriated POWs flying overhead on their way to the Philippines then home.



NAVCAD, Class 25-50 NAAS Whiting Field, April 1951



1986 Natalie

## James E. Service, VADM, USN (Ret.)

"Jim"

Date of Designation: 9 April 1952

Dates of Active Duty: November 1950 - July 1955;
February 1957 - September 1987

Total Flight Hours: 4,485

Carrier/Ship Landings: Fixed wing: 505 Rotary: 12

Approximate Flight Hours:
Jet: 3,000 Prop: 1,400 Helo: 85 VF/VA: 2,750
VT: 560

Combat Tours:
Korea: VF-53 (F9F-5), Jan. 1953 - Jun. 1953;
54 combat missions.
Vietnam: VAP-61 (RA3B), Feb. 1966 - Nov. 1967;
61 combat missions.
USS *Ranger* (CVA-61), Jan. 1968 - Jun. 1968;
Vietnam and Pueblo Incident.

Aviation Commands:
CO, VAP-62, Jun. 1969 - Oct. 1969.
CO, VAH-123, Jun. 1970 - Feb. 1971.
CO, USS *Sacramento* (AOE-1), Sep. 1973 - Apr. 1975.
CO, USS *Independence* (CV-62), Jun. 1975 - Apr. 1977.
Commander, Carrier Group EIGHT, Jun. 1980 - Jun. 1981.
Commander, Battle Force SIXTH Fleet/CTF-60, Jun. 1981 - Sep. 1982.
President, U.S. Naval War College, Oct. 1982 - Jul. 1985
Commander Naval Air Forces, U.S. Pacific Fleet, Aug. 1985 - Aug. 1987.

Combat Awards:
Distinguished Service Medal (Libya SU-22 Shootdown, Gulf of Sidra)
3 Legion of Merit
Bronze Star with combat "V" (Vietnam Operations)
7 Air Medals
Navy Commendation Medal with combat "V" (Korean Operations)

### Duty Assignment Chronology

| | |
|---|---|
| 11/50-6/52 | Flight training, All Weather flight school, Jet transition unit. |
| 7/52-10/54 | Fighter Squadron Fifty Three (VF-53), NAS Miramar, Korea. |
| 11/54-7/55 | ATU-800, NAS Corpus Christi, All Weather Flight Instructor. |
| 8/55-1/57 | San Diego State College, Student. |
| 2/57-2/59 | Attack Squadron One Fifty One (VA-151), NAS Alameda, Westpac. |
| 3/59-5/59 | Catapult & Arresting Gear School, Naval Station Philadelphia. |
| 6/59-6/61 | USS *Ticonderoga* (CVA-14), V-2 Division Officer. |
| 7/61-7/63 | Naval Air Test Facility (SI), NAS Lakehurst, Project Test Pilot. |
| 8/63-6/65 | U.S. Naval Postgraduate School, Monterey, CA, Student. |
| 7/65-1/66 | Heavy Attack Squadron One Twenty Three (VAH-123), Student. |
| 2/66-11/67 | Heavy Photographic Squadron Sixty One (VAP-61) Ops Officer, XO (combat reconnaissance in Southeast Asia, Vietnam). |
| 1/68-4/69 | USS *Ranger* (CVA-61), Assistant Air Officer. |
| 5/69-6/69 | Heavy Attack Squadron One Two Three (VAH-123), Student. |
| 7/69-10/69 | Heavy Photographic Squadron Sixty Two (VAP-62), C.O. |
| 11/69-1/71 | Heavy Attack Squadron One Two Three (VAH-123), X.O., C.O. |

- Continued -

Duty Assignment Chronology continued.

| | |
|---|---|
| 6/71-6/72 | USS *Independence* (CV-62), X.O. |
| 7/72-7/73 | U.S. Army War College, Carlisle, PA, Student. |
| 9/73-4/75 | USS *Sacramento* (AOE-1), Commanding Officer. |
| 6/75-4/77 | USS *Independenc*e (CV-62), Commanding Officer. |
| 5/77-1/80 | OPNAV Staff, Washington D. C., Executive Assistant & Senior Aide to the VCNO (OP-09A); Aviation Manpower and Training (OP-59), First Flag assignment |
| 1/80-5/80 | Nuclear Power Training Unit, Idaho Falls, ID (DUINS) |
| 6/80-6/81 | Commander, Carrier Group Eight (Indian Ocean OPS - hostage release) |
| 7/81-9/82 | Commander Battle Force Sixth Fleet (CTF-60), operations against Libya - shootdown of two SU-22 Libyan aircraft |
| 10/82-7/85 | President, U.S. Naval War College, Newport, R.I. |
| 8/85-9/87 | Commander, Naval Air Forces, U.S. Pacific Fleet, NAS North Island, San Diego, California. |

## Summary of Significant Career Events

(1) 1962 - Project pilot for Marine Corps Expeditionary Airfield development. first pilot to launch on CE-1 & CE-2 cataport systems. High energy arrested landing tests on various emergency arresting gears.

(2) 1966 - 1967 Participated in tactics development of real-time infrared recce systems in RA3B aircraft in actual combat conditions in Vietnam.

(3) 1981 - Planned and executed a missile-ex in Gulf of Sidra in August 1981which resulted in the shootdown of two Libyan SU-22 fighters by TF-60 F-14s (A great day for the USA and Naval Aviation. A very bad day for Muhammar Quadafi).

## Personal & Post Retirement

(1) Married to the former Natalie Harpst of Point Loma, San Diego, California. Two of three sons are Naval Aviators; the third runs his own software company in Hawaii.

(2) Previously served 4 1/2 years as a Director of the Wood River Medical Center in Ketchum, Idaho. 1991-1995.

(3) Currently on the Board of Directors of Sturm, Ruger Company, Inc.

(4) A financial advisor for PGR Advisors - a San Jose, California consulting group.


1975


2008

## Harry E. Sexton, Col USMC (Ret.)

"Harry"

Date of Designation: 24 February 1954

Dates of Active Duty: August 1952 - January 1978

Total Flight Hours: 7,000

Carrier/Ship Landings: Fixed wing: 250 Rotary: 200

Approximate Flight Hours:
Jet: 5,000 Prop: 500 VF/VA: 5,000 Helo: 1,500
Other: 500

Combat Tours:
Vietnam: VMF(AW)-212 Apr.-Dec. 1965 USS *Oriskany* Yankee Station (F-8E)
Vietnam: HML-367 MAG-16 Feb. 1970-Jan. 1971 Marble Mountain (AH-1G)
Total Combat Missions: 400 (150 F-8E, 250 AH-1G)

Aviation Commands:
CO, HML-367 Vietnam, Mar. 1970 - Oct. 1970 (AH-1G) Cobra)
CO, MWHG 3rd MAW, MCAS El Toro Feb. 1971-Mar. 1972

Combat Awards:
Navy Cross
2 Legion of Merits w/Combat "V"
Distinguished Flying Cross
44 Air Medals/Strike Flight Awards

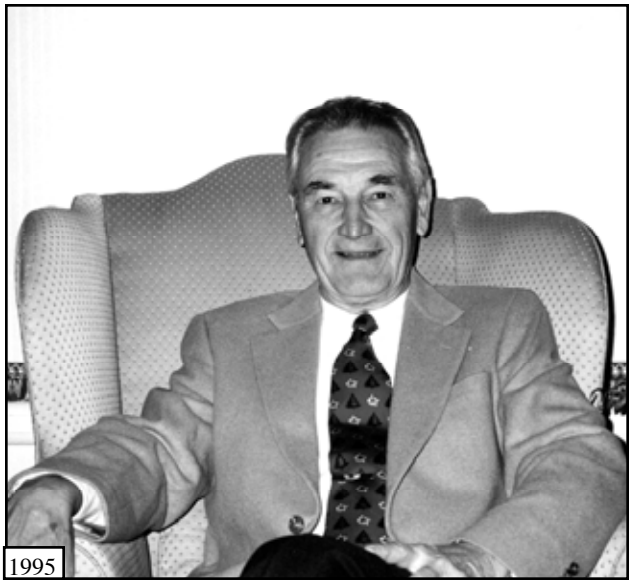
### Duty Assignment Chronology

| | |
|---|---|
| 3/54-1/56 | VMF 451, MCAS El Toro, Atsugi, Japan (FJ-2) |
| 1/56-6/57 | VMF 115, MCAS El Toro (F9F-5, F4D Skyray). |
| 7/57-4/58 | VMFT-10, MCAS El Toro (F9F-8). |
| 5/58–2/59 | VMF 334, MCAS El Toro (F8U-1). |
| 3/59-7/60 | HML 364, MCAF Tustin (HUS-1). |
| 8/60-7/61 | HML 163, MCAF Fatima, Okinawa (HUS-1). |
| 7/61-8/63 | MCRD Floyd Bennett, NAS New York (FJ-4B A4D). |
| 8/63-1/66 | VMF 212, MCAS Kaneohe, USS *Oriskany*, Tonkin Gulf (F-8E). |
| 1/66-6/66 | 1st Marine Brigade, MCAS Kaneohe. |
| 7/66-6/67 | Marine Command & Staff College, Quantico, VA. |
| 7/67-6/68 | Syracuse University, College Degree Program. |
| 7/68-8/69 | Headquarters Marine Corps, Manpower, Major monitor. |
| 9/69-2/70 | Transition training. |
| 3/70-10/70 | CO, HML-367, Vietnam, (AH-1G Cobra). |
| 11/70-1/71 | 1st. Marine Air Wing. |
| 1/71-6/73 | CO, MWHG , MAG 13 3rd. Marine Air Wing. |
| 7/73-7/74 | Naval War College. |
| 8/74-1/78 | Dept of Defense, Marine Representative Air Munitions Requirement & Development Committee. |

### Summary of Significant Career Events

(1) May 1965 - Dec. 1965: Member of VMF(AW)-212 (F-8E) deployed aboard USS *Oriskany*, Vietnam Yankee Station. VMF(AW) 212 was the only Marine F-8 Crusader Fighter Squadron to deploy aboard a Navy Carrier in combat during the Vietnam War.


1944


1995

**William H. Shawcross, RADM, USN (Ret.)**
"Bill"

Date of Designation: 9 June 1943 NA # P-3389
Helo Pilot #32

Dates of Active Duty: 16 June 1942 - 1 April 1975

Total Flight Hours: 4,200

Carrier/Ship Landings: Fixed wing: 300 Rotary wing: 150

Approximate Flight Hours:
Jet: 2,000 Prop: 1,400 Helo: 800 VF/VA: 3,400
HU: 800

Combat Tours:
WW II: VT-14 (TBF), USS *Wasp* (CV-18), May - Nov. 1944. Pacific - 35 Missions.
Vietnam: CO, USS *Coral Sea* (CV-43), Mar. 1967 - Feb. 1968. WestPac/Vietnam.

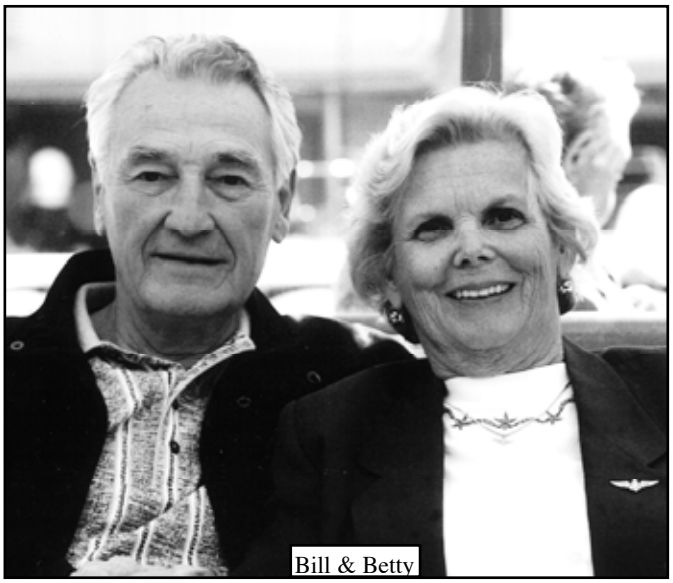
Aviation Commands:
CO, VF-74, Jan. 1958 - Sep. 1959
CAG-16, Apr. 1961 - Mar. 1962
CO, USS *Bellatrix* (AF-62), Sep. 1965 - Feb. 1967
CO, USS *Coral Sea* (CV-43), Feb. 1967 - Feb. 1968.

Combat Awards:
Navy Cross
4 Legion of Merit
2 Distinguished Flying Crosses
6 Air Medals
Foreign Awards: Vietnam Gallantry Cross with Palm

## Duty Assignment Chronology

| | |
|---|---|
| 9/42-11/42 | Naval Preflight, NAVCAD. |
| 11/42-2/43 | Flight Student, NAS Peru, Indiana (N2S). |
| 3/43-6/43 | Flight Student, NAS Pensacola, FL (SNJ). Commissioned Ensign 6/1/43. |
| 7/43-9/43 | Fight Student, NAS Fort Lauderdale (TBF) Designated Naval Aviator 6/9/43. |
| 10/43-12/44 | VT-14 (TBF), Material Officer, NAS Quonset Point and USS *Wasp*. Seven month Pacific deployment. Promoted to LTJG 8/1/44. |
| 1/45-10/45 | VT-151 (TBM), Gunnery Officer, NAS Oceana, VA. |
| 11/45-7/46 | VT-17 (SB2C), Flight Officer, NAS Fallon, NV., and Brunswick, ME. Promoted to LT 2/1/46. |
| 8/46-8/47 | Princeton University, Duty Under Instruction, AA Degree (SNB). |
| 9/47-3/49 | VX-3/HU-2 (HU), Flight/Projects Officer, NAS Lakehurst, NJ. |
| 4/49-11/50 | NAAS Corry Field (HU/R4D), Search and Rescue. |
| 12/50-12/51 | HTU-1 (HL), Flight Instructor. |
| 1/52-6/53 | Staff, COMNAVAIRLANT, Staff Communications Officer (TV/SNB). Promoted to LCDR 6/1/53. |
| 7/53-7/54 | VF-61 (F9F), Operations Officer, NAS Oceana, VA. |
| 8/54-6/55 | Naval War College, Student (SNB). |
| 7/55-12/57 | BuAer Rep, Bethpage, Long Island, Contracts/ Product Officer (F11F/F9F/S2F/TF). Promoted to CDR 8/1/57. |
| 1/58-9/59 | CO, VF-74 (F4D) , NAS Oceana, VA. Med deployment. |
| 10/59-10/59 | XO, VA-43 (A4D), NAS Oceana, VA |
| 11/59-10/60 | Navigator, USS *Forrestal* (CVA-59), Norfolk, VA. Med deployment. |
| 11/60-2/61 | CRAW-4 (A4D/F3H), Duty Under Instruction, NAS Jacksonville, FL. |
| 3/61-3/62 | Commander, CVG-16 (A4D/F3H), NAS Cecil Field and NAS Lemoore, CA. |
| 4/62-7/62 | BUPERS (PERS B111), Washington, D. C. |
| 8/62-6/63 | Industrial College of the Armed Forces, Student, Washington, D. C. |
| 7/63-7/65 | OPNAV (OP-506), Head, Air Recce Section and Aviation Ships Section. Promoted to CAPT 9/1/63. (- Continued -) |

| | |
|---|---|
| 9/65-2/67 | CO, USS *Bellatrix* (AF-62), Alameda, CA. Westpac deployment. |
| 3/67-3/68 | CO, USS *Coral Sea* (CV-43), Alameda, CA. Westpac deployment. |
| 4/68-7/69 | OPNAV (OP-506), Branch Head. Aviation Requirements (OP-05) |
| 8/69-7/70 | JCS, Chairmans Staff Group (Navy Member), Washington, D.C. |
| 8/70-7/71 | COMNAVBASE Subic Bay, PI. Promoted to RADM 4/1/71. |
| 8/71-3/75 | OPNAV (OP-04), ACNO (Logistics), Washington, D.C. |
| 4/1/75 | Retired from active duty. |



Bill & Betty

## Summary of Significant Career Events

(1) Initial U. S. Navy helicopter test and evaluation (OPTEVFOR). Helicopter Development Squadron Three (VX-3), 1947-1949. Designated Helo Pilot #32.



VF-151 on USS Boxer (CVA-21) 1953



July 2007 Lynn in Alaska

## Roger E. Sheets, CAPT USN (Ret.)

"Rog"

Date of Designation: 31 July 1952 NA# T-2368

Dates of Active Duty: February 1951 - January 1982

Total Flight Hours: 6,570

Carrier/Ship Landings: Fixed wing: 775

Approximate Flight Hours:
Jet: 4,063 Prop: 2,507 VF/VA: 4,294 VT: 2,276

Combat Tours:
Korea: VF-151, Mar. 1953-Dec. 1953, USS *Boxer*
Vietnam: VF-161, Dec. 1967-Apr. 1968, USS *Coral Sea*
VF-161, Aug. 1968-Apr. 1969, USS *Coral Sea*
CAG-15, Apr. 1972-Jul. 1972, USS *Coral Sea*
Total Combat Missions: 285

Aviation Commands:
CO, VF-161, Jan. 1968-Apr. 1969 (F-4B "Phantom")
Commander CAG-15, Apr. 1972-Feb. 1973 (F-4B "Phantom" ; A-6A "Intruder")
USS *Wichita* (AOR-1) May 1975 – Sept. 1976

Combat Awards:
2 Legion of Merit
9 Distinguished Flying Crosses
3 Bronze Stars
5 Air Medals
21 Air Medals (Strikes/Flights)
Navy Commendation Medal w/ Combat "V"
Vietnamese Gallantry Cross

## Duty Assignment Chronology

(* Combat Deployment)

| | |
|---|---|
| 02/51-07/53 | NAVCAD Pensacola & Cabanas, TX (SNJ-5/6, F6F-5). |
| 08/52-09/52 | All Wx Flight School, Student, Corpus Christi, TX (SNB). |
| 09/52-10/52 | Jet Training, Student, Kingsville, TX (TV-1, TV-2). |
| 11/52-05/55 | *VF-653/VF-151, SLJO, Weapons Officer, Alameda, CA, USS *Boxer,* USS *Wasp (*F9F-2/5). |
| 06/55-07/58 | ATU-105, ATU-205-Flight Instructor, Memphis, TN (T-28B, TV-2). |
| 08/58-05/59 | General Line School, Student, Monterey, CA (SNB, JRB). |
| 06/59-12/59 | VF-124 F8 RAG, Student, Moffett Field, CA. Designated LSO. |
| 01/60-08/62 | VF-154, LSO, Ass't. Operations/Operations, Moffett Field, CA; USS *Coral Sea;* Miramar, CA, USS *Coral Sea* (F8U-1E, F8U-2N). |
| 09/62-04/63 | NATTC, Student, Glynco, GA, CIC, ASW, CATCC, AIC (F8U-1E, T-34B, T2V-1). |
| 05/63-03/65 | *USS *Constellation*, Ass't Air Operations, Air Operations, San Diego, CA (C-1A, WF-2, T-33B, RF-8A, F-8E). |
| 04/65-06/65 | VRF-32, TEMDU as Ferry Pilot, San Diego, CA (C-1A, T-28B, T-33B, S2F, UC-45J, F-8A/B/C/E, TF-9J, T-1A, E-1B). |
| 07/65-06/66 | Naval War College, Command & Staff, Student, Newport, R.I (F-8B/E, E-1B, T-1A, UC-45J). |
| 07/66-06/67 | VT-21, Flight Instructor, Training & Plans Officer, Kingsville TX (TF-9J, AF-9J). |
| 07/67-12/67 | VF-121, PCO Student, NAS Miramar, CA (F-4B/J). |
| 12/67-05/69 | *VF-161, XO (1 month), CO (16 months) NAS Miramar, CA; USS *Coral Sea* (F-4B). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 05/69-12/70 | *CARDIV NINE Staff, Plans & Staff Officer, Air Ops Officer, NAS North Island, CA, USS *Hancock*, USS *Ranger* (F-4B/J, T-28B, C-45, C-1A, US-2B). |
| 01/71-11/71 | BUPERS, Head, Fleet Staff and Carrier Placement Office, Arlington Annex (F-4B/J, T-28B). |
| 12/71-03/72 | Various West Coast RAGs, P-CAG refresher training (F-4J, E-2B, SH-3G, A-6A, A-7C). |
| 04/72-02/73 | *CVW-15, USS *Coral Sea*, NAS Miramar, CAG (F-4B, A-6A, RF-8, A-7E). |
| 03/73-03/73 | ComFairMiramar Staff, Stashed, NAS Miramar, CA (F4B). |
| 04/73-12/73 | Chapman College Extension, Student, NAS Miramar, CA (F-4B/J). |
| 01/74-02/75 | CTF-77 Staff, ACOS Ops and Plans, NAS Cubi Point, PI, Embarked various CV's (F-4B/N, US-2A, A-7B, C-1A). |
| 03/75-04/75 | NAVSURFPAC, PCO Training, San Diego, CA. |
| 05/75-09/76 | CO, USS *Wichita* (AOR-1), San Francisco, CA. |
| 10/76-08/78 | COMNAVAIRPAC Staff, Force Personnel Officer, NAS North Island, CA. |
| 09/78-11/80 | ComFairWestPac Det Cubi Point, OinC, NAS Cubi Point, PI. |
| 12/80-01/82 | CNO Area Representative, Deputy, New Orleans, LA. |

## Summary of Significant Career Events

(1) As a LTJG earned a Special Instrument Rating (Green Card) without waivers for flight or instrument time.

(2) An in-flight fire in an F9F-8T at 40,000' required engine shut down and a successful dead stick landing at Houston, which resulted in a great night at the bar with Gus Grissom.

(3) While C.O. of VF-161 (F-4B) with technical help from VX-4 developed and installed a pilot dog fight radar lockup system in all squadron aircraft – two years before the Navy design and for less than 1/4th the cost of the approved system.

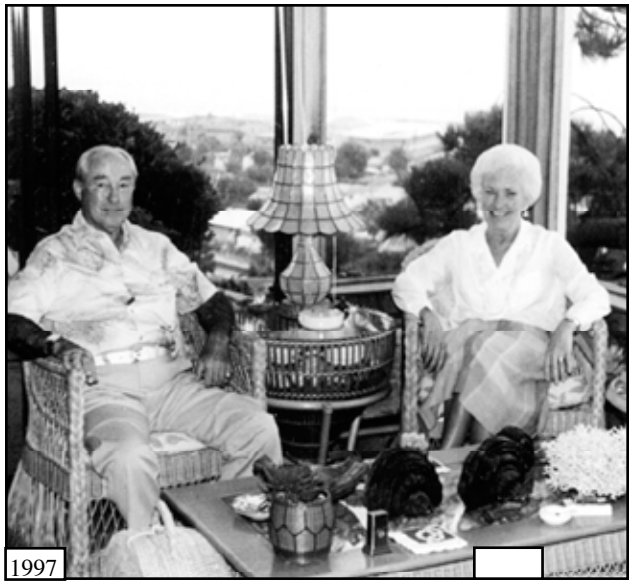
(4) Made the Sparrow missile system the primary air-to-air weapon for VF-161 F-4B's. After ORI no aircraft launched less than full system, and during a standard 1968-69 WestPac deployment on Yankee Station, the squadron missed only two scheduled sorties. Deployed with 13 aircraft and 15 crews and returned home with the same aircraft and aircrews.

(5) Completing the mission on which I became a quadruple centurion on USS *Coral Sea*, my B/N, then Marine Captain William "Charlie" Carr completed his 300th mission in North Vietnam (route packs V & VI).

(6) Lead initial mining of Haiphong Harbor. Although official US (and Soviet) estimates were that we would suffer 30% loss of aircraft, none were. By prior arrangement with USS *Chicago*, aircraft above 500' were to be declared hostile. Mining aircraft remained below that altitude and a few minutes before TOT, USS *Chicago* shot down a MIG with a Talos missile, which significantly reduced the opposition. Timing was precise enough to encourage me to end the Mining Report with the following statement: "The overall reaction of the aircrews involved in the mining was one of pride, elation, and a gnawing feeling that we had somehow missed our TOT by seven years".

(7) My final landing on January 14, 1975 in F-4N 151476 achieved the goal I set as a NAVCAD – to end my career with an equal number of take-offs and landings.




## Doniphan B. Shelton, RADM, USN (Ret.)

"Don"

Date of Designation: 7 February 1947 NA # P-25214

Dates - Active Duty: 6 August 1939-2 July 1941 (Enlisted)
2 July 1941-7 June 1944 (USNA)
7 June 1944-1 October 1979

Total Flight Hours: 4,000

Carrier/Ship Landings: Fixed wing: 500

Approximate Flight Hours:
Jet: 2,500 Prop: 1,500 Helo: 30 VF/VA: 4,000
VP: 40

Combat Tours:

WW II: USS *St. Louis* (CL-49), Aug. 1944-Aug. 1945, (#2 Turret Officer/Catapult Officer), Philippines, Okinawa, and off Japan.

Korea: VC-3 (F4U-5N Night Fighter Detachment), Mar. 1951-Apr. 1951, USS *Philippine Sea*/USS *Princeton*. - 23 night interdiction missions.

Vietnam: CO, USS *Paricutin* (AE-18), Jun. 1967-Jun. 1968.
CO, USS *Tripoli* (LPH-10), Jul. 1968-Mar. 1969.

Aviation Commands:

CO, VF-92 (F3H), Jul. 1961 - Jul. 1962. WESTPAC, USS *Ranger.*

CAW-19, Aug. 1964 - Aug. 1965. Deployed Indian Ocean and WESTPAC, USS *Bon Homme Richard*.

CO, USS *Tripoli* (LPH-10), Aug. 1968-Aug. 1969. Deployed Vietnam.

Combat Awards:

Air Medal (Korea)

Legion of Merit with Combat "V" (Vietnam)

## Duty Assignment Chronology

| | |
|---|---|
| 8/6/39 | Enlisted in U.S. Navy from Springfield, MO. |
| 8/39-10/39 | Naval Training Center, San Diego, CA. |
| 10/39-4/40 | Seaman, USS *New Mexico*. |
| 4/40-10/40 | Seaman, USS *California*. |
| 10/40-7/41 | Naval Academy Prep Class, NOB Norfolk, VA |
| 7/41-6/44 | U.S. Naval Academy, Annapolis, MD. |
| 7/44-8/45 | USS *St. Louis* (CL-49), #2 Turret Officer and Catapult Officer. |
| 10/45-6/47 | Flight Training - Dallas, Corpus Christi, Pensacola. Wings - 7 February 1947. VF Operational Training, Banana River. |
| 7/47-8/48 | VF-1E (F6F-5N), NAS North Island, CA. TAD CAG-1 (Bringle) "Around The World Cruise", USS *Tarawa*, then VCN-1/FAWTU-PAC, Barbers Point, HI. |
| 11/49-7/51 | VC-3, NAS Moffett Field. Various VF(N) teams to WESTPAC and Korea, USS *Boxer*, USS *Valley Forge*, USS *Philippine Sea* and USS *Princeton*. |
| 8/51-2/52 | Navy Test Pilot School, NATC Patuxent River, MD., Class 7. |
| 2/52-12/53 | Service Test Division, NATC Patuxent River. |
| 12/53-10/54 | Project Cutlass, NAS Miramar, CA. Fleet introduction of the F7U-3. Carrier trials USS *Hancock*. |
| 10/54-2/56 | Team Leader F7U-3 TTU in VC-3, NAS Moffett Field, CA. |
| 2/56-1/58 | Operations Officer, then XO, VF-124. First F3H AirPac squadron. Deployed WESTPAC, USS *Lexington*. |
| 1/58-6/58 | Armed Forces Staff College, Norfolk, VA ("never an infantryman")! |
| 6/58-2/61 | Staff, Navy Test Pilot School, NATC Patuxent River, MD. |
| 3/61-7/62 | CO, VF-92 (F3H) deployed WESTPAC, USS *Ranger*. |
| 8/62-8/63 | U. S. Navy War College, Senior Course. Masters Degree with GWU. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 8/63-3/65 | P-CAW/CAW-19, USS *Bon Homme Richard* Concord Squadron Cruise Indian Ocean and Vietnam. |
| 4/65-5/67 | OPNAV (OP-602C), National Command Matters. A fine tour. |
| 6/67-6/68 | CO, USS *Paricutin* (AE-18). WESTPAC/ Vietnam. A really fine tour. |
| 8/68-8/69 | CO, USS *Tripoli* (LPH-10). Flagship COMPHIBRON 9 and Commander, Amphibious Ready Group BRAVO. Vietnam (and Marines)! Fine tour. |
| 8/69-6/71 | Branch Head, OP-506C, Aircraft and Weapons Requirements. Talent in that branch. |
| 6/71-4/72 | OP-61B, Deputy Director, Politico-Military Policy Division. |
| 4/72-2/73 | OP-61, Director, Politico-Military Policy Division. |
| 2/73-8/75 | Commander, Naval Base/Commander, U.S. Naval Forces Philippines/CINCPAC Rep Philippines, Subic Bay, Philippines. A great tour. |
| 8/75-8/77 | OP-98B, Deputy Director, RDT&E. 6/76 - Collateral duty as Senior Military Advisor, U.S. Delegation to negotiate revised U.S. - Philippine Bases Agreement (remained in effect until 1991). |
| 8/77-9/79 | Staff, CINCPAC. J-5 (Director for Plans). |
| 10/1/79 | NTC San Diego for Retirement 1 October 1979 (40 years, 2 months, 27 days, 3 hours). |

## Summary of Significant Career Events

(1) 1941-1944. U.S. Naval Academy. Enlisted (for 6 years) to get into the Academy and it has been the fundamental basis for my career.

(2) November 27, 1944. USS *St. Louis* (CL-49) on the receiving end of 4 Kamikaze direct hits in Battle for Leyte Gulf. An experience not to forget.

(3) 1947-1948. VF-1E. Navy delegated the FR-1 to the "boneyard" and I entered the night/all-weather game in the F6F-5N. Quals and operations in USS *Bairoko*/*Badoeng* Strait (small deck CVE's).

(4) March 2, 1951. F4U-5N pre-dawn dead stick landing USS *Princeton* off Korea. Details available, just ask.

(5) 1951-1953. Navy Test Pilot School Class 7, then assigned to Service Test Division. Test projects included: flying first jet engine (F9F-4) to 1,000 hours utilizing component replacement vice overhaul; various tests F2H/F9F-4,5,6,7 series including shot gun air starts in F9F-5; F7U-3 project officer including early investigation F7U-3 stall characteristics; flew profiles early investigation jet flame-out approaches; F7F back seat couch configuration preliminary to Mercury capsule couches.

(6) February 1, 1956. F3H flame-out approach/landing Pax River during the F3H Fleet Indoctrination Program. Details available, just ask.

(7) February 18, 1956. Married Peggy Terrell, my career best significant event ever.

(8) 1960. Staff, Test Pilot School - answered the phone from Mr. Gilruth (NASA) to screen for the original 110 for Project Mercury - missed the cut, though was in the 110.

(9) April-July 1975. Supervised planning and coordinated operations for Project New Life, the processing of 43,000 evacuees and refugees from South Vietnam through Subic Bay. One of the very finest Navy operations in my experience.







**Robert H. Shumaker, RADM USN (Ret.)**
"Bob"

Date of Designation: 1 November 1958 NA#13476

Dates of Active Duty: 1 June 1956 – February 1988

Total Flight Hours: 4,340

Carrier/Ship Landings: Fixed wing: 310

Approximate Flight Hours:
Jet: 2,483 Prop: 164 VF/VA: 2,383
VT: 257 Civilian: 1,700

Combat Tours:
Vietnam: USS *Coral Sea* (CVA-43), 11/64 - 2/65
POW: 02/65 - 02/73
Total Combat Missions: 1

Commands:
Project manager for tactical missiles at NAVAIRSYSCOM.
Superintendent, Naval Postgraduate School.

Combat Awards:
Distinguished Service Medal
2 Silver Stars
4 Legion of Merit
Distinguished Flying Cross
Bronze Star
2 Purple Hearts
Navy Commendation Medal

## Duty Assignment Chronology

| | |
|---|---|
| 10/56-1/58 | Navy Flight Training. |
| 1/58-5/58 | Weapons School. |
| 5/58-10/58 | VF-174, F-8 Training. |
| 10/58-6/61 | VF-32, F-8, Deployed to Med. |
| 6/61-6/64 | Student at Naval Postgraduate School (NPS) (Aeronautical Engineering). |
| 6/64-9/64 | VF-124, F-8 Training. |
| 9/64-2/65 | VF-154, deployed to WestPac. |
| 2/65-2/73 | POW in Vietnam. |
| 2/73-6/73 | Recuperation at Balboa. |
| 6/73-6/77 | Student at Naval Postgraduate School (EE, Masters and PHD). |
| 6/77-6/83 | Major project manager at NAVAIRSYSCOM. |
| 6/83-6/86 | Superintendent at Naval Postgraduate School. |
| 6/86-2/88 | OP-982 in Pentagon. |

## Summary of Significant Career Events

(1) Made two cruises to Med flying F8's off USS *Saratoga.*
(2) Finalist in Apollo selection (field of 32).
(3) Shot down in Vietnam off USS *Coral Sea*; broke back.
(4) Faced firing squad.
(5) Interned eight years as POW.
(6) Named the "Hanoi Hilton".
(7) Helped develop the "tap code" for internal communi cations.
(8) Earned DSM for covert external communications.
(9) Singled out for leadership and became one of "Alcatraz Eleven".
(10) Put in solitary confinement and leg irons for three years.
(11) Repatriated and earned MS and PHd in EE at NPS.
(12) Project manager for Harm, Maverick, Hellfire, etc.
(13) Superintendent of Naval Postgraduate School.
(14) Navy's R&D coordinator for ships, space and air.

## Summary of Significant Post Career Events

(1) Assistant Dean at George Washington University.
(2) Associate Dean at University of North Dakota.
(3) President of Quantico Flying Club and flight instructor.
(4) President of Washington, D.C. EAA chapter.
(5) Built a Glasair experimental airplane; flew to Alaska and Bahamas.



1968


2007 RV-6A

## Edwin A. Shuman III, CAPT USN (Ret.)

"Ned"

Date of Designation: October 1955

Total Flight Hours: 5,100

Carrier/Ship Landings: Fixed wing: 374

Approximate Flight Hours:
Jet: 2,600 Prop: 2,500 VF/VA: 2,800 VT: 250
T&E & Misc: 750 General Aviation: 1,300

Combat Tours:
Vietnam: VA-35, 1968 USS Enterprise (CVN-65) (A-6A)
POW Hanoi 1968-73
Total Combat Missions: 18 North Vietnam (A-6A)

Commands:
CO, VF-43, 1974-75 (A-4, T-38)
CO, Naval Station Annapolis, 1978-82
OIC Naval Annex Bermuda, 1982-84

Combat Awards:
Silver Star
Legion of Merit w/ Combat "V"
3 Distinguished Flying Crosses
2 Bronze Stars w/ Combat "V"
2 Purple Hearts
Air Medal

### Duty Assignment Chronology

| | |
|---|---|
| 1/49-6/50 | Boot Camp, NAPS. |
| 7/50-6/54 | USNA, Annapolis, Midshipman. |
| 8/54-10/55 | Training Command, Student, Pensacola/ Kingsville (SNJ, T-28, F9F-2). |
| 11/55-6/57 | VC-4/VF(AW)-4, Atlantic City/Various CVS (AD-5). |
| 8/57-5/59 | VF-81, NAS Oceana/USS Forrestal/USS Intrepid (F9F-8). |
| 6/59-1/60 | VA-43, NAS Oceana (A-4). |
| 1/60-10/60 | Test Pilot School, NAS Patuxent River, MD (Various Airplanes). |
| 11/60-6/62 | Weapons System Test Division, Project pilot, Patuxent River (Various R&D Test Airplanes). |
| 7/62-6/63 | USNPG School, Monterey, CA (T-2A). |
| 7/63-10/63 | RVAH-3, NAS Sanford, FL (TF-9J). |
| 11/63-2/66 | USS *Roosevelt*, Catapult Officer, Mayport, FL (C-1A, A-4, T-33, SNB). |
| 3/66-8/67 | CVW-7, Operations Officer, NAS Oceana/ USS *Independence* (A-6A, F-4J, A-4E). |
| 9/67-3/68 | VA-35, Maintenance Officer, Executive Officer, NAS Oceana, VA/ USS *Enterprise* (A-6A). |
| 3/68-3/73 | POW, Hanoi, Vietnam. |
| 8/73-6/74 | Old Dominion University, Norfolk, VA. |
| 7/74-8/75 | VF-43, CO, NAS Oceana (A-4, T-38). |
| 9/75-10/75 | Aviation Safety School, Monterey, CA. |
| 11/75-1/78 | Naval Safety Center, Norfolk, VA. |
| 2/78-6/82 | CO, Naval Station Annapolis. MD. |
| 7/82-7/84 | OIC Naval Annex Bermuda (C-131). |
| July 1984 | Retired from active duty. |

### Summary of Significant Career Events

(1) Patuxent River- Project manager on several high altitude supersonic tow target projects in the F-4 and F-8. Project pilot on the F-4 BIS trials.

(2) Prisoner of War in Hanoi, Vietnam-A memorable experience.

(3) Naval Station Annapolis- Ran a highly successful Sail Training and Racing program. With a Midshipman crew and won the 1979 Transatlantic Race to Ireland. Successfully completed the ill fated 1979 Fastnet Race with the same crew. Competed in 20 Bermuda Races and others, some with a Midshipman crew.

- Continued -

**Post Retirement**

Living in Annapolis, MD with wife, Donna.
Four children grown and married. Seven Grandchildren.
Took up glider flying in the late 80's and general aviation in the early 90's. Presently own an RV-6A.
Continued to Ocean race until 2006. Now cruise our Freedom 38.


1951


1988

## Archie D. Simpson, Col., USMC, (Ret.)

"Hap"

Date of Designation: 4 October 1942 15131

Dates of Active Duty: 23 October 1941 - 1 August 1969

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 25

Approximate Flight Hours:
Jet: 600 Prop: 4,800 Helo: 20 VF/VA: 2,100
VR/VP: 2,500 HU/VFP: 450 VT: 250
(Civilian): 100

Combat Tours:
WW II: 11/42- 8/43 Guadalcanal, VMSB-132 (SBDs) 68 Missions
WW II: 8/44-8/45 Midway Island, VMSB-343 (SB2Cs) 132 (Submarine Escort)
Korea: 9/50-12/50 Korea, VMF(N) 542 (F7Fs) 26 Missions
Vietnam: 5/66-4/67 Vietnam, J-5, MACV(U8F)

Aviation Commands:
CO, HQTRS SQDN, MCAS Cherry Point, NC 5/51-4/53
CO, VMGR-252 2nd MAW 1/54- 6/55
CO, H&MS-11. MAG-11, 1st MAW, Japan/Taiwan 9/58-11/59
CO, MWSG-27, 2nd MAW, 6/64-1/65
CO, MAG-14, 2nd MAW, 1/65-3/66

Combat Awards:
Air Medal with 5 Silver Stars and 4 Gold Stars
Meritorious Service Medal
Distinguished Flying Cross -w/1 Silver Star & 4 Gold Stars
Legion of Merit

## Duty Assignment Chronology

10/41-1/42 NAS, Anacostia, DC: Elimination FIight Training- (N3Ns).
1/42-6/42 NATC, Pensacola, FL (class 1-B, 42PC) Student (N3Ns, SNJs, NJs, SNV, OS2Us).
6/42-8/42 NAS, Opalocka, FL Student -Advanced Flight Training (SNJs, SBCs).
8/42-10/42 NAS, North Island, CA -Pilot -VMSB-132 (SBDs).
10/42- 8/43 NAS New Hebrides/Guadalcanal - Pilot VMSB-132 (SBDs).
9/43-8/44 MCAS, Cherry Point, NC, Atlantic and Greenville, NC -Training Officer -VMSB-343 (SBDs, F4U, SNJs, SB2Cs).
8/44-8/45 NAS EWA, Oahu, Hawaii & NAS Midway Island - Flight Officer (SB2Cs, SBDs & SNJs}
9/45-1/48 HQTRS, US Marine Corps, Div. of Aviation, Washington, DC -Staff Officer - (SNJs, JRCs, JRBs, SB2Cs, TBM, F3As, F4Us).
2/48-10/48 MCS, Quantico, VA, A WSJR. School, Student (F4Us, JRBs).
10/48-12/49 MCAS, El Toro, CA, VMP-254, Photo Pilot (F4U-4Ps, F7F-3Ps).
12/49-4/50 MCAS, El Toro, CA, MAG-33. Group Photo Pilot (F7Fs, F4Us TO-1s).
5/50-3/51 Korea, VMF(N)-542., Training Officer (F7F-3Ns SNBs).
5/51-4/53 MCAS, Cherry Point, NC, CO, HQTRS SQDN (SNBs, F7Fs, JRBs, R4Ds, F4Us, ADs)
6/53-6/55 2nd MAW, MCAS, Cherry Point, NC, XO-CO, VMGR 153 & 252 (R4Ds. R4Q-2s)
7/55-7/57 NAS, Glenview, IL, Marine Liaison Officer CNARESTRA. (SNBs, ADs, R5Ds, HOP , JRBs, TV-2s, F9Fs)
8/57-6/58 MCS, Quantico, VA -Senior School. (ADs, SNBs, JRBs, T34s).
6/58-7/58 NAS, Olathe, KS, Jet Transitional Training, (F9Fs, SNB).

- Continued -

| | |
|---|---|
| 9/58-11/59 | NAS, Atsugi, Japan & Ping Tung, Tiawan, CO, H&MS-ll (TVs, R4Ds. FJs, F4Ds, F8Us). |
| 12/59-8/60 | Univ. of MD (Boot Strap Program) BS Degree, -MS, (T28s, R4Ds, SNBs). |
| 9/60-8/62 | HQTRS. CINC PAC FLT, Honolulu, Hawaii, Aviation Planner, (SNBs, R4Ds, ADs, F9Fs, A4Ds). |
| 8/62-7/63 | MAG-13, 1st MAR Brigade, Kanehoe Bay, Hawaii XO, MAG-13 (A4Ds, F9Fs, F8Bs, TF9Js, UH-34s). |
| 8/63-6/64 | 2nd MAW, MCAS, Cherry Point, NC, WING NATOPS Officer (A1Es, A4Cs, R4Ds, F9Fs, C117s). |
| 6/64-1/65 | 2nd MA W, MCAS, Cherry Point, NC: CO, Marine Wing Service Group 27 (A4s, C117s, KC-130s). |
| 1/65-3/66 | 2nd MAW, MCAS, Cherry Point, NC; CO, Marine Air Group 14; (A4s, T1As, C117s, A6As). |
| 5/66-5/67 | MACV Saigon, Vietnam; Deputy Chief, Force Development DIV. J3 (U8Fs, SNBs). |
| 5/67-8/69 | HQMC, Washington, DC; Staff Officer, Plans and Programs, (T28s). |
| 8/01/69 | Retired from Active Duty. |

## Summary of Significant Career Events

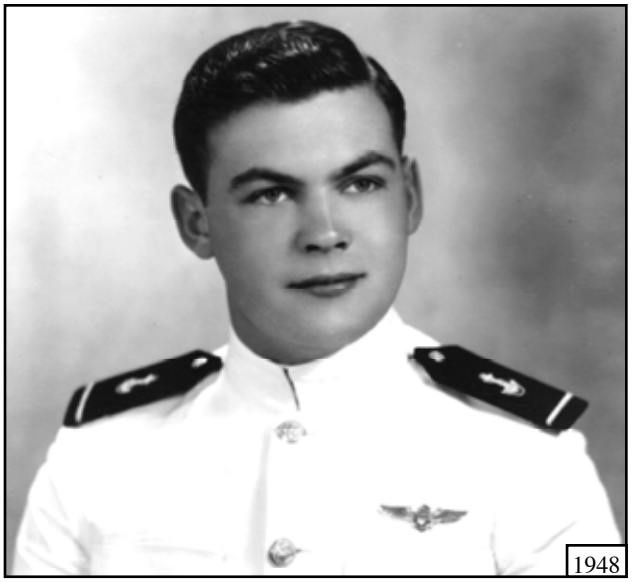
(1) Awarded the Air Medal for participating as a dive bomber pilot in 34 hazardous missions, 5 of which were against enemy shipping, at Guadalcanal between 4 November and 23 December 1942.

(2) Awarded the Distinguished Flying Cross for Heroism and Extraordinary Achievement in aerial attacks against the enemy as pilot of a dive bomber in the Solomon Islands from June to August 1943 and on July 17th, scored a direct hit on an enemy destroyer while it was underway using evasive maneuvers, despite heavy anti-aircraft and a numerical superior force of enemy fighter planes.

(3) Awarded the Distinguished Flying Cross for Heroism and Extraordinary Achievement in aerial flight as pilot of a night fighter aircraft during operations against aggressor forces in Korea on 19 October 1950, by volunteering to escort and locate by radar, drop zones for an Air Force Transport Plane assigned to drop intelligence agents by parachute far behind enemy lines at night, in inclement weather and over hazardous terrain.

(4) Awarded Chinese Air Force Wings with Scroll by the Republic of China Air Force, Taiwan on 4 March 1959, for conspicuous ability and earnest efforts at Ping Tung Air Force Base, CAP.

(5) Checked out and logged flight time in some 38 different model military aircraft ranging from the N3N to MACH I Jets, during active duty status.







## William Gene Sizemore, RADM USN (Ret.)

"Gene"

Date of Designation: 7 October 1948 NA# J-1568

Dates of Active Duty: December 1944 - September 1982

Total Flight Hours: 7,140

Carrier/Ship Landings: Fixed wing: 1,036

Approximate Flight Hours:
Jet: 4,000 Prop: 3,140 VF/VA: 5,000 VT: 1,500

Combat Tours:

| | |
|---|---|
| Korea: | VA-195, USS *Princeton,* 1950 (AD-4) 50 combat missions |
| Vietnam: | VA-55, USS *Ticonderoga* ,Tonkin Gulf, Aug. 1964 - Nov. 1964 (A-4C) 18 recce missions |
| Vietnam: | VA-93, XO USS *Ranger,* Tonkin Gulf, Mar. 1965 - June 1965 (A-4C) 6 combat missions |
| Vietnam: | VA-93, XO/CO USS *Enterprise,* Tonkin Gulf Dec. 1965 - June 1966 (A-4C) 144 combat missions |

Total Combat/Recce Missions: 218 (AD-4, A-4C)

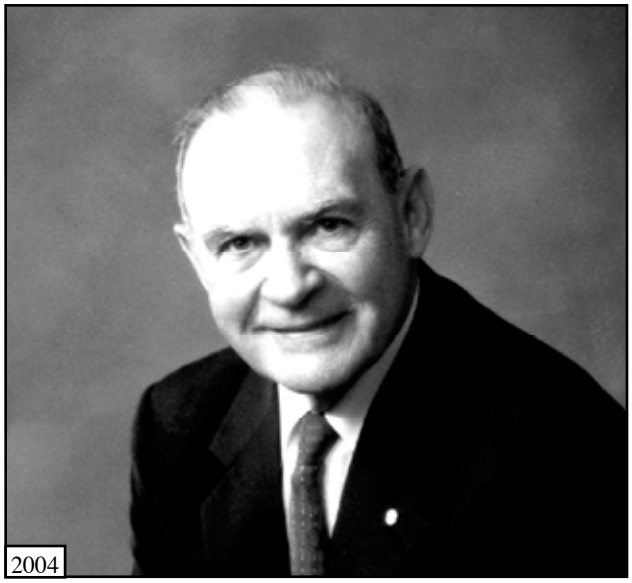
Aviation Commands:
CO, VA-93, Jan. 1966 - Dec. 1966 (A-4B/C)
Commander, Attack Carrier Air Wing ONE, May 1969 - May 1970, USS J. F. *Kennedy* (F-4B/E, A-4C, A-7B/E)
CO, NAS Jacksonville, FL., 1972 - 1974 (A-7E, T-28, TF)

Combat Awards:
4 Distinguished Flying Crosses
Bronze Star
17 Air Medals
Navy Commendation Medal with Combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 12/48-12/49 | VA-115, NAS San Diego/USS *Valley Forge* (AD-2). |
| 12/49-7/51 | VA-195, NAS Alameda/USS *Boxer* (AD-3) USS *Princeton* (AD-4). |
| 7/51-2/52 | ATU-4 Flight Instructor, NAS, Corpus Christi TX (TBM-3E). |
| 2/52-8/53 | ATU-4/ATU-2, Flight Instructor, NAAS Kingsville, TX (TBM-3E, SNJ, F8F-1/2, F6F-5). |
| 8/53-3/55 | VF-154, Assistant Operations Officer, NAS Moffet Field/USS *Yorktown* (F9F-5 FJ-3). |
| 3/55-1/57 | Carrier Air Group 15, Staff Admin Off., NAS Moffet Field/USS *Wasp* (F9F-8, AD-4/5). |
| 1/57-11/57 | Naval Postgraduate School, Monterey, CA (DUINS) (SNB). |
| 11/57-12/58 | ATU-202, Student Control Officer, NAAS, Kingsville, TX (F9F-5, F9F-8T). |
| 12/58-6/60 | University of California, Berkeley, CA (DUINS) (SNB, TF, TV-2). |
| 6/60-8/62 | USS *Yorktown* (CVS-10), Assistant Air Operations Officer (TF, F9F-8T). |
| 8/62-2/63 | VA-125, Fleet Replacement Pilot, NAS Lemoore, CA (A-4B/C). |
| 2/63-1/65 | VA-55, Operations Officer, NAS Lemoore/ USS *Ticonderoga* (A-4B/C). |
| 1/65-1/66 | XO, VA-93, NAS Lemoore/USS *Ranger*/ USS *Enterprise* (A-4B/C). |
| 1/66-12/66 | CO, VA-93, NAS Lemoore/USS *Enterprise*/ USS *Hancock* (A-4B/C). |
| 12/66-10/68 | Bureau of Naval Personnel (Head, Policy Control Branch) (SNB). |
| 10/68-5/69 | Readiness Attack CAW-4, Prospective Air Wing Commander, NAS Cecil/NAS Oceana/ NAS Key West (A-4B, F-4B, RA-5). |
| 5/69-5/70 | Commander, Attack CAW-1, NAS Cecil Field/ USS *J. F. Kennedy* (A-4B, F-4B, A-6). |
| 5/70-4/71 | Commander, Fleet Air, Jacksonville, FL. Training Officer (A-4B/E, A-7B/E). |

- Continued -


2004

Duty Assignment Chronology continued

| | |
|---|---|
| 4/71-7/72 | XO, NAS, Jacksonville, FL (T-28, A-7B/E). |
| 7/72-8/74 | CO, NAS, Jacksonville, FL (T-28, TF). |
| 8/74-3/75 | Office of the CNO, Head, Aviation Plans Branch. |
| 3/75-4/77 | Bureau of Naval Personnel, Director, Aviation Officer Distribution Division. |
| 4/77-7/78 | Joint Staff, Office of JCS, Deputy Director National Military Command Center. |
| 7/78-8/79 | Defense Intelligence Agency (DUINS). |
| 8/79-9/81 | U. S. Defense Attaché, Moscow USSR. |
| 9/81-9/82 | Defense Nuclear Agency, Washington, D.C. Department Director of Operations/Admin. |

## Summary of Significant Career Events

(1) Pilot in Korean War and in the Vietnam conflicts flying from aircraft carriers.

(2) Logged 1,036 carrier arrested landings as a pilot with first carrier landing in 1948 and last in 1972.

(3) As Defense Attaché in Moscow, I served also as the senior military attaché to the Ambassador. During the tour, I traveled the length and breadth of Russia and will forever be impressed with its size and hardy people.






## Gordon H. Smith, RADM, USN (Ret.)

"Gordon"

Date of Designation: 20 October 1948

Dates of Active Duty: June 1945 - June 1979

Total Flight Hours: 6,482

Carrier/Ship Landings: Fixed wing: 708

Approximate Flight Hours:
Jet: 280 Prop: 6,200 VF/VA: 6,000

Combat Tours:
Korea: VF-33, Aug. 1950-Jan. 1951 (F4U -38 missions.
Vietnam: VA-152, Feb. 1965-Nov. 1965 (A1) -128 missions
Vietnam: VA-152, Apr. 1966-Nov. 1966 (A1) -78 missions

Aviation Commands:
CO, VA-152, February 1966 - April 1967

Combat Awards:
Silver Star
Navy/Marine Corps Medal for Heroism
4 Distinguished Flying Crosses
Bronze Star
23 Air Medals
2 Navy Commendation Medals
Purple Heart

### Duty Assignment Chronology

| | |
|---|---|
| 12/48-6/51 | VF-33, Line Officer/ Communications Officer (F8F, F4U). |
| 7/51-6/53 | ATU-200, Flight Instructor/Schedules Officer (F8F). |
| 10/53-7/54 | USS *Gilbert Islands* (AKV-39), Assistant CIC Officer. |
| 7/54-6/55 | USS *Ticonderoga* (CVA-14), OI Division Officer. |
| 6/58-5/60 | Joint Staff, US Forces Korea. Chief. Special Intelligence Section. |
| 7/60-6/62 | US Naval Postgraduate School, Monterey, CA. Student. |
| 10/62-8/64 | VA-215, Operations Officer/XO (A1H). |
| 9/64-2/65 | VA-122, Operations Officer (A1H). |
| 2/65-5/67 | VA-152, XO/CO (A1H). |
| 5/67-2/68 | COMNAVAIRPAC Staff, Assistant Weapons Officer. |
| 2/68-8/69 | First Fleet Staff, Air Warfare Officer. |
| 6/70-5/74 | OSD, DDR&E. Special Assistant/Director, Research and Advanced Technology. |
| 5/74-4/76 | Naval Electronics System Command, REWSON Program Manager. |
| 4/76-6/79 | Vice Commander, Naval Electronics System Command. |
| 6/30/79 | Retired from active duty. |

### Summary of Significant Career Events

(1) During the mid-1960's, became a recognized expert in search and rescue tactics and procedures in Southeast Asia. Was on-scene commander for 23 rescue attempts in North Vietnam of which 11 resulted in successful extraction. Most noteworthy was a successful night rescue 17 miles from Hanoi in a heavily defended area. The downed airman had no survival gear except a radio which would receive but not transmit. Finally homed in on the downed airman's cigarette lighter and directed the helo to the pick-up while making runs with lights on to draw fire. Returned to the carrier with less than 5 minutes of fuel remaining.



LCDR Snuffy Smith, VA-82 Marauders - 1971



1995 - Adm. Snuffy & Dottie, Naples, Italy

**Leighton W. Smith, ADM, USN (Ret.)**
"Snuffy"

Date of Designation: January 1964 NA # V-20663

Dates of Active Duty: June 1962 - October 1996

Total Flight Hours: 4,225

Carrier/Ship Landings: Fixed wing: 1,035+ Rotary: 25+

Approximate Flight Hours:
Jet: 3,800 Prop: 350 Helo: 50 VF/VA: 3,800

Combat Tours:
Vietnam: Tonkin Gulf 1966, 1967, 1968, 1972 and 1973
A4C/A7C/A7E - 282 missions.

Aviation Commands:
CO, VA-86
COMCVW-15
COMLATWING 1
CO, USS America
COMCARGRU-6

Combat Awards:
2 Distinguished Flying Crosses
29 Air Medals ( 25 Strike/Flight and 4 Individual)

## Duty Assignment Chronology

| | |
|---|---|
| 6/62-9/62 | USS Krishna (ARL-38). TEMDU awaiting Flight School. |
| 10/62-1/64 | Flight School, Student. |
| 1/64-1/65 | Glynco, GA. Instructor, Air Intercept Control |
| 1/65-7/65 | VA-44, Replacement Pilot . |
| 8/65-4/66 | VA-81, First LT and Personnel Officer. |
| 5/66-7/68 | VA-22, Personnel Officer, Aircraft Division Officer. |
| 8/68-8/70 | NAVPRO Dallas. Production Test Pilot, A7C/D/E. |
| 9/70-11/70 | VA-174, Replacement Pilot. |
| 12/70-7/73 | VA-82, Maintenance Officer, Operations Officer. |
| 8/73-7/74 | Air Command and Staff College, Maxwell, AFB. Student. |
| 8/74-1/75 | VA-174, Replacement Pilot. |
| 2/75-5/77 | VA-86, Executive Officer, Commanding Officer. |
| 6/77-8/77 | PCAG Training. |
| 9/77-11/78 | CVW-15, Commander (CAG). |
| 12/78-2/80 | Navy Military Personnel Command (Code 431), Head Aviation CDR. assignments. |
| 2/80-4/81 | Light Attack Wing ONE, Cecil Field, FL. Commander. |
| 5/81-1/82 | Training for Surface Ship Command. |
| 1/82-8/83 | USS Kalamazoo (AOR-6). Commanding Officer. |
| 8/83-1/84 | Staff COMNAVAIRLANT, Training and Readiness Officer. |
| 2/84-7/85 | USS America (CV-66). Commanding Officer |
| 8/85-5/86 | Strategic Studies Group, Newport, RI. CNO Fellow. |
| 6/86-2/88 | OPNAV Code 953, Director, Tactical Readiness. |
| 3/88-7/89 | Carrier Battle Group SIX. Commander. |
| 8/89-5/91 | CINCUSEUR Staff, Stuttgart, Germany. Director for Operations (J3). |
| 6/91-3/94 | OPNAV Code N3/N5. DCNO for Plans, Policy and Operations. |
| 4/94-7/96 | CINCUSNAVEUR/CINCAFSOUTH and COMIFOR. |

## Summary of Significant Career Events

(1) Led flight that finally dropped the Than Hoa bridge, October 1972.

(2) Developed/editited Navy post cold war strategy "...From the Sea."

- Continued -

Summary of Significant Career Events continued

(3) Directed NATO air strikes in support of UN forces in Bosnia.

(4) Planned and led NATO's first ever out of area ground operations as Commander Implementation Force (COMINFOR) from December 1995 - August 1996.

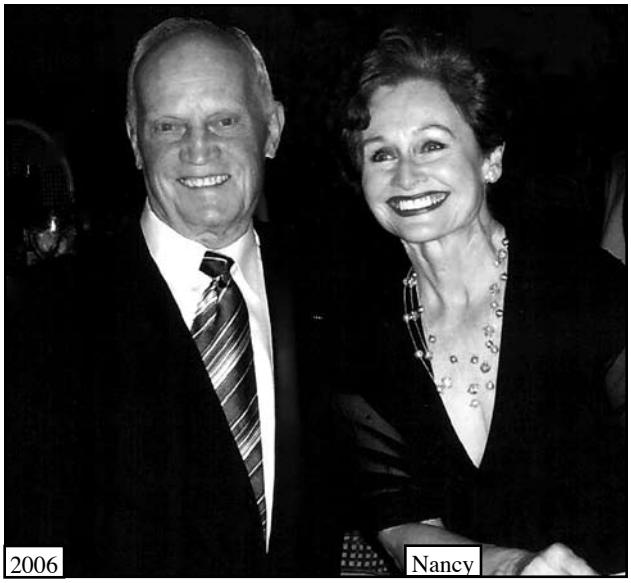


ADM Snuffy at Bosnia news conference.

## Post-retirement

Admiral Smith retired from the U.S. Navy on 1 October 1996. He is currently serving as a Senior Fellow at the Center for Naval Analysis, is President of Leighton Smith Associates and Vice President of Global Perspectives, Inc., both international consulting firms. He is Chairman of the Board of Trustees of the U. S. Naval Academy Alumni Association, Vice Chairman of the Naval Aviation Museum Foundation and serves on the Executive Committee of the Association of Naval Aviation. He is also on the National Advisory Council to the Navy League, the Board of Trustees of the Naval Academy Foundation and is a member of the Board of Directors of several corporations.


1968


2006 Nancy

## William F. Span , Captain USN (Ret.)

"Bill"

Date of Designation: 1 October 1951 NA: #T 1741

Dates of Active Duty: March 1950 - May 1977

Total Flight Hours: 5,125

Carrier/Ship Landings: Fixed wing: 1,020

Approximate Flight Hours:
Jet: 4,025 Prop: 1,100 VA: 3,000 Other: 1,125

Combat Tours:
Vietnam: USS *Independence*, Strike Operations Officer, Aug. 1965 - Dec. 1965
USS *Oriskany*, VA-164, Jul. 1967 - Feb. 1968, XO
USS *Hancock*, VA-164, Jul. 1968 - Feb. 1969, CO
Total Combat Missions: 279- (A-4 Skyhawk)

Aviation Commands:
CO, VA-164, Jul. 1968 - 1969 (A-4 Skyhawk)

Combat Awards:
2 Silver Stars
5 Distinguished Flying Crosses
1 Bronze Star
31 Air Medals (5 Individual & 26 Strike Flight)
2 U. S. Navy commendation Medals
1 Vietnam Cross of Gallantry
9 Other Awards and Decorations

### Duty Assignment Chronology

| | |
|---|---|
| 3/50-12/51 | Flight Training NAS Pensacola/Corpus Christi (SNJ, F6F). |
| 1/52-2/52 | Jet Transition Training, NAS Kingsville, TX. (TO-1). |
| 2/52-2/55 | VX-2 Experimental Squadron, Chincoteague, VA (F6F, F8F, TV-2D, TD-2C, JD-1, PB4Y-2K, SNB, R4D-8). |
| 2/55-2/58 | Naval Staff Duty, Springfield, MA (T-33, C-45G). |
| 2/58-11/59 | U. S. Naval Post-graduate School, Monterey, CA (JRB-6). |
| 11/59-12/60 | Commander Naval Forces Korea, Aide & Flag Lieutenant (T-33, F-100, L-20, L-23D). |
| 1960-1961 | Guided Missile Unit- Brown Field, CA. OinC. (FJ-3, F9F-8T, JD-1T). |
| 1961-1963 | VA-146, NAS Miramar, CA (A-4). |
| 1963-1965 | NROTC, Ohio State University, Columbus, OH (T2V-1, T-1A, T-34). |
| 1965-1966 | USS *Independence*, Strike Operations Officer-Vietnam (C-1A, T-33B). |
| 1966-1967 | XO, VA-164, USS *Oriskany* Vietnam (A-4). |
| 1967-1968 | CO, VA-164, USS *Hancock* Vietnam (A-4). |
| 1969-1970 | U.S. Naval War College, Newport, RI (T-1A). |
| 1970-1973 | NATO Staff SACLANT, Norfolk, VA. Exercise Planner COG Officer "Strong Express 72" (TA-4F, T-1A, EA-4). |
| 1973-1977 | Atlantic Fleet Airborne Command Post-Battle Staff CDR. |
| 1977 | Retired as Captain-USN (MIG-29) |

### Summary of Significant Career Events

(1) Sept. 1950. Selected as outstanding student Pre-Flight Class 10-50.

(2) July 1951. Set Student Flight Record of 80 hours in one month, flying F6F "Hellcat".

(3) July 1953. Flying a F8F "Bearcat" shot down an out of control F6F-5K Hellcat drone over Atlantic Ocean.

(4) Sept.-Dec. 1965. USS *Independence* Strike Operations Officer, planned air strikes over Vietnam.

- Continued -

Summary of Significant Career Events continued

(5) July 1966- Jan. 1968. XO, VA-164, USS *Oriskany,* Air Wing 16. Was Alpha Strike Leader of strikes over ` Ninh Binh, Cao Tral, Bac Giang, Tien Nong, Phu Ly, Thai Binh, Haiphong, Thank Hoa, Kien An airfield. Conducted Iron Hand over Phuc Yen, Hanoi, Hanoi RR Yard, Haiphong, Hai Duong, Phu Ly and Vinh. Armed Recce over North Vietnam. Destroyed three MIG-21's at Phuc Yen Airfield on 25 October 1967. Destroyed three active Sam Sites over North Vietnam. Flew 122 Combat Missions during this period.


1969

(6) Aug. 1968 - Feb. 1969, USS *Hancock* Air Wing 16, VA-164 CO.

(7) 1 October 1968. Destroyed active Sam Site South of Vinh Son. Flew 156 combat missions during this period for a total of 279 missions, North Vietnam.

(8) 1970-1972 SACLANT, Norfolk, VA as COG Officer-Planned world's largest NATO Land/Naval Live Exercise "Strong Express" three years in planning, took place in 1972.

(9) May 1977. Retired from active duty.

(10) May 1999. One of a very few western aviators to fly a Russian MIG-29 from the front seat at Zhukovsky Air Field, Moscow. Performed the Tail Slide, Cobra, and other exotic maneuvers. It is amazing what $15,000 will buy in Russia, also had a full time armed guard for $10 who guided me on a tour of the restricted Zukovsky test facility flight line when at first it was not allowed.


1973


1996 Jenny

**Paul H. Speer, Rear Admiral, USN (Ret.)**
"Paul"

Date of Designation: 25 February 1950 NA # T-444

Dates of Active Duty: August 1946 - August 1983

Total Flight Hours: 5,200

Carrier/Ship Landings: Fixed wing: 848

Approximate Flight Hours:
Jet: 3,800 Prop: 1,300 Helo: 100 VF/VA: 5,100

Combat Tours:
Korea: VF-172, USS *Essex* (CV-9), 1951 - 80 missions
Vietnam: XO/CO, VF-211, USS *Hancock* (CV-19)/USS *Bon Homme Richard* (CV-31), 1965, 1966 and 1967 - 150 missions.
Vietnam: CarGru THREE (AirOps) - Various Carriers
Vietnam: Commander Air Wing 14, USS *Constellation* (CV-64), 1970.

Aviation Commands:
CO, VF-211 (F-8 Crusaders), 1966 - 1967
Commander, Air Wing 11 (F-4, A-7, A-6, etc.), 1969
Commander, Air Wing 14 (F-4, A-7, A-6, etc.), 1970
CO, USS *Constellation* (CV-64), 1973 - 1974
Commander, Carrier Group ONE, 1976 - 1977

Combat Awards:
Navy Cross
3 Distinguished Flying Crosses
Bronze Star with Combat "V"
23 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1948-1950 | Flight Training (Midshipman). |
| 1950-1951 | VX-3, NAS Atlantic City, NJ. |
| 1951-1952 | VF-172, NAS Jacksonville, FL. |
| 1952-1954 | Flight Instructor, Pensacola, FL. |
| 1954-1956 | USS *Bon Homme Richard* (CV-31). |
| 1956-1958 | VF-111, NAS Alameda, CA. |
| 1958-1960 | VF-124, NAS Moffett Field, CA. |
| 1961-1962 | University of California, Berkeley, CA. |
| 1962-1964 | Northwestern University, Evanston, IL. |
| 1965-1967 | XO/CO, VF-211 (F-8), NAS Miramar, CA. |
| 1967-1968 | Carrier Group THREE. |
| 1969-1970 | CAG 11 & 14 (F-4, A-7, A-6). |
| 1970-1972 | OPNAV Pentagon (OP-501). |
| 1972-1973 | CO, USS *Blue Ridge* (LCC-19). |
| 1973-1974 | CO, USS *Constellation* (CVA-64). |
| 1974-1976 | Commander, U.S. Naval Forces, Japan. |
| 1976-1978 | Commander, Carrier Group ONE. |
| 1978-1981 | OPNAV Pentagon (OP50/O5B). |
| 1981-1983 | SACLANT, Chief of Staff. |
| 9/83 | Retired from active duty. |

## Summary of Significant Career Events

(1) 1950 - Designated Naval Aviator Number T-444 Flying Midshipman. Reported to VX-3, Atlantic City, NJ.

(2) 1951 - Married Jenny B. Nagy of McKeesport, PA. First combat deployment of F2H Banshee - VF-172.

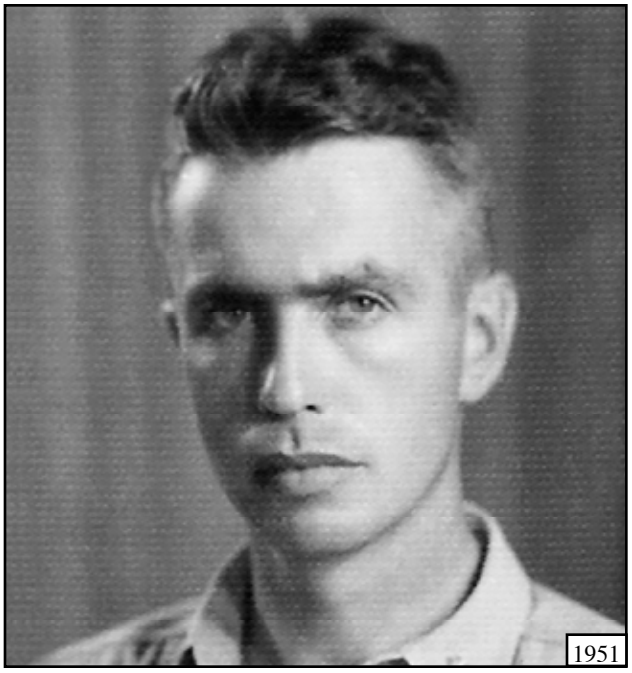
(3) 1957 - Member VF-111 Aerial Gunnery Team - USN/ USMC Champions.

(4) 1967 - Shot down MIG-17E in aerial combat over Hanoi.

(5) 1970 - Engaged MlG-21s while CAG-14.

(6) 1974 - Selected for Flag Rank.

(7) 1976 - Attended First Class of Senior Officers' Material Readiness Training at Idaho Falls, ID.







## Murray M. Staples, Col. USMC (Ret.)

"Murray"

Date of Designation: 10 October 1947 NA#26118

Dates of Active Duty: August 1942 - May 1973

Total Flight Hours: 4,485

Carrier/Ship Landings: Fixed wing: 69

Approximate Flight Hours:
Jet: 1,016 Prop: 3,477 VF/VA: 1,962
VR/VP: 1,217 VT: 99 Other: 312

Combat Tours:
WW II: May 1943-August 1945, 1st Marine Division, New Guinea, New Britain, Peleliu, Okinawa. Commanded K Battery, 4th Bn, 11th Marine Regiment on Okinawa.
Korea: 1951, VMF 311, K-3, Korea
Vietnam: 1968-1969, COMUSMACV, Saigon, Vietnam
Total combat missions - 81 (F9F-2)

Aviation Commands:
CO, H&HS, AirFMFPac, El Toro, 1951-52
CO, VMF-311, 1956-57
CO, Marine Aircraft Group 33, El Toro, 1967
CO, NROTC Unit, University of Notre Dame, 6/69 - 5/72.

Combat Awards:
Legion of Merit with combat "V" (Vietnam)
Distinguished Flying Cross (Korea)
4 Air Medals (Korea)
Purple Heart (WW II - New Britain, 1944)
2 Presidential Unit Citations (1st MARDIV, Peleliu & Okinawa)
Letter of Commendation, 1945, C.G.7th Army Div., Okinawa

## Duty Assignment Chronology

| | |
|---|---|
| 8/42-5/43. | Student, Marine Corps Schools Candidates Class 9, 14th ROTC, Artillery School, Quantico VA. |
| 5/43-8/45 | Artillery Officer, 4th Bn.11th Marines, 1st Marine Division, New Guinea, New Britain, Peleliu, Okinawa. |
| 9/45-5/46 | Marine Corps Educational Center, student, Advanced Artillery School. |
| 5/46-12/47 | Flight Training, NAS Dallas, Corpus Christi, Pensacola, Jacksonville. |
| 1/48-12/50 | VMF-224, VMF-225, SMS 11, VMF-115, MCAS Cherry Point, NC. Med. cruises on USS *Midway* and USS *Leyte* in VMF 225 (F4U-4s). |
| 1951 | VMF 311, K-3 Korea. |
| 1951-52 | C.O. H&HS, AirFMFPac, El Toro. |
| 1952 | All Weather Flight School, NAS, Corpus Christi, Texas. |
| 8/52-7/55 | NATC Patuxent River, Student, Class 9 Test Pilot School. Project Pilot, Flight Test Division. |
| 8/55-3/56 | MAG-33, S-3 Operations Officer. |
| 6/56-9/56 | CTU 5.4.2 Flew Ice Reconnaissance in Alaskan & Canadian Arctic finding open water for ships re-supplying DEW line sites. |
| 1956-1957 | CO, VMF-311. |
| 8/57-6/58 | Student Senior School, Quantico, VA. |
| 7/58-5/60 | Instructor, Educational Center, Quantico Aviator Member Advanced Base Problem team briefing military audiences in CONUS Europe, Canada, and Far East bases. |
| 6/60-5/61 | Assistant. G-3, 1st Marine Air Wing, Iwakuni, Japan. |
| 1962-63 | Student Naval Postgraduate School. Earned B. S. in Aeronautical Engineering. |
| 1963-65 | Head, Air Weapons System Branch, DCS/ Air, HQMC, (OP-52M). |

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| | |
|---|---|
| 1966 | Comptroller, 3d Marine Aircraft Wing, El Toro |
| 1967 | CO, Marine Aircraft Group 33, El Toro. |
| 5/68 -5/69 | Ass't. J-1, COMUSMACV, Force Development Division, Saigon, Vietnam. |
| 6/69-5/72 | CO, NROTC Unit, University of Notre Dame. |
| 1972-5/73 | Community Plans & Liason Officer, MCAS, El Toro. |

## Summary of Significant Career Events

(1) Meeting Aviation Pioneers & CEOs,
- James S. McDonnell at his St. Louis Plant during F3H Preliminary Evaluation;
- Dutch Kindelberger, North American Aviation. at SETP luncheon in Los Angeles;
- Igor Sikorsky at lunch in Washington, D.C. while at HQMC.

(2) 1955, Qualified in F9F-5 on USS *Hornet*.

(3) 1956, Flew over magnetic North Pole. Reconnoitered Bellot Strait where Canadian Ice breaker came through in 1957 from Atlantic to Pacific.

(4) Made 25,000th landing on USS *Franklin D. Roosevelt* (CVB-42) in 1949

(5) In 1971, using some credits from USC and Univ of Maryland, completed Master of Science degree in Aerospace Engineering at Notre Dame.

(6) 1973-1987, Worked as engineer at Northrop Aircraft. Headed F-5 Cockpit Design Team for a number of years, served as Project Engineer for Swiss and Saudi F-5 fighter programs, and wound up as Deputy Program Director for Technical Operations on the F-20 fighter program.

(7) Member of Society of Experimental Test Pilots.


1957


2007 Lois

## Henry W. Steadman, Colonel, USMC (Ret.)

"Hank"

Date of Designation: November, 1954

Dates of Active Duty: 2 June 1945 - 1 June 1949
1950 - 1978

Total Flight Hours: 5,600

Carrier/Ship Landings: Fixed Wing: 5 Rotary: 100

Approximate Flight Hours:
Jet: 1480 Prop: 156 Helo: 2635

Combat Tours:
Vietnam: HMM-361, Jul 1965 - Apr 1966, Marble Mountain (H-34)
Vietnam: HMM-364, Sep 1970 - Jun 1971, Marble Mountain (CH-46)

Total Combat Missions: 500 (H-34, CH-46, AH-1J, UH-1, CH-53)

Aviation Commands:
CO, HMM-361, Apr 66 - Jul 66, (H-34)
CO, HMM-364, Sep 70 - Feb 71, (CH-46, AH-1, UH-1, CH-53)
CO, MAG-29, Jun 74 - Jul 75, (AH-1J, UH-1, OV-10)

Combat Awards:
2 Silver Stars
Legion of Merit, Combat "V"
Distinguished Flying Cross
25 Air Medals
Purple Heart
2 Vietnamese Cross of Gallantry

## Duty Assignment Chronology

| | |
|---|---|
| 1945 | Basic Training USMC, Parris Island, SC. |
| 11/52-5/53 | The Basic School, Student, Quantico, VA. |
| 6/53-11/54 | Flight School, Student, NAS Pensacola, FL; NAS Kingsville, TX (SNJ, F-6, F-9). |
| 12/54-5/56 | VMF-224 Pilot, MCAS El Toro, CA (F-9F). |
| 6/56-3/57 | MARS-37 Maint Off, MCAS El Toro, CA. (F-9F, F-3D, TV-2, AD, Beechcraft SNB, R-4D, OE-2). |
| 3/57-4/57 | VMF-323 FJ-4 Checkout, MCAS El Toro, CA |
| 5/57-7/58 | VMF-323 "Death Rattlers" Pilot, NAS Atsugi, Japan (FJ-4). |
| 9/58-6/59 | 5th Marine 8th Batt, Air Liaison Off, Camp Lejeune, NC (Beechcraft). |
| 6/59-9/59 | Helicopter Training, Ellison Field, FL. |
| 10/59-12/60 | HMM-462 Sqdn Training Off, MCAS Santa Ana, CA (HR2S) . |
| 12/60-2/61 | Aviation Maint School, Millington, TN. |
| 3/61-10/61 | HMM-462 Asst Sqdn Maint/Ops Officer, MCAS Santa Ana, CA (HR2S). |
| 11/61-5/62 | Naval Aviation Safety School, USC, CA. |
| 1962-1965 | Aviation Safety & Stan Off (Helo & Jet), MARTD NAS Los Alamitos, CA (A-4, H-57, H-37). |
| 7/65-4/66 | Sqdn XO & CO, HMM-361, Marble Mtn, Vietnam (H-34). |
| 1966-1967 | Marine Corps Command & Staff College, Student, Quantico, VA |
| 1967-1970 | Helo Employment Instructor, MCDEC, Quantico, VA. |
| 1970-1971 | CO, HMM-364, Marble Mtn, Vietnam (CH-46). |
| 1971-1974 | G-3, 3rd Marine Brigade, MCAS Kaneohe, HI (CH-46/53, UH-1, T-28, C-117). |
| 1974-1975 | CO, MAG-29, MCAS New River, NC. |
| 1975-1976 | Industrial College of Armed Forces, Student, Ft. McNair, VA |
| 8/76-7/78 | Joint Logistics Planner, HQ USMC. |

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## Summary of Significant Career Events

(1) 1947 Ceremonial Guard at Marine Barracks 8th & I, Washington, D.C.

(2) 1947-1948 …. Honor Guard on The Freedom Train (carried many of America's priceless documents throughout Continental United States celebrating successes and freedoms won during World War II).

(3) 1948-1964 … Model for USMC Recruiting Poster.

(4) Early 1960's Marine Corps helo support for early feasibility studies of Dyna-Soar Program (to develop a spaceplane for use on a variety of military missions; subsequently cancelled).

(5) Two Vietnam tours, 1st as XO then CO of HMM-361, in H-34; Hiep Duc mission (lead of large force inser tion in face of overwhelming VC resistance) resulted in 1st Silver Star). 2nd tour as CO ("Papa Fox") of HMM-364 Purple Foxes. Shot down during an armed insertion (actions taken to rescue trapped gunner and co-pilot resulted in 2nd Silver Star/1st Purple Heart). 500 Vietnam Combat Missions.

(6) 1972 Key Staff Coordinator for President Nixon visit to MCAS Kaneohe, HI.

(7) 1967-1970 Helo Employment Instructor at MCDEC, Quantico.

(8) 1974-1975 CO of MAG-29, MCAS New River, NC.

(9) 1975-1976 Industrial College of the Armed Forces Student.

**Post-Retirement:** After retirement: 6 years at NAS Whiting Field, FL as Sim Instructor (Helo & Fixed Wing); 3000 Sim Events.







## Harold P. Streeper, Captain, USN

"Jeep"

Date of Designation: 1 January 1943

Dates of Active Duty: 8 December 1941-10 December 1968

Total Flight Hours: 7,152

Carrier/Ship Landings: Fixed wing: 842

Approximate Flight Hours:
Jet: 1,880 Prop: 5,272 VF/VA: 2,852
VR/VP: 2,350 VS: 700 VT: 1,250

Combat Tours:
WW II: May 1944-June 1945. Philippine Islands: Samar, Mindora, Cebu City, Linguyen, Zamboango, Nichols Field (Manila). - 22 strike missions.
Vietnam CO, USS *Hancock* (CVA-19). Conducted air strikes against North Vietnam from January to 1967-July 1967.

Aviation Commands:
O-in-C, VC-3 Team Delta. Special weapons 10 months cruise on USS *Essex*.
CO, VF/VA-194, Jun. 1955-Oct. 1956. Night special weapons 10 month cruise on USS *Oriskany*.
COMCVG-15, Feb. 1961-Sep. 1962. 9 month WestPac cruise on USS *Coral Sea*.
CO, USS *Tulare* (AKA-112), Sep. 1965-Oct. 1966. 7 month Vietnam Operations (TF-76).
CO, USS *Hancoc*k (CVA-19), Nov. 1966-Nov. 1967. Vietnam cruise, 10,000+ sorties.

Combat Awards:
2 Legion of Merit
Distinguished Flying Cross
Air Medal with 3 Gold Stars and one Oak Leaf Cluster
Navy Commendation Medal

## Duty Assignment Chronology

A native of Bridgeport, PA., Captain Streeper was graduated from the College of Wooster, Wooster, Ohio, in 1942 and immediately enlisted in the Navy as a Seaman. Shortly thereafter, he was appointed Aviation Cadet and, following completion of flight training, was commissioned Ensign and designated Naval Aviator on 1 January 1943.

During World War II he participated in combat operations with both the Atlantic and Pacific Fleets and during Korean hostilities participated in action with Navy and Marine units. In early 1954, as Officer in Charge of Detachment DELTA, COMPOSITE SQUADRON THREE, he participated in the Fleet Test and Evaluation Projects of the original steam catapults installed in USS *Hancock*. In 1955 he commanded night jet all weather FIGHTER/ATTACK SQUADRON 194 and in 1961-1962 commanded ATTACK CARRIER AIR GROUP FIFTEEN. During these years he was deployed in USS *Essex*, USS *Oriskany*, and USS *Coral Sea*.

From 1964 - 1965, Captain Streeper served as Operations Officer, CARRIER DIVISION ONE and TASK FORCE SEVENTY-SEVEN and was deployed again in USS *Hancock* and USS *Coral Sea* engaged in air strike operations in Vietnam. For this participation he was awarded the Legion of Merit.

Prior to coming to *Hancock* he was Commanding Officer of Amphibious Attack Cargo Ship USS *Tulare* (AKA-112), involved in amphibious assault operations for seven months in TASK FORCE SEVENTY-SIX in Vietnam. He was awarded the Navy Commendation Medal for these operations.

Shore duty assignments include tours as a flight instructor at Pensacola, participation in the Berlin Air Lift, Assistant Operations Officer on the Staff of Commander Naval Forces, Far East, Naval Attaché to the Republic of Korea, two tours of duty on the Staff of the Chief of Naval Operations, and Force Training Officer for Commander Naval Air Force,

- Continued -

Pacific. He is a 1952 graduate of the General Line School at Monterey and a 1959 graduate of the Industrial College of the Armed Forces.

Additional awards include the Distinguished Flying Cross, Air Medal with three Gold Stars and Oak Leaf Cluster, Presidential and Navy Unit Commendations, Medal for Humane Action for the Berlin Air Lift, Military Order ULCHI (Korean Legion of Merit) and numerous campaign and foreign medals. Also, the South Vietnam Government has awarded him the National Defense Decoration, Fifth Class and the Medal of Heroism with Willow Branch for his three years of participation in the Vietnamese war.

After retirement from the Navy, he was the former President/CEO of Ramage Development Corporation from 1973 to 1988. From 1988 to the present he was the Chairman of the Board of Ramage Development Corporation and Realty Corporation.





**Michael P. Sullivan, MGEN, USMC (Ret.)**
"Mike"

Date of Designation: 9 October 1956 NA # V-10498

Dates of Active Duty: June 1953 - October 1991

Total Flight Hours: 8,700

Carrier/Ship Landings: Fixed wing: 150 Rotary: 30

Approximate Flight Hours:
Jet: 7,850 Prop: 700 Helo: 150 VF/VA: 8,000

Combat Tours:
Vietnam: VMFA-531 (F-4), 1965
VMFA-314 (F-4), 1968 - 1969
400+ combat missions

Aviation Commands:
CO, VMF-323 (F-4), 1973 - 1974
MAWTUPAC, 1974 - 1975
CO, MAG-11, 1981 - 1982
CO, MAG-41, 1983 - 1985
CG, 2nd MAW, 1987 - 1988

Personal Decorations:
Distinguished Service Medal
Legion of Merit with gold star in lieu of second award
Distinguished Flying Cross
Meritorious Service Medal
24 Air Medals (1 individual and 23 strike/flight)
2 Navy Commendation Medals, one with combat "V".

## Duty Assignment Chronology

General Sullivan was born in Los Angeles, California. He was commissioned through the Naval Aviation Cadet Program, upon completion of flight school in October 1956.

From June 1985 until June 1988, he served as the Commanding General and Assistant Wing Commander of the 2d Marine Aircraft Wing, FMF Atlantic, MCAS, Cherry Point, North Carolina, while also serving as the Commanding General, 10th Marine Amphibious Brigade, FMF, Camp Lejeune, North Carolina, from 1985 to 1987.

He then served as Deputy Commander Warfighting/ Director, MAGTF, Warfighting Center, Marine Corps Combat Development Command, Quantico, Virginia. His last duty assignment was Deputy Commander, Fleet Marine Force, Atlantic, Norfolk, Virginia. He retired from active duty in October 1991.

General Sullivan's operational tours have included VMA-121, VMF (AW)-513, NO. 23 SQDN (RA.F. Exchange Pilot), VMFA-531, VMT-2, VMFA-122, 2nd Anglico, VMFA-314, VMFA-323 and two tours with MAWTUPAC. He served two combat tours in Vietnam, flying F-4s.

General Sullivan's other command tours include C.O. VMFA-323, MAWTUPAC, MAG-11 and MAG- 41.

Staff tours have included Assistant Chief of Staff G-3, Assistant Chief of Staff G-1 3d MAW; Aviation Instructor; Staff Planning School; LFTCPAC; MCCRES Aviation Evaluator HQMC; and two tours as the F-4/F-8 Flight Test Officer at Cherry Point, N.C. and North Island, Calif

Since July 1993 he has been Assistant Vice President, First Citizens Bank, Cherry Point, NC., and is a Consultant on the Joint Strike Fighter.

## Summary of Significant Career Events

(1) Alfred A. Cunningham Award as Marine Aviator of the Year, 1974.

(2) Silver Hawk Award (Longest Flying Active Duty Marine Aviator), 1990.

- Continued -

(3) Over 8,000 flight hours primarily in the F-4 and other fighter aircraft. Qualified in the F/A-18 and the AV-8B and have flown all Marine helicopters.

Family:
Major General Sullivan and his wife Nicole have three sons, Steven, John and Byron.







**Charles A. L. Swanson, Captain, USN (Ret.)**
"Cal"

Date of Designation: 27 July 1949 NA # V-324

Dates of Active Duty: 1 October 1945 - 31 May 1979

Total Flight Hours: 5,277

Carrier/Ship Landings: Fixed wing: 795

Approximate Flight Hours:
Jet: 3,600 Prop: 1,550 Helo: 25 VF/VA: 3,500
VR/VP: 40 HS/HC/HU: 25 VU/VFP: 300

Combat Tours:
Vietnam: MACV (Saigon) Westmoreland' Staff; Insertion & Logistics, Aug; 1964-Mar. 1965 - 21 missions.
Vietnam: XO, VF-162 USS *Oriskany* (CVA-34), Jun. 1966-Oct. 1966 - 80 missions.
Vietnam: C0, VF-162, USS *Oriskany* (CVA-34), Jul. 1967-Jan. 1968 - 101 missions.

Aviation Commands:
CO, VF-162, December 1966 - February 1968
COMCVW-17, January 1969 - March 1970
CO, NAS Norfolk, July 1972 - June 1974

Combat Awards:
1 Legion of Merit
2 Distinguished Flying Crosses
1 Bronze Star with combat "V"
2 Individual Air Medals
13 Strike/Flight Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/45-8/47 | V-5 Program, Swarthmore College, PA and Colorado A & M, Fort Collins, CO. |
| 9/47-7/49 | Flight Training , Pensacola/ Corpus Christi (Cabaniss Field) (SNJ and F6F). |
| 8/49-8/50 | VF-11, NASCecil Field/*Philippine Sea*, Personnel Office (F8F, TV-1 and F2H). |
| 8/50-3/52 | VF-171 NAS Cecil/NAS Jax/*Coral Sea*/*F. D. Roosevelt*; Material Officer (F2H). |
| 3/52-7/53 | VC-4 NAS Atlantic City/*Coral Sea*/*Midway,* Nuclear Weapons, Maintenance Officer, Instrument Instructor (F2H-2B/2N/3/4, TV-2 and SNB). |
| 8/53-1/56 | NATC Patuxent River, TPS/Armament Test, Project Coordinator & Air to Air Project Officer (F8F, F4U. AD, SNB, T-33, HTL, SNJ, F9F, UF, F2H-2/3/4, F3D, FJ-2/3, P2V, JD, T-28, TBM, F-94, F-86A/D/K, F7U, A3D, F3H, OE-2). |
| 1/56-11/56 | Monterey Line School, Student (SNJ, SNB, JRB). |
| 12/56-8/58 | USS *Midway* Pre-commissioning at Bremerton - Cat & Arresting Gear Officer (TF/S2F, T-33, SNB). |
| 9/58-8/60 | VF-121 (RAG) NAS Miramar, CA., F3H Maintenance Officer (F3H, F3D, F9F-8T). |
| 9/60-9/62 | Univ. of Washington 5 Term - Science air project. BA Chemistry (SNB, T-28, A-3). |
| 10/62-6/63 | USNPG School Monterey. BS Radiological/ Nuclear Chemistry (TC-45). |
| 7/63-11/63 | VF-124 (RAG) Aero, Instructor, NAS Miramar (F-8, TF9J). |
| 12/63-7/64 | VU-5 Ops Officer, NAS Atsugi, Japan ( F-8, UB26, C-45, US2C). |
| 7/64-3/65 | MACV Saigon, Vietnam. "Out of country" Strike Air Ops Coord. (C-45, OV-1). |
| 4/65-7/65 | XO, VU-5, NAS Atsugi, Japan (F-8). |
| 8/65-12/65 | VF-124 (RAG) FRP/Aero Instructor, NAS Miramar (F-8, TF9J). |
| 12/65-2/68 | XO/CO, VF-162, NAS Miramar/USS *Oriskany* (F-8). |
| 2/68-9/68 | NATC Service Test, Chief Projects Officer/ Assistant Director (F-4, F-8, A-4). |
| 10/68-1/69 | VF-101/VA-44, East Coast RAG Workup for CAG (F-4, A-4). |
| 2/69-3/70 | COMCVW-17 (CAG) - NAS Oceana/USS *Forrestal* (F-4, A-4, SH-3). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 4/70-6/72 | OPNAV (OP-501G) Aviation Plans and (OP-001K) Priorities Analysis Group (F-4, A-4, A-7, F-104, X26A (Glider)). |
| 7/72-7/74 | CO, NAS Norfolk, (U-11, C I, VC-117, T-28, T-39). |
| 8/74-10/76 | OPTEVFOR, Norfolk - Director, Air Warfare/Chief of Staff (F-4, A-4, C-1, UH-1, F-86). |
| 11/76-5/79 | CRUDESGRU 12 Chief of Staff , NAS Mayport/USS *F. D. Roosevelt*/USS *Forrestal*/ USS *Nimitz* (F-14 (back seat), C-1, TA-4). |
| 6/1/79 | Retired from active duty. |

## Summary of Significant Career Events

(1) My first night carrier landing was in an F8F-1 on a straight deck and "paddles", without ever having had a night FCLP, and no bingo field available. Total hours were just over 400; total carrier landings consisted of 6 in the SNJ, 7 in the F6F and 6 in the F8F. Factors included a tailhook jam, "hayrake" and a hurricane.

(2) In 1952, I was a member of the first "light-jet tactical nuclear weapons delivery team". Five of us were hurriedly drawn together from squadrons and put under the team leader, Merle Gorder in VC-4, to deploy a month later in brand new F2H-2Bs coming directly off the production line. In that month, we learned what we needed to know about "nukes" and practiced how to deliver them in 70 degree dives with a reasonable chance of surviving the blast. Tactics, flight profiles and delivery ranges developed in that deployment evolved as fleet doctrine. On max range missions, the ship always had a ready deck on arrival.

(3) Tours at Pax River were more than interesting - they were exciting! Arriving for Test Pilot School, on the first tour, I met and fell in love with the Officer Personnel Officer, LTJG Nell Grieve. We were married on the 4th of July, 1954 at the NAS chapel there. Marrying Nell was the smartest decision I ever made.

(4) In 1965, I learned of a new concept called "energy maneuverability" developed by Major John Boyd, USAF. The concept used calculations of total kinetic & potential energy, and their change rates, to measure relative advantages and disadvantages of airplanes as they maneuver in air-to-air combat. John had parameters and curves for USAF and Soviet fighters, but none for Navy airplanes. Alerting LTV to what I needed, I flew to Dallas for raw aerodynamic data, then to Eglin AFB to meet with John and pick his brain. Returning to VF-124, I manually calculated the paraeters and drew the curves for the F-8. John had prvided a set of his curves for Soviet fighters up through the MIG-21,and I used the dynamic curve overlays to visually depict and display tactical advantages and deficits in combat flight regimes. A bit later, I turned all these data and curves over to VF-121 as it began to develop air-to-air tactics for the F4 and the evolution of TOP GUN. It (the concept) is still a major component of TOP GUN'S training syllabus.

(5) Not by choice, I was much involved in the drama of the *Oriskany* fire October 26, 1996 in the Tonkin Gulf. Caught on the second deck forward of number I (centerline) elevator, along with twelve other souls, we were unable to escape the fire, heat and acrid (magnesium oxide) smoke. Knowing of a vertical trunk extending down to the keel, I took everyone down into that shaft and sealed us in. In the dark with no PA sounds and only one malfunctioning OBA, two attempts to get someone out had to be aborted. After more than two hours, a repair 8 search team came by and the two of them (with OBAs) and I (with only a handkerchief filter) got a mortally-burned victim out to the hangar bay. I then got a functional OBA, and made two more trips back to the vertical trunk to bring the remaining officers and men out to safety.

(6) Member of 4-C club - Pilots who have flown the Corsair I, Corsair II, Cutlass and Crusader.

(7) In 1976, I was selected and honored as one of twelve National 4-H alumni. I was invited to and spoke at the National 4-H convention in Chicago.

(8) 1977, presented with the Lifetime Achievement Award by the Tailhook Association.


1966


2005 Bernardine

## Theodore R. Swartz, CDR USN (Ret.)

"TR", Call sign "Heavy"

Date of Designation: February 20, 1957.

Dates of Active Duty: April 13, 1954 - March 1, 1977

Total Flight Hours: 5,200

Carrier/Ship Landings: Fixed wing: 1,000

Combat Tours:
Vietnam: VA-76, May1966 -Sept. 1967, CVA-31 (A-4)
Vietnam: VA-212 and CVW-5 Ops. Officer, Oct. 1967-May 1969, CVA-31 (A-4)
Total 300+ combat missions

Aviation Commands:
CO, VF-161 (F-4N), March 1974 - June 1975

Combat Awards:
Silver Star
6 Distinguished Flying Crosses
7 Individual Air Medals
27 Strike Flight Awards
8 Navy Commendation Medals

### Duty Assignment Chronology

| | |
|---|---|
| 4/54-9/55 | Enlisted ET SN, USS *Bluegill* (SSK-242). |
| 9/55-2/57 | NAVCAD, Flight Training. |
| 3/57-9/59 | VF 41, NAS Oceana, VA. Division Officer, and LSO. CVA-11 (F3H). |
| 10/59-3/64 | VF 174, NAS Cecil Field, FL. Tactics Instructor and LSO (F-8). |
| 4/64-5/66 | CVW-3 LSO, CVA 60/Med Deployments (F-8, F-4, A-4). |
| 5/66-9/67 | VA-76, Department Head & LSO. CVA-31 WestPac deployment (A-4). |
| 10/67-5/69 | VA-212 and CVW-5 Operations Officer. CVA- 31, WestPac deployment (A-4). |
| 6/69-6/70 | RCVW 12 Staff VA Training Officer, NAS Miramar, CA. |
| 1/72-2/73 | VF-121, Instructor. NAS Miramar, CA (F-4). |
| 3/73-6/75 | VF-161, XO/CO aboard CVA-41, home ported in Yokosuka, Japan. WestPac (F-4). |
| 7/75-3/77 | CNAP Staff VF Training Officer, North Island, CA. |
| 3/77 | Retired from the U.S.Navy. |
| 4/78-10/97 | Air Combat Maneuvering Instrumentation Systems Program Manager/Director for Cubic Defense Systems, San Diego. Served various US, European and Far East customers. |
| 10/97 | Retired from the Defense Industry. Living in Poway, the "City in the country", just north of San Diego. |
| **Family:** | Married to CINC Home, Bernardine. Three children. One grandson, TRS III, call sign "Red Bull". |

### Summary of Significant Career Events

(1) 1955, aboard the USS *Bluegill* (SSK-242). Passing the GED exam to qualify for selection to the NAVCAD Program. The XO told me I wouldn't be much of a sewer pipe sailor anyhow.

(2) 1959/1964. Flying the F-8 Crusader, the last of the Gunfighters, and gaining the tactical knowledge of, and flying with, some of the most professional and aggressive Fighter Pilots in the Fleet.

(3) 1966/1969. Flying the A-4 Skyhawk and gaining the warrior spirit, combat leadership, and air-to ground

- Continued -

Summary of Significant Career Events continued:

skills needed to take the air war to the enemy in Vietnam.

(4) 1967. Credited with a MiG-17 kill on 1 May, over Kep Airfield, NVN.

(5) 1971. Naval War College.


1973

(6) 1972/1973. CNO Professional Development Program. Masters degree program at San Diego State University.

(7) 1973, September. Sailed under the Golden Gate in USS *Midway* for the Navy's first experiment in CVA/ Air wing Overseas Home porting, to be met by 10,000 demonstrators outside the gate at Yokosuka, Japan.

(8) 1978/1997. Working as a defense contractor with US and various friendly foreign tactical aviation forces, to provide systems for real time and post flight air/ ground combat training and damage assessment.


1958


2003

## Jimmie W. Taylor, RADM USN (Ret.)

"Jimmie"

Date of Designation: 30 September 1958

Dates of Active Duty: 28 February 1957 - 1 August 1991

Total Flight Hours: 4,988

Carrier/Ship Landings: Fixed wing: 997

Approximate Flight Hours:
Jet: 4,500 Prop: 488 VF/VA: 4,500
VT: 488

Combat Tours:
Vietnam: USS *Constellation* (CVA-64), Apr. 1966- Oct. 1966 (C-1)
USS *Constellation* (CVA-64), Mar. 1967-Aug. 1967 (C-1)
VF-51, USS *Bon Homme Richard,* June 1968-Oct. 1968 (F-8H)
VF-51, USS *Bon Homme Richard,* April 1969-Oct. 1969 (F-8J)
VF-51, USS *Bon Homme Richard,* April 1970-Aug. 1970 (F-8J)
VF-2, USS *Enterprise* April 1975 (F-14)
Total Combat Missions: 188 (187 (F-8), 1 (F-14))

Aviation Commands:
CO,VF-2, April 1975-June 1976 (F-14)
Commander, Navy Blue Force, Aim/Ace Eval July 1976-Dec. 1977 (F-14)
Commander, Train Air Wing 2, June 1982-Aug. 1984 (A-4, T-2)
Chief of Naval Air Training, June 1988-July 1991 (A-4, T-2, T-34, T-44, T-37, T-38, H-57, PC-9, T-45, MB-339, F-16, A-7, IA-63, T-43)

Combat Awards:
Air Medal with Numeral "7"

## Duty Assignment Chronology

| | |
|---|---|
| 10/58-7/59 | VF-124 (DUINS) (TV-2 F-8). |
| 7/59-11/61 | VF-142 Ordinance Officer, Welfare Officer, NAS Miramar (F-8). |
| 11/61-6/62 | VF-132 Supply Oficer, NAS Cecil (F-8). |
| 6/62-8/62 | Naval Justice School, Naval Base, Newport, RI (DUINS). |
| 8/62-8/65 | VF-174 Weapons Training Officer, NAS Cecil Field, FL (F-8). |
| 8/65-10/65 | VX-4, NAS Pt Mugu, CA (C-45). |
| 10/65-9/67 | USS *Constellation* (CVA 64) Air Launch Missile OFFICER (C-1, T-28). |
| 9/67-6/68 | VF-124 Asst. Ops.Off., NAS Miramar (F-8). |
| 6/68-8/70 | VF-51 Ops. Officer, NAS Miramar USS *Bon Homme Richard* (F-8H/J). |
| 8/70-1/74 | VF-124 Ops. Officer, NAS Miramar (F-8, TA-4J, F-14). |
| 1/74-4/75 | XO, VF-2, NAS Miramar (F-14). |
| 4/75-6/76 | CO, VF-2, NAS Miramar USS *Enterprise* (F-14). |
| 9/76-12/77 | VX-4 Det. OIC, Nellis AFB (F-14). |
| 12/77-6/79 | Naval Admin. Command, NTC San Diego, CA (DUINS). |
| 6/79-5/81 | USS *Coral Sea* (CV 43) Ops. Off. (C-1). |
| 5/81-6/82 | Commander Fighter/AEW Wing, Pacific C/S NAS Miramar (F-14 F-8 TA-4). |
| 6/82-8/84 | Commander, Training Air Wing TWO, NAS Kingsville, TX (A-4 T-2). |
| 8/84-12/85 | Office of CNO, Head, Aviation Plans and Programs Division (OP 508). |
| 12/85-6/88 | Vice Chief of Naval Education and Training. |
| 6/88-7/91 | Chief of Naval Air Training (A-4, T-2, T-34, T-44, T-37, T-38, H-57, PC-9, T-45, MB-339, F-16, A-7, IA-63, T-43). |
| 1 Aug 1991 | Retired from active duty. |

## Summary of Significant Career Events

RADM Jimmie Taylor hails from Nashville, Tennessee. He attended the University of Tennessee and Middle Tennessee

Summary of Significant Career Events continued

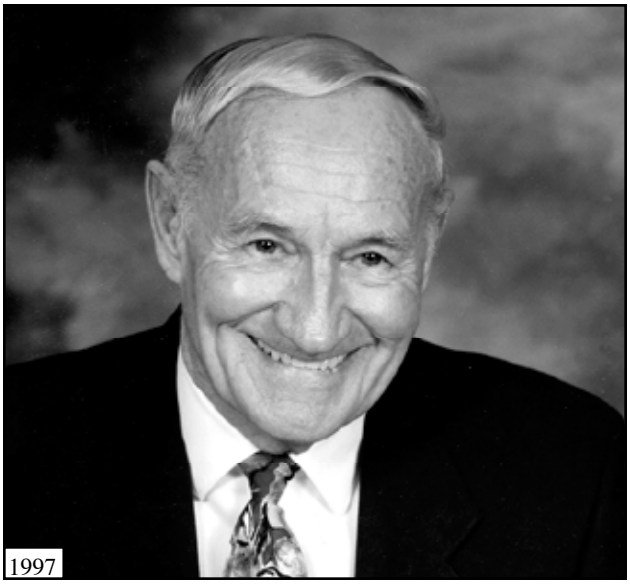
State University, earning his BA from San Diego State University. Taylor entered flight training in February 1957 and received his wings in September 1958. Most of his career was spent in the cockpits of F-8 Crusaders and F-14 Tomcats aboard most of the Navy's aircraft carriers. He was the first fleet F-14 demo pilot, demonstrating the fighter across the United States and Europe, including the 1973 Le Bourqet Airshow in Paris, France.

He served as CO of the first F-14 squadron to make a fleet deployment. While aboard USS *Enterprise* in 1975, he participated in the first F-14 combat sorties during Operation Frequent Wind, which concluded US presence in Vietnam with the evacuation of Saigon. He also completed six carrier combat cruises between 1965 and 1975 while accumulating 188 combat missions.

Taylor's specialty is aircrew training in both the undergraduate and graduate levels. He served with the Operational Test and Evaluation Force, the Education and Training Command, and the Air Training Command. His assignments included: Chief of Naval Air Training Command; Vice Commander, Naval Education and Training Command; Head, Aviation Plans and Programs at Naval Operations Headquarters for Air Warfare; Commander, Training Air Wing 2; and Chief of Staff, Fighter and Airborne Early Warning Wing, Pacific.

Taylor serves as a board member for the Pensacola Area Chamber of Commerce and the Vice Chairman of Armed Services. As such, he oversees the interface between the civilian and military communities with the Staff Vice President of Armed Services. This includes maintaining consistent and proper communication with area military commands, Navy, Department of Defense and Congressional delegations, and maintaining ongoing interface with local, Washington and national military active and retired leadership regarding Department of Defense and Navy programs and initiatives.




## Theron Jack Taylor, CAPT, USN (Ret.)

"Jack"

Date of Designation: 24 November 1942 NA # CC-1751

Dates of Active Duty: April 1942 - March 1973

Total Flight Hours: 4,140

Carrier/Ship Landings: Fixed wing: 331

Approximate Flight Hours:
Jet: 1,026 Prop: 3,109 Helo: 5 VF/VA: 3,000
Proficiency (SNB, TF, TV-2, AD-5, etc.): 1,000

Combat Tours:

WW II: VB-2, Air Group Two, USS *Hornet* (CV-12) , Mar. 1944 - Oct. 1944 (SB2C)
- 33 combat missions.

Korea: VA-55, Air Group 19 X-ray, USS *Princeton* (CV-37), Jun. 1951- Sep. 1951 (AD-1)
- 27 combat missions.

Korea: VA-55, Air Task Group Two, USS Essex (CV-9), Aug. 1952 - Dec. 1952 (AD-4)
- 52 combat missions.

Aviation Commands:
CO, VA-44, Jan. 1956 - Jun. 1957 (F9F-8 aircraft.)
Director, Flight Test, NATC Patuxent River, MD, Aug. 1962 - Aug. 1963
CO, NAS Atlanta, Aug. 1969 - Sep. 1971

Combat Awards:
Navy Cross
Distinguished Flying Cross
11 Air Medals
2 Navy Meritorious Service Medals

## Duty Assignment Chronology

| | |
|---|---|
| 4/42-5/43 | Flight Training (E-Base, Cadet, Pre-operational, Operational) Oakland, CA; Corpus Christi, TX; Miami, FL; Vero Beach, FL; Daytona Beach, FL; Glenview, IL; (N3N, SNV, SNJ, N2S, SNC, SBC, BT, SB2A, SBD). Carrier qualified in SBD, USS *Wolverine*, Lake Michigan, Apr. 1943 |
| 6/43-3/45 | VB-2, Wildwood, NJ; Quonset Point, RI; Santa Rosa, CA; Hilo, HI; USS *Hornet* (CV-12); Pasco, WA; 29 Palms, CA. (SBD, SB2C). |
| 3/45-12/45 | MIT, Cambridge, MA (N3N, SB2C, SNJ, J2F). |
| 12/45-12/47 | NATB, Corpus Christi, TX. Staff Safety Officer (N3N, SNB, SNJ, JRB, XNQ). |
| 12/47-6/48 | CIC School, Glenview, IL (SNB, PBY, SNJ). |
| 6/48-1/50 | USS *Bairoko* (CVE-115), CIC Officer, NAS North Island, CA (SNJ, F6F, SNB). |
| 1/50-1/51 | General Line School, Monterey, CA (SNJ, SNB, JRB). |
| 1/51-12/52 | VA-55, NAS North Island, CA; USS *Princeton* (CV-37); USS *Essex* (CV-9) (AD-1, AD-4). |
| 1/53-8/53 | Navy Test Pilot School - Class X, NATC Patuxent River, MD (SNB, TV, F8F, SNJ, XNQ, P4Y, F86, F9F, AD, F4U, PBY, HTL). |
| 8/53-8/55 | Carrier Branch, Flight Test Division, NATC Pax River, MD (F2H, AJ, AD, F9F, S2F, TBM, FJ, JRB, JD, B-26, F7U, F3D, A3D, A4D, SNB, T34). |
| 8/55-1/56 | VA-66 Operations Officer, NAS Oceana, VA; USS *Ticonderoga* -Med Cruise (F7U-3, SNB). |
| 1/56-7/57 | CO, VA-44, NAS Jacksonville, FL (F9F-8B, F2H-2, SNB). |
| 7/57-12/59 | Air Warfare Division, OPNAV, Washington, D. C. (AD, SNB, JRB, T-28, TV). |
| 12/59-4/60 | Armed Forces Staff College, Norfolk, VA (SNB, TV, T-28). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 4/60-9/61 | USS *Forrestal* (CVA-59), Air Officer. Two Med cruises (TF, AD, SNB). |
| 9/61-9/63 | Flight Test Division, NATC Pax River, MD. Assistant Director and Director (TV2, AD, F8U, A4D, TF, T-38, HU, UH, Etendard IV, R4D, A2F, F4, A6, A3, E2). |
| 9/63-6/64 | Navy War College - Naval Warfare, Newport, RI (TC45J). |
| 6/64-4/66 | Staff, COMFAIRALAMEDA, CA. Training/Readiness Officer (A4, TF9J, A-1, V-11, TC45J). |
| 4/66-8/67 | CO, USS *Graffias* (AF-29), NAS Alameda, CA. Two Vietnam deployments (A4E). |
| 8/67-8/69 | Staff, Commander Naval Air Systems Command, Washington, D.C. |
| 8/69-9/71 | CO, NAS Atlanta, Marietta, GA (A4L). |
| 10/71-3/73 | CO, Navy and Marine Corps Reserve Center, Portland, OR |

## Summary of Significant Career Events

(1) WWII - Mission Beyond Darkness. VB-2, USS *Hornet* (CV-12) During 1st Battle of Philippine Sea attack on Japanese carrier. Made water landing. Awarded Navy Cross on 20 June 1944. 33 combat missions.

(2) Korea - VA-55, USS *Princeton* (CV-37) and USS *Essex* (CV-9). Ops Officer and Strike Leader - 79 combat missions

(3) Class Ten (X), USNTPS, Pax River, MD. Test Pilot, CV Branch, Flight Test. First Navy Preliminary Evaluation Team A4 aircraft, Edwards AFB (9/54

(4) CO, VA-44, NAS Jacksonville, FL, 1/56 - 6/57.

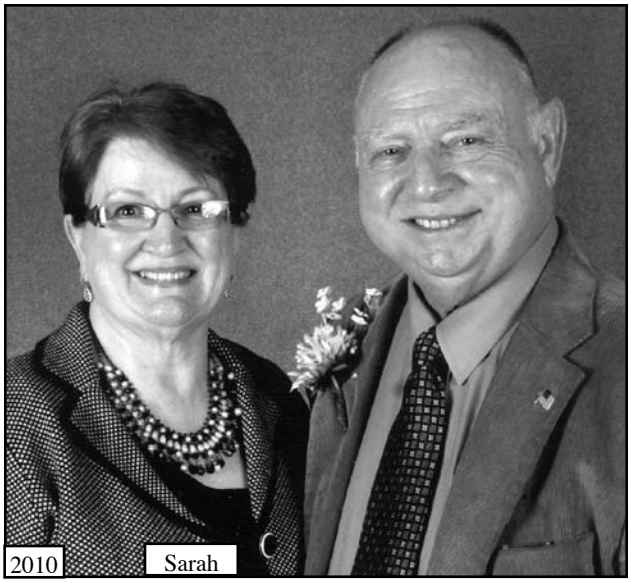
(5) Vietnam -CO, USS *Graffias* (AF-29), 4/66 - 8/67

(6) CO, NAS Atlanta, 8/69-9/71

(7) CO, Navy/Marine Corps Reserve Center, Portland, OR 10/71-3/73



Student Naval Aviator - 1956



2010 Sarah

## Jerry L. Terrell CAPT, USN (Ret.)

"Possum"

Date of Designation: April 23, 1958 NA# T-6531

Dates of Active Duty: 29 June 1956 – 1 September 1983

Total Flight Hours: 4,370

Carrier/Ship Landings: Fixed wing: 972

Approximate Flight Hours:
Jet: 3,446 Prop: 924 VF/VA: 3,576
VT: 668 Other: 126

Combat Tours:

| | |
|---|---|
| Vietnam: | VA-15, Apr. 1966-Nov. 1966, 99 missions (A-4B, USS *Intrepid* (CVA-11)) |
| Vietnam: | VA-15, May 1967-Dec. 1967, 101 missions (A-4C, USS *Intrepid* [CVA-11])) |
| Vietnam: | VA-105, May 1972-Jun. 1972. 21 missions (A-7A), USS *Saratoga* {CVA-60]) |
| Vietnam: | VA-93 Jul. 1972-Jan. 1973, 155 missions (A-7B, USS *Midway* [CVA-41]) |

Total Combat Missions: 376

Aviation Commands:
CO VA-93, July 1972-Jan. 1973
CO VA-174, May 1975-July 1976
CO NAS Cecil Field, Sept. 1980-July 1982

Combat Awards:
1 Legion of Merit
7 Distinguished Flying Cross Medals
1 Bronze Star
39 Air Medals
3 Navy Commendation Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1956-1958 | Naval Air Training Command, Student Naval Aviator (T-34B,T-28B/C, TV-2, F9F-2). |
| 1958-1958 | Aircraft Maintenance Officer's School, NATTC Memphis, TN |
| 1958-1960 | VA-176/VA-35, Line Division Officer (AD-6). |
| 1960-1962 | VA-44/VA-46. RP, Weapons Training & Safety Officer (A-4A/B/C). |
| 1962-1963 | US Naval Postgraduate School, DUINS (T-2B). |
| 1963-1964 | BUPERS, Aviation Assignment Officer (T-1A) |
| 1964-1965 | Marine Corps Schools, Quantico-AWS, DUINS, (T-1A). |
| 1965-1967 | VA-44/VA-15, RP, Admin Officer (A-4B/C/E). |
| 1968-1970 | COMFAIRJAX, Attack Training Officer (A-7A/B, A-4C, TA-4F, F-8K). |
| 1970-1970 | Armed Forces Staff College, DUINS (A-4B, TA-4F). |
| 1970-1972 | VA-174. Operations Officer, Executive Officer (A-7A/B/C/E). |
| 1972-1972 | VA-105, Executive Officer (A-7A). |
| 1972-1973 | VA-93, Commanding Officer (A-7B). |
| 1973-1975 | LATWING ONE, Chief Staff Officer (A-7A/B/C/E, TA-4J). |
| 1975-1976 | VA-174, Commanding Officer (A-7A/B/C/E). |
| 1976-1977 | Air War College, Maxwell AFB, AL, DUINS, (A-7E, TA-4J). |
| 1977-1979 | NAS Memphis, Executive Officer. |
| 1979-1980 | CRUDESGRU THREE, Chief of Staff. |
| 1980-1982 | NAS Cecil Field, Commanding Officer (A-7E, TA-7C). |
| 1982-1983 | SEABASEDASWWINGSLANT, Chief of Staff, (A-7E, TA-7C). |
| 1983-Present | Retired list of the U.S. Navy |

## Summary of Significant Career Events

(1) During 1967 predeployment workups, was awarded CARDIV TWO bombing trophy as best individual pilot in eight competing squadrons.

- Continued -

Summary of Significant Career Events continued

(2) Awarded 1967 "Top VALION (VA-15) Carrier Pilot", 1967 Vietnam deployment, USS *Intrepid* (CVA-11)

(3) Three combat deployments to the Tonkin Gulf, two of which were during periods of the most intensive air war activity over North Vietnam- summer of 1967 and summer of 1972.

(4) During the 1967 Rolling Thunder campaign, as a deignated Iron Hand leader, helped refine tactics that proved to be exceptionally effective in combating the SA-2 surface-to-air missile threat in the heavily defended skies over North Vietnam, tactics so effective that, by the end of 1967, the enemy's stock of SAM's had either been destroyed or expended- this undoubedly led to the bombing halt declared in January of 1968

(5) As CO of VA-93 in 1972 and one of the CVG-5's designated strike leaders led many ALPHA strikes, destroying a myriad of targets in North Vietnam most notable of which was the Haiphong Shipyards.



VA-15 - 1967

(6) During the 1972 Linebacker II campaign, led the first Iron Hand mission in support of the B-52 "Twelve Days of Christmas" attacks on Hanoi which led directly to the cessation of the Vietnam War hostilities one month later.

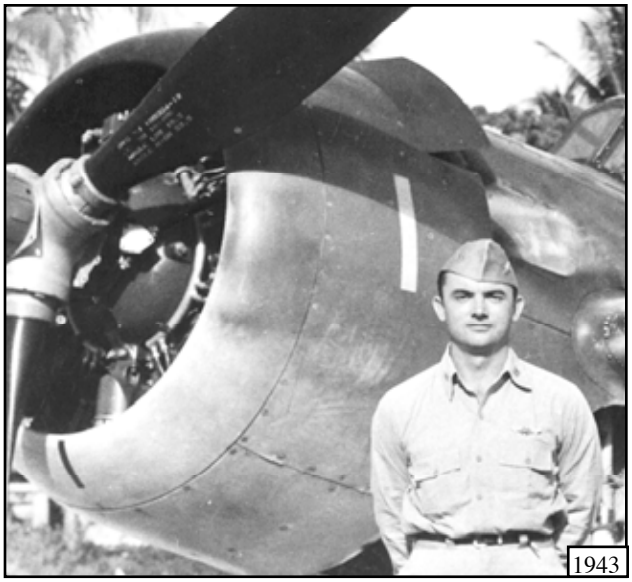
(7) As Commanding Officer, NAS Cecil Field, laid the groundwork for infrastructure support development for the F/A-18 aircraft's introduction into AIRLANT squadrons.

(8) After retiring from the Navy, flew B-707 aircraft with a U.S. air carrier between destinations throughout the U. S., Canada, Latin America, and Europe-holds an FAA Airline Transport Pilot Certificate.

(9) Taught for 23 years as Professor of Aeronautics in the Jacksonville University (FL) aviation degree program-lauded as Jacksonville University's 2010 Professor of the Year.




CO VA-93 - 1972


1943


1996

**William Paul Thayer, LCDR, USNR (Ret.)**
"Paul"

Date of Designation: March 1942 NA # 114570

Dates of Active Duty: June 1941 - October 1945

Total Flight Hours: 12,000

Carrier/Ship Landings: Fixed wing: 250

Approximate Flight Hours:
Jet: 8,000 Prop: 4,000 VF/VA: 3,800
Other: 8,200 (Commercial, company and personal aircraft)

Combat Tours:
WW II: North African Invasion, Nov. 1942 - Dec. 1942. South Pacific, Jan.1943 - Aug. 1943, Guadalcanal, and Russell Islands. South Pacific Invasions (New Guinea, Halamahara and Philippines), Feb. 1944 - Dec. 1944.

Combat Awards:
3 Distinguished Flying Crosses
10 Air Medals
2 Presidential Unit Citations

## Duty Assignment Chronology

| | |
|---|---|
| 10/45-6/47 | Trans World Airlines, Co-pilot. |
| 3/48-9/50 | Chance Vought Aircraft, Production and Experimental Test Pilot. |
| 9/50-9/51 | Northrop Aircraft, Chief, Experimental Flight Test. |
| 9/51-1/53 | Chance Vought Aircraft, Sales Manager. |
| 1/53-7/55 | Chance Vought Aircraft, Sales and Service Manager and Chief of Flight Test. |
| 7/55-7/58 | Chance Vought Aircraft, Vice President - Sales and Service and Chief of Flight Test. |
| 7/58-8/59 | Chance Vought Aircraft, Vice President - Washington Office. |
| 8/59-8/61 | Chance Vought Aircraft, Vice President and General Manager, Aeronautics Division. |
| 8/61-10/63 | Chance Vought Corporation, President. |
| 10/63-4/64 | Ling-Temco-Vought, Inc., Senior Vice President. |
| 4/64-10/64 | Ling-Temco-Vought, Inc., Executive Vice President - Aerospace Group. |
| 10/64-1/65 | Ling-Temco-Vought, Inc., Executive Vice President. |
| 1/65-7/70 | LTV Aerospace Corporation, President. |
| 7/70-1/83 | The LTV Corporation, Chairman of the Board and CEO. |
| 1/83-1/84 | Department of Defense, Deputy Secretary of Defense. |
| 2/84-Present | Semi-retired Small Company Investor. |

## Summary of Significant Career Events

(1) Fighter Ace during World War II, all Japanese Zeros - Six total. Four probables.

(2) First pilot to use Martin Baker ejection seat when XF7U-1 caught fire during airshow at Naval Air Test Center, Patuxent River, MD (1949).

(3) First pilot to exceed speed of sound in a Navy production fighter - XF7U-1 (1949).

(4) First pilot to demonstrate all structural and high Mach Number (MN) limitations of the XF6U-1 (1950).

(5) First pilot to demonstrate all structural and high MN limitations of the XF-89 (1951).

(6) First pilot to have barrel-rolled a Boeing 737.

(7) First pilot to have flown the F-15, F-16, F-18, F-20, and the B-1B in 1983 while serving as the Deputy Secretary of Defense.

- Continued -

Summary of Significant Career Events continued

(8) Flew around the world in a Cessna 414 with another pilot (Byrum Teekell) in 63 days with golf clubs. (1993 and age 73).

(9) Established new around the world speed record for Learjet category aircraft with three other Learjet Captains in February, 1996 with 8 stops and average speed of 467.3 mph. (Age 76).

(10) Still fly WW II Vought Corsair F4U-1D in public air shows.

(11) Horatio Alger Award - 1982.

(12) University of Kansas Distinguished Service Citation.

(13) General J. H. Dolittle Award - Society of Experimental Test Pilots.

(14) Kitty Hawk Award.

(15) City of Hope Aerospace Man of the Year Award.

(16) Doctor of Aeronautical Science - Salem College.

(17) Chairman of the Chamber of Commerce of the United States.

(18) National Exploring Chairman of the Boy Scouts of America.

(19) Chairman of the Aerospace Industries Association.

(20) Regional Vice President and Board of Directors of the National Association of Manufacturers.

(21) Board of Directors of Business Roundtable.

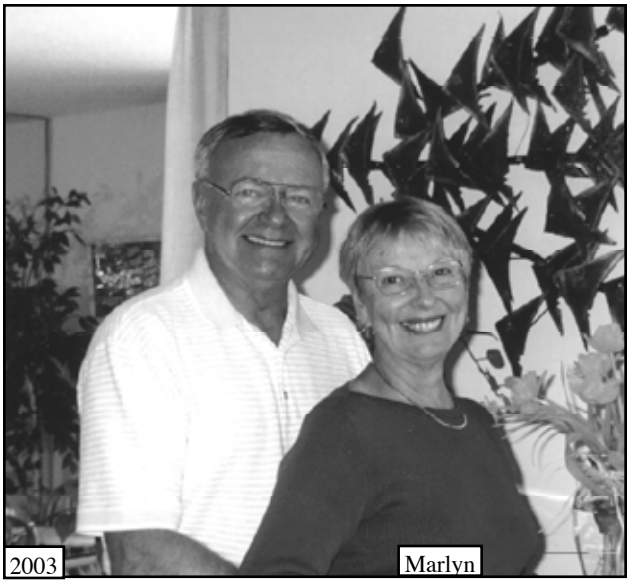
(22) Chairman of the United Nations Association of the U. S.

(23) Chairman of the National Corporate Board of the Vietnam Veterans Memorial in Washington, D. C.

(24) Fellow in the Society of Experimental Test Pilots.

(25) Navy Experimental Test Pilots Hall of Fame - USS *Yorktown*, 1994.


1957


2003 Marlyn

## Howard B. Thorsen, VADM, USCG (Ret.)

"Howie"

Date of Designation: 19 Aug. 1958 CG Aviator#776
15 Oct. 1962 CG Helo #442

Dates of Active Duty: 27 May 1955 - 30 June 1991

Total Flight Hours: 4200

Carrier/Ship Landings: Rotary wing: 35

Approximate Flight Hours:
Prop: 2,200 Helo: 2,000
VR/VP: 2,000 HS/HC/HU: 2,000

Aviation Commands:
Coast Guard Air Station Corpus Christi, TX 1975-76

Awards:
Air Medal - Rescue of US Marine and his brother from drowning off Rosarita Beach, MX 1963.
DSM - 2
LOM - 3
MSM - 4

### Duty Assignment Chronology

| | |
|---|---|
| 6/55-4/57 | CGC Ingham (WPG-35), Norfolk, VA. Gunnery Officer. |
| 4/57-1/58 | Basic Flight Training, Pensacola, FL. Student Aviator. |
| 1/58-10/58 | Advanced Flight Training, Corpus Christi, TX. Student Aviator. |
| 10/58-10/61 | C.G. Air Detachment, Argentia, NFLD. |
| 10/61-6/62 | Chanute AFB, IL. and NAS Memphis, TN. Aircraft Maintenance School. |
| 7/62-9/62 | Ellyson Field , FL. Helo Training, Student. |
| 10/62-7/65 | C.G. Air Station, San Diego, CA. Maintenance Officer. |
| 8/65-8/67 | C.G. Air Station, Los Angeles, CA. Maintenance Officer. |
| 9/67-6/69 | C.G. Air Station, Brooklyn, NY. Maintenance Officer. |
| 6/69-7/72 | Coast Guard Academy, New London CT. Navigation Instructor. |
| 8/72-6/75 | Coast Guard Headquarters, Washington, DC. Assistant Chief, Aeronautical Engineering Div. |
| 6/75-6/76 | C.G. Air Station, Corpus Christi, TX. Commanding Officer. |
| 6/76-7/77 | Industrial College of the Armed Forces, Ft McNair, Washington DC. Student (Distinguished Graduate). |
| 7/77-6/80 | Coast Guard Headquarters. Cheif Aeronautical Engineering Divion. |
| 6/80-6/83 | Coast Guard Academy. Commandant of Cadets. |
| 6/83-6/84 | Coast Guard District Five, Portsmouth, VA. Chief of Staff. |
| 6/84-6/86 | Coast Guard Headquarters. Chief, Office of Research and Development. |
| 6/86-7/88 | Coast Guard District Seven, Miami, FL. Commander Seventh District and Coordinator, SE Region, National Narcotics Border Interdiction System. |
| 7/88-3/89 | Coast Guard Headquarters. Chief, Office of Operations. |
| 3/89-6/91 | Governors Island, NY. Commander C.G. Atlantic Area and Commander US Maritime Defense Zone, Atlantic. |

### Summary of Significant Career Events

(1) N.A.A.T.C - Coast Guard Student of the Year - 1958

(2) Flew as pilot of the PBY N4NC - May 1986 - reactment of the flight of the NC-4 ... honoring LT Elmer Stone, (USCG aviator #1) , pilot of NC-4

(3) "Ancient Albatross" #13 - 6/90-6/91 (C.G. aviator on active duty holding earliest date of designation).

- Continued -

(4) A handfull of challenging rescues as pilot of helicopters.

(5) Heading the acquisition of the Coast Guard's short range helicopters in 1977-80. The HH-65A Dolphins are recognized as the best helo ever flown by C.G. pilots - still in service and expected to remain so for at least until 2015.







**John M. Tierney, RADM, USN (Ret.)**
"John"

Date of Designation: 17 September 1949 NA # T-66

Dates of Active Duty: 6 June 1945 - 31 July 1975

Total Flight Hours: 5,918

Carrier/Ship Landings: Fixed wing: 611

Approximate Flight Hours:
Jet: 1,881 Prop: 2,495 VF/VA: 2,934
VU/VFP: 28 VT: 1,463 Other: 51

Combat Tours:
Vietnam: COMCAW-19 (A-4, F-8, A-1), 25 May 1965-Dec. 15, 1965, USS *Bon Homme Richard* (CVA-31). Tonkin Gulf - 100 combat missions.
Vietnam: CO, USS *Thomaston* (LSD-28), 29 Mar. 1968-4 Aug. 1968. Tonkin Gulf.
Vietnam: Chief of Staff, COMCARDIV ONE, Jun. 1969-Sep. 1969. Tonkin Gulf.
Vietnam: CO, USS *Constellation* (CVA-64), Jan. 1970-May 1970. Tonkin Gulf.

Aviation Commands:
CO, VA-66 (A4D-2N), May 1962 - May 1963.
COMCAW-19 (A-4, F-8, A-1, E-1, F-8P), Mar. 1965 - Dec. 1965.
COMCARDIV ONE, Aug. 1969 - Sep. 1969.
CO, USS *Constellation* (CVA-64), Jan. 1970 - Jan. 1971.
Commander, Medium Attack/Tactical Electronic Warfare Wing Pacific, Sep. 1972 - Jun. 1975.

Combat Awards:
Legion of Merit
2 Distinguished Flying Crosses
Bronze Star with combat "V"
10 Air Medals (Strike/Flight)
South Vietnamese Gallantry Medal with Palm

Combat Awards continued
National Order Vietnam Knight (5th Order)

## Duty Assignment Chronology

| | |
|---|---|
| 6/42-6/45 | Midshipman, U. S. Naval Academy. |
| 7/45-9/45 | U. S. Naval Mine Warfare School, Yorktown, VA. Student. |
| 10/45-1/46 | USS YMS 163, Naval Station Pearl Harbor. Executive Officer. |
| 1/46-2/47 | USS *Henry A. Wiley* (DM 29), Eastern Pacific and San Francisco Bay. First Lieutenant. |
| 3/47-4/48 | USS PCE 891, Central and Northern Pacific, & Hawaii. Executive Officer. |
| 5/48-9/49 | Flight Training Command Pensacola & Corpus Christi (SNJ, F4U-4). Student Naval Aviator. |
| 11/49-7/52 | VA-25, NAS Oceana (AD-4). Maintenance Officer. |
| 8/52-6/55 | U. S. Naval Postgraduate School Monterey & Princeton. Aeronautical Engineering. |
| 7/55-8/55 | Jet Transitional Training Unit, Olathe, KS. (TV-1, F9F-6). |
| 9/55-8/57 | VF-21, NAS Oceana (FJ-3). Maintenance Officer. |
| 8/57-7/60 | U.S. Naval Test Pilot School, Student Instructor, Performance Engineering and Test Pilot (All aircraft). |
| 8/60-11/60 | COMNAVAIRLANT for LSO training and RAG instruction. |
| 12/60-3/62 | CVG-8 Staff, Operations Officer and LSO, NAS Oceana & deployed (A-4, F-8, F4D, A-1, A-3). |
| 5/62-5/63 | VA-66, Commanding Officer. NAS Oceana & deployed (A4D-2N). |
| 8/63-6/64 | U. S. Naval War College, Newport, TI. Student - Senior Course. |
| 8/64-2/65 | Pre-CAG training COMNAVAIRPAC, Lemoore & Miramar (A-4, F-8, A-1). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 2/65-12/65 | COMCAW-19, NAS Lemoore & Tonkin Gulf (A-4, F-8, A-1). |
| 1/66-1/68 | Office of Assistant Secretary of Defense (Systems Analysis). Tactical Air Naval Analyst, Washington, D.C. |
| 3/68-4/69 | USS *Thomaston* (LSD 28), Tonkin Gulf & San Diego. Commanding Officer. |
| 6/69-11/69 | COMCARDIV ONE, Chief of Staff (6/69-8/69); Commander (8/69-9/69); Chief of Staff (9/69-11/69). NAS North Island & Tonkin Gulf. |
| 1/70-1/71 | USS *Constellation* (CVA 64), Commanding Officer. Tonkin Gulf, San Diego and USNSY Bremerton. |
| 2/71-8/72 | OPNAV (OP-90), Deputy Director (2/71-4/71); Director (4/71-8/72). Washington, D. C. |
| 9/72-6/75 | Commander Medium Attack/Tactical Electronic Warfare Wing Pacific, Whidbey Island, WA. |
| 7/1/75 | Retired from Active Duty. |

## Summary of Significant Career Events

(1) XO of two ships and Department Head of third as an Ensign.

(2) As student naval aviator first carrier flight (3 minutes duration, 1 landing, 9th wire, 2nd barrier). No accidents in remainder of flying career.

(3) Honor graduate of TPT Class 19, Patuxent River.

(4) As USNTPS instructor, contributed to textbook, developed syllabus and instructed classroom and flight instruction in spin testing.

(5) Unsuccessful finalist for first seven Mercury astronauts.

(6) As CO, VA-66, flying off brand new USS *Enterprise*, squadron outflew all other squadrons in hours and landings. No pilot losses.

(7) As CAG-8 LSO on *Forrestal*, had no landing fatalities for my tour.

(8) Led Air Wing 19 on successful combat tour in Tonkin Gulf during North Vietnamese introduction of SAMs. Flew 100 combat missions plus some support missions in 7 months combat off USS *Bon Homme Richard*.

(9) As COMMATVACWING PAC, trained and supported PACFLT A-6s and introduced EA6Bs to fleet and to combat.

(10) In Navy career, piloted 45 or more basic models of military aircraft.







* Millie passed away on 11/10/03

## Ernest E. Tissot , RADM, USN (Ret.)

"Gene"

Date of Designation: 10 June 1948 NA#: J-1364

Dates of Active Duty: May 1945-May 1981

Total Flight Hours: 5,400

Carrier/Ship Landings: Fixed wing: 1,008

Approximate Flight Hours:
Jet: 2,800 Prop: 2,600 VF/VA: 4,380
VS: 10 VT: 1,010

Combat Tours:
Korea: Dec 1950-May 1951. VF-192 (F4U-4) USS Princeton (CV-37)
- 50 combat missions.
Vietnam: May-Dec 1965. CO VA-192 (A-4C) USS Bon Homme Richard (CVA-31)
- 149 combat missions.
Vietnam: May-Nov 1967. COMCVW-14 (F-4B, A-4C, A-6A) USS Constellation (CVA-64)
- 110 combat missions.

Aviation Commands:
CO, VA-192, December 1964 - December 1965.
COMCVW-14, February 1967 - February 1968.
CO, USS Enterprise (CVAN-65), December 1971 - April 1974.
Commander Fighter/AEW Wing Pacific Fleet, June 1976 - September 1977.
Commander Carrier Task Force 77, October 1977 - August 1979.

Combat Awards:
2 Silver Stars
5 Distinguished Flying Crosses
27 Air Medals
2 Legion of Merit with Combat "V"
4 Navy Commendation Medal with Combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 6/45 | Los Angeles - Enlistment in Navy V-5 pro gram. |
| 7/45-7-46 | V-5 student at Occidental, Cal Tech, USC. |
| 8/46 | Livermore - Selective Flight Training (N-2S). |
| 9/46-3/47 | Ottumwa - Preflight. |
| 4/47-6/48 | Corpus Christi, Pensacola and Jacksonville - Flight Training. (N-2S, SNJ, PBY, SNB, F6F). |
| 11/19/47 | First carrier landing SNJ-5C. |
| 8/48-12/48 | San Diego - VRF-31, VF-314 (disestablished without receiving F8F-2 aircraft). |
| 1/49-5/51 | Alameda - VF-192 (F8F-1/2, F4U-4) Line Officer, Material Officer. Deployment in Boxer, combat deployment in Princeton. |
| 7/51-7/53 (F6F-5). | Corpus Christi - ATU-1 flight instructor |
| 8/53-4/56 | Cecil, Oceana - VF-33 (F9F-6, FJ-3) Ordnance Officer, Maintenance Officer. Deployment in Midway, deployment in Lake Champlain. |
| 6/56-8/58 | Stanford University, Mechanical Engineering BS with Great Distinction, Phi Beta Kappa (F2H-2). |
| 9/58-8/60 | Naval Postgraduate School, Aeronautical Engineering MS, First in Class (T-28, SNB). |
| 9/60-11/60 | Oceana - VA-43 A-4 RAG. |
| 12/60-1/63 | Oceana - CVG-8 Staff (A-4B/C, F4D-1, F8U-2, AD-6) Administrative Officer, Operations Officer. Two deployments in Forrestal. |
| 2/63-5/63 | Norfolk - Armed Forces Staff College. |
| 7/63-10/63 | Lemoore - VA-125 A-4 RAG. |
| 11-63/12-65 | Lemoore - VA-192 (A-4C) Executive Officer, Commanding Officer. Two deployments (one combat) in Bon Homme Richard. |
| 1/66-8/66 | San Diego - COMNAVAIRPAC VA Training Officer (T-28). |
| 9/66-12/66 | Miramar - CVW-12 RAG (F-4B, A-4C, A-6A, TA-3B, RA-5C). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 1/67-2/68 | Miramar - CVW-14 CAG (F-4B, A-4C, A-6A) Combat deployment in Constellation. |
| 11/11/67 | Final carrier landing F-4B. |
| 3/68-3/69 | Pentagon - OP-508 Tactical Aviation Plans Officer. |
| 4/69-9/69 | Bainbridge - Nuclear Power Academic Training |
| 10/69-3/70 | Idaho Falls - Nuclear Power Prototype Training |
| 5/70-4/71 | San Diego - USS Thomason (LSD-28), Commanding Officer. |
| 6/71-10/71 | Washington DC - Admiral Rickover Charm School. |
| 12/71-4/74 | Alameda - USS Enterprise (CVAN-65) Commanding Officer. |
| 5/74-5/76 | Pentagon - OSD DDR&E Test and Evaluation Deputy for Strategic and Support Systems. |
| 6/76-9/77 | Miramar - Commander Fighter/AEW Wing (TA-4, F-14), Nellis - Joint Test Director ACEVAL/AIMVAL. |
| 11/77-8/79 | Subic Bay - Commander Carrier Group Five/ Task Force Seventy Seven. |
| 9/79-5/81 | Hawaii - CINCPAC J-5 Director for Plans and Policy. |
| 5/81 | Hawaii - Retired. |

## Summary of Significant Career Events

(1) Accident free flying career, including 1,008 carrier landings flying 11 aircraft types from 15 carriers.

(2) Third U.S. Naval Aviator to reach 1,000 carrier landings, flying F-4B on combat mission from USS *Constellation* (CV-64) on 31 October 1967. First to do so solely in the fleet (except for 12 landings in training command).

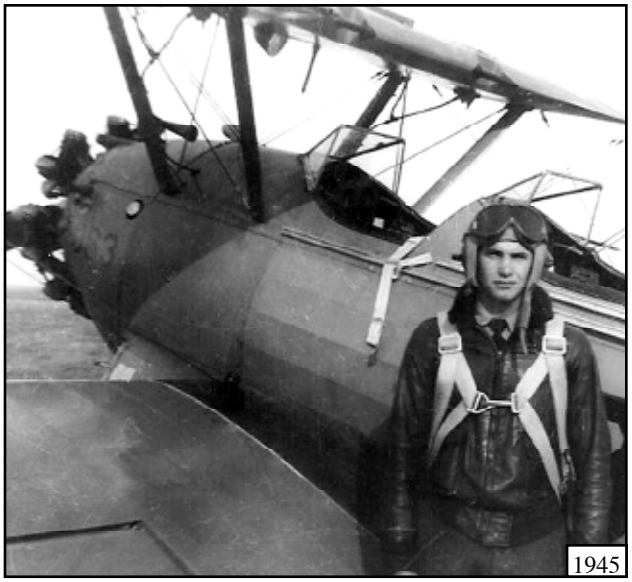
(3) One combat tour in Korea, two combat tours in Vietnam for total of 309 missions.

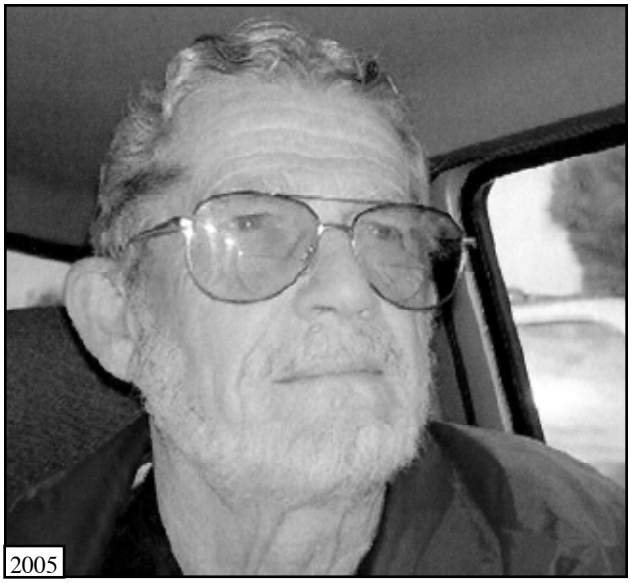
(4) Two deployments flying swept wing jets off straight deck carriers.

(5) While COMFIT at NAS Miramar, serving as Joint Test Director for ACEVAL-AIMVAL operating out of Nellis AFB.

## Most Significant Career Events

(1) Marrying Mildred Ellen Patton of Oakland, California, in 1951. Millie and I have two sons, three granddaughters and one grandson.


1945


2005

**Roscoe L. Trout, Captain USN (Ret.)**
"Roc"

Date of Designation: 9 July1946 NA# P24737

Dates of Active Duty: Oct. 1943 - Oct. 1944 (V5/V12a)
Nov. 1944 - Jul. 1946 (NavCad)
Jul. 1946 - 1947 (USNR)
1947 - 31 Aug. 1975 (USN)

Total Flight Hours: 3,700+

Carrier/Ship Landings: Fixed wing: 418

Approximate Flight Hours:
Jet: 1,655 Prop: 2,080 VF/VA: 2,580

Aviation Commands:
CO, VF-114, Oct. 1963-Nov. 1964, WESTPAC USS *Kitty Hawk* (F-4B)

## Duty Assignment Chronology

| | |
|---|---|
| 5/43 | Enlisted from Douds, IA in the U.S. Navy V5 program at St. Louis, MO. Sent home to await call-up. |
| 10/43 | Reported to University. of North Carolina as Apprentice Seaman, V-12a Student. |
| 11/44-5/45 | NAVCAD Pre-Flight Athens, GA. |
| 6/45-10/45 | Primary Flight Training, NAS Norman, OK. (N2S). |
| 11/45-2/46 | Instrument Flight Training, NAS Cudihay FieId, Corpus Christi, TX (SNJ). |
| 3/46-5/46 | Multi-engine Training, NAS Corry Field, Pensacola, FL (SNB-1/5). |
| 6/46 | Gunnery Training, NAS Barin Field, AL (SNJ). |
| 7/46 | CARQUALS, NAS Saufley Field , FL on USS *Ranger* (CV-4) (SNJ). |
| 9/46 | Operational Flight Training, NAS Fort Lauderdale, FL, NAS Cecil Field FL. (FG-1D) |
| 1947 | VF-18A Schedules Officer, NAS Quonset Point, RI. (F4U-4, F6F-5P, SNJ-4). |
| 1948-49 | VCN-1 Weight & Balance Officer, NAS Barber's Point, HI. (F6F-5N, F7F-3/4N, F8F-lN, TBM-3E, SNB-3N/5, SNJ). |
| 1950 | Georgia Tech 5-Term student (SNB, SNJ). |
| 1951 | USN General Line School, Monterey, CA., Student. (F6F, SNB). |
| 1952 | NAS Glenview, IL, CIC School student (F8F-1). |
| 1952-1954 | USS *Badoeng Strait* (CVE-116). All Weather Fighter Director (C-l, SNB). |
| 1954-1955 | VC-3, NAS Moffett Field, Special Weapons Delivery Team Able (F2H-3, TV-2, F6F-5N, F4U-5N). |
| 1955-1958 | NATC PaxRiv, MD. Test Pilot Training, Class 15, Armament Test (F9F-2/5, FJ-2/4, TV-2, T-28, UF, AD-3/4, OE-2, F3H-2/2M/2N, F4D-l, A4D-l/2, F11F-1, F8U-1, AJ-1, F3D, F8F). |
| 1958 | Naval Aviation Safety School, USC, Los Angeles, CA. |
| 1958-1961 | VX-4, NAS Point Mugu, CA. Sparrow III Project Officer, Aviation Safety Officer. (F3H-2N, TV-2, SNB-5). |
| 1961 | VF-121, NAS Miramar, CA. TAD to VX-4 as Fleet Missile Firing Operations Conductor at Pacific Missile Range, Point Mugu. (F3H-2N, TV-2, SNB-5). |
| 1961 | XO, VF-114, NAS Miramar, CA. (F3H-2N, F4H-1,2). |
| 1962 | VF-142/96, Operations Officer, USS *Ranger* (CV-61) WESTPAC Cruise (F4B). |
| 1963 | XO, VF-193, NAS Miramar, CA (F4B). |
| 1963-1964 | CO, VF-114, USS *Kitty Hawk* (CV-63) WESTPAC/Tonkin Gulf (F4B). |
| 1965-1966 | USS I*ndependence* (CV-62). Assistant, then Air Boss, Tonkin Gulf (C-1A, UC-45J, T-28B, US-2C, UH-2A). |
| 1966-1967 | Naval War College Senior Course, Newport, RI (T-1A, UC-45J). |
| 1967-1971 | NAVAIRSYSCOM, Director of Safety (AIR-09E) (T-1A, U-11A). |
| 1971-1972 | George Washington University. Student, BS Administration. (- Continued -) |

Duty Assignment Chronology continued

1972-1975 COMSTRIKFLTLANTREP to CINCNORTH, Senior Staff Officer to Naval Deputy, Senior USN Officer at HQCINCNORTH.

8/31/75 Retired from active duty.

## Summary of Significant Career Events

(1) First solo flight (N2S) 1945.

(2) First Carrier trap and takeoff (in an SNJ with the hook lowered and held up with alength of clothesline rope). 1946.

(3) First night catapult and trap (F6F-5N, straight deck). 1948.

(4) World cruise as member of VCN-1 five plane night fighter team. Near dark landing on an unlighted desert airfield after having been catapulted from USS *Tarawa* (CV-40) while she was anchored near Jidha, Arabia. Golden Eagles then LTJG Don Shelton and ENS Dave Williams were also part of that flight (F6F-5N). 1948-1949.

(5) While serving as the all-weather fighter director on USS *Badoeng Strait* (CVE-116) operating in the Yellow Sea, conceived, and caused to be mounted in the port catwalk, a surplus APS-20 ASW radar, and developed procedures that were successfully used by the embarked Marine Checkerboard F4U squadron as a poor man's GCA called "Hooker Control". CCA did not then exist. 1952.

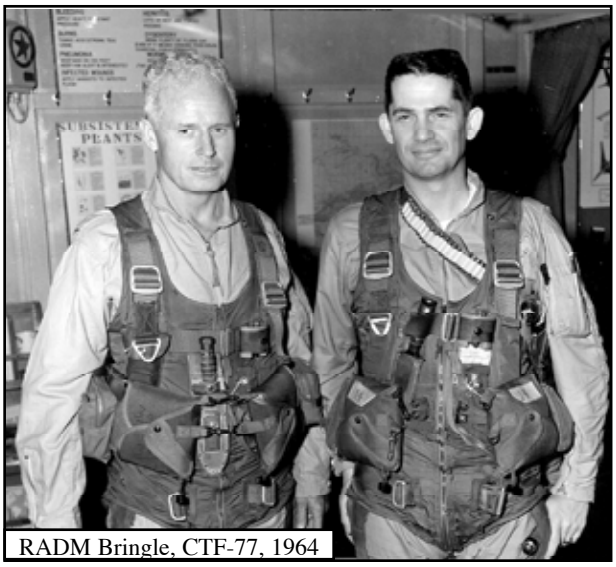
(6) From USS *Essex* (CV-9) flew shotgun on an F2H-2P high altitude photo reconnaisance flight deep into Hainan under extremely strict emcon. Returned safely without apparent (to us) opposition or difficulty. Debrief disclosed that *Essex* had been monitoring the ChiCom frequencies and that they knew we were there but were unsuccessful in completing their attempted intercepts (F2H-3). 1955.

(7) Participated in 12 plane low level "show the flag" flight led by Golden Eagle then LCDR Harold (Jeep) Streeper from the upper reaches of the Mecong river down the river bed past Vientiane to its intersection with the Hanoi/Bankok railway, thence along the railway to feet wet and a trap aboard *Essex* waiting with a ready deck in the Gulf of Thailand. Feet wet state call averaged 300#. A fouled deck by anyone would have put planes in the water. Later all pilots got a personal handshake, a set of silver cuff-links, and a cup of tea from the King of Thailand. (F2H-3). 1955.

(8) Selection for Test Pilot Training (TPS) Class 15. Flight testing the F9F-2/5, FJ-2/4, TV-2, T-28, UF, AD-3/4, OE-2, F3H-2/2M/2N, F4D-l, A4D-l/2, F11F-1, F8U-1, AJ-1, F3D and F8F airplanes. Conceived, constructed, and successfully demonstrated a minature, helmet mounted "you are being painted by radar" aural warning device. Unable to get NAVELEX interested. As preparation for some high altitude ordnance testing, while wearing a partial pres sure suit, underwent explosive decompression from 30k to 100k ft msl training in a pressure chamber. On a later F8U flight, suit unexpectedly went to full inflation while entering the break for landing at PaxRiver. An interesting few minutes followed, landing otherwise uneventful. Discovered that wiring jet engine igniters to the trigger/rocket firing switches would prevent flameouts/compressor stalls resulting from gun and rocket firing. 1958.

(9) While at VX-4, did my first firing of a Sparrow III missile at an airborne target. Initiated proposal to OPTEVFOR and later demonstrated that SP III could be successfully used against even relatively small sea surface targets. (F3H-2N). 1960.

(10) As CO VF-114 in Apr. 1964, flew Golden Eagle then RADM W. F. Bringle (CTF-77) from USS *Kitty Hawk* into Tan Son Nhut Vietnam for an urgent meeting with General Westmorland, CUSMACV. After landing, was told by station OPS that the VC were shooting at the F-4 on GCA final approach. No holes found but later departure profile was prudently VERY steep. 1964.



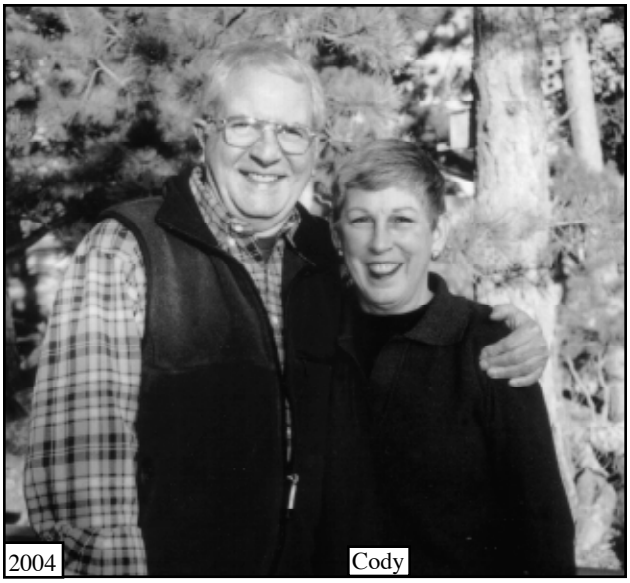
RADM Bringle, CTF-77, 1964

(11) At end of *Independence* deployment to Tonkin Gulf, on fly-off to NAS Oceana, F-4 centerline external tank came apart during #4 catapult shot, dumping 600 gal of JP-5 on deck which ignited. Recommended to Captain that launches continue in order to get rid of as many planes as possible while simultaneously fighting the fire. No lives lost, Cat Officer severely burned at wrists, neck, and around face outside of helmet. One F-4 on deck behind JBD stricken as result of overheated skin but no fire, aircrew uninjured, two flight deck crew overboard, recovered by plane guard.

(12) 1-20-07 Performed tandem parachute jump from 10,000 feet. Never had to bail out/eject while on active duty and it was forbidden to do it unofficially. Great Sport!



1962


2004 Cody

## Richard H. Truly, VADM, USN (Ret.)

"Dick"

Date of Designation: 7 October 1960 NA# V-17064

Dates of Active Duty: June 1959-June 89

Total Flight Hours: 7,500+

Carrier/Ship Landings: Fixed wing: 304

Approximate Flight Hours:
Jet: 7,300 Prop: 200 VF/VA: 1,200

Aviation Commands:
Comander, Naval Space Command 10/83-02/86.
Naval Component Commander, Space Comand, 10/84-02/86.

## Duty Assignment Chronology

| | |
|---|---|
| 8/55-6/59 | Midshipman, Regular NROTC, Georgia Institute of Technology, Atlanta, GA. |
| 6/59-10/60 | Naval Flight Training, NAS, Pensacola, Saufley, Whiting, Beeville (T34B, T28B/C, F9F8B/T, F11F1). |
| 12/60-4/61 | VF- 174 F8 Replacement Air Group, NAS Cecil Field, FL (F8U1,2). |
| 4/61-11/63 | VF-33, NAS Oceana, VA, USS Intrepid (CVA 1I), USS Enterprise (CVAN 65), F8UlE, F8U2NE (F8E), F9F8T. |
| 12/63-11/6 | USAF Aerospace Research Pilot School, Edwards AFB, CA.Test Pilot Student (1964) Academic and Flight Test Instructor (1965) T33A, T37B, T38A, NF101A, F106A/B, F104A/B/D, N857E, B26, C47H, C130H, KC135, G91T/l, AeroCommander, 178C, Piper Apache. |
| 11/65-9/69 | Astronaut, U.S. Air Force Manned Orbiting Laboratory Program, (T33A, T38A, T39A, F104A/B/D, F106B, KC135, TurboPorter, U3A. |
| 9/69 - 9/83 | Astronaut, National Aeronautics and Space Administration.<br>Capsule Communicator, all Skylab Missions<br>Capsule Communicator, Apollo-Soyuz Docking Mission<br>Pilot, Shuttle Approach and Landing Tests (Enterprise)<br>Pilot, STS-2 Shuttle Mission (Columbia)<br>Commander, STS-8 Shuttle Mission (Challenger), (T33A, T38A, G195, CIA, C2, C135A, B26), A7 Digitac, (G2STA,TA4J,F15B, F16B, TA7, C131, OV10), (Enterprise), OV102 (Columbia), OV99 (Challenger). |
| 10/83-2/86 | Commander, Naval Space Command.<br>Naval Component Commander, U.S. Space Command (84-86) |
| 2/86-6/89 | National Aeronautics and Space Administration, Washington, DC<br>Associate Administrator, Office of Space Flight |
| 7/89-3/92 | National Aeronautics and Space Administration, Washington, DC<br>Administrator. |
| 11/92-4/97 | Vice President, Georgia Institute of Technology and Director, Georgia Technology Research Institute, Atlanta, GA |
| 5/97-Pres. | Director, National Renewable Energy Laboratory, and Executive Vice President, Midwest Research Institute, Golden, CO |

## Summary of Significant Career Events

(1) First squadron tour was VF33 out of Oceana. Mostly Med cruises deployed aboard Intrepid and Enterprise, except for two emergency deployments-first to the Dominican Republic following the Trujullo assassination,and then the Cuban Blockade.

- Continued -

Summary of Significant Career Events continued

(2) Ordered to test pilot school with the Air Force at Edwards. Chuck Yeager was Commandant of the school, and thanks to him, was selected as the youngest member of the first astronaut selection for the Manned Orbiting Laboratory. MOL was a classified 30-day orbital mission, eventually cancelled by President Nixon in June 1969. During this period, spent a year as the youngest LCDR in the Navy.

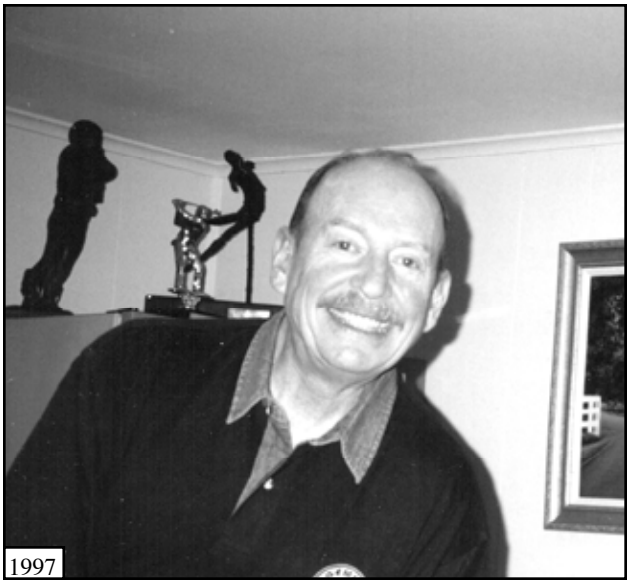
(3) Ordered to the NASA Astronaut Office in Houston, arrived between Apollo I I and Apollo 12. In 1977, flew the Space Shuttle Enterprise approach and landing tests from the top of a Boeing 747 (a thrill!). Backed up the first space shuttle mission in 1981, then flew STS2 aboard Columbia in November of 198 1. This was the first time a spacecraft had been re-flown in space and set a world circular orbital altitude record. Commanded the STS8 shuttle mission aboard Challenger in August-September 1983. Made the first space shuttle night landing on this flight.

(4) Ordered as the first Commander, Naval Space Command in Dalgren, VA. Command was stood up by CNO Admiral Watkins on October 1, 1983. One year later, became the first Naval component commander to U.S. Space Command.

(5) Following the space shuttle Challenger accident, ordered back to NASA Headquarters to lead the Challenger investigation and the return-to-flight efforts. Was awarded the Collier Trophy and the President's Citizen Medal by President Reagan. Retired from the Navy on June 30, 1989 as Vice Admiral. Sworn in the following day as the 8th NASA Administrator.



Midshipman 2/c Tucker - Summer, 1958 1958



1997

**Robert E. Tucker, Jr., Captain, USN (Ret.)**
"Gene"

Date of Designation: 18 December 1964 NA # V-21830

Dates of Active Duty: 27 June 1955 - 1 November 1985

Total Flight Hours: 6,186

Carrier/Ship Landings: Fixed: 1,284 (917 day/367 night)

Approximate Flight Hours:
Jet: 5,869 Prop: 296 Helo: 21 VF/VA: 4,441
VS: 143

Combat Tours:
Vietnam: VF-33 (F-4J) - attached to CVW-6/USS *America* (CV-66), May - Dec. 1968. Division Leader and Assistant Maintenance Officer.
Vietnam: VF-103 (F-4J) - attached to CVW-3/USS *Saratoga* (CV-60), Jun 1972 - Feb. 1973. Assistant Alpha Strike Leader, Squadron Operations.
Total 275 combat missions. 1 MIG-21J kill (night) 8/10/72.

Aviation Commands:
OinC, VF-101 Detachment Key West, Jun 1974 - Jul 1975.
CO, VF-74 - attached to CVW-17/USS *Forrestal* (CV-59), May 1977 - Sep. 1978.
Commander, CVW-17 - attached to USS *Forrestal* (CV-59), Jun. 1979 - Jul. 1980.
Commander, Fighter Wing One - NAS Oceana, VA., Jul. 1980 - Mar. 1982.
CO, USS *Sylvania* (AFS-2) - homeport NOB Norfolk, Dec. 1982 - Jun. 1984.
CO, USS *Coral Sea* (CV-43) - homeport NOB Norfolk, Jun. 1984 - May 1985.

Combat Awards:
Silver Star
Distinguished Flying Cross
26 Air Medals (5 Individual, 21 Strike Flight)
5 Navy Commendation Medals (4 combat, 1 non-combat)
Vietnamese Cross of Gallantry, with Palm

## Duty Assignment Chronology

| | |
|---|---|
| 5/55-9/55 | Boot Camp, USNTC Bainbridge, MD. - Seaman Recruit. |
| 9/55-6/56 | Naval Academy Prep School, Bainbridge, MD - Student. |
| 6/56-6/60 | U. S. Naval Academy, Annapolis, MD - Midshipman. |
| 7/60-8/63 | USS *Fletcher* (DDE-445), Pearl Harbor. DCA/ Chief Engineer. |
| 8/63-12/64 | Aviation Training Command (Pensacola, Meridian, Kingsville) - Student Aviator. |
| 1/65-6/65 | VF-101, (F-4 RAG) NAS Key West - Student. |
| 7/65-1/69 | VF-33 (USS *America* (CV-66)/NAS Oceana) - AvWeps/Ass't Maintenance Officer. |
| 1/69-11/69 | US Naval Test Pilot School, NATC Patuxent River, MD - Student. |
| 11/69-3/72 | Carrier Suitability Branch, Flight Test Division, NATC Patuxent River - Project Pilot. |
| 4/72-6/74 | VF-103 (USS *Saratoga* (CV-60)/NAS Oceana) - Operations Officer. |
| 8/72-8/73 | CVW-3 Staff Operations Officer (Note 1). |
| 6/74-6/75 | OinC, VF-101, Det Key West (ACM Training/ F-4 RAG). |
| 7/75-3/78 | XO/CO, VF-74 (attached CVW-17/USS *Forrestal* (CV-59), NAS Oceana, USS *Nimitz* (CVN-68). |
| 3/78-6/79 | COMNAVAIRLANT Staff, Fighter/Recce Desk. |
| 6/79-7/80 | Commander, CVW-17 (USS *Forrestal* (CV-59)/NAS Oceana). |
| 7/80-3/82 | Commander, Fighter Wing One. |
| 4/82-6/84 | CO, USS *Sylvania* (AFS-2). (-Continued -) |

Duty Assignment Chronology continued

6/84-7/85 CO, USS *Coral Sea* (CV-43).
11/1/85 Retired from active duty.
10/85-10/89 Presidential Airways, Dulles Int'l Airport, Senior Vice President - Operations.
10/89-10/95 Lockheed Martin, Washington, D. C., Director, Navy Programs.
10/95-Pres. Gemini Air Cargo, Dulles Int'l Airport, Senior Vice President - Operations.

Note (1): Served concurrently as VF-103 Ops and CVW-3 Ops during combat deployment after incumbent CAG Ops was KIA.

## Summary of Significant Career Events

(1) USS *Fletcher* (DDE-445) - Chief Engineer, OOD(F), Underway Replenishment OOD, CDO as Ensign. Two WestPac Deployments. Participated in Mercury Space Capsule recoveries.

(2) During first tour as aviator with VF-33/USS *America* (CV-66) accumulated over 1,000 flight hours and 574 traps (three full cruises (two Med, one Vietnam com- bat) and many work-ups).

(3) Flew F-4B in slow speed, high angle of attack flight demonstrations in 1967 Paris Airshow. Described as a show highlight in editorial and show sections of Aviation Week magazine. Awarded Navy Achievement Medal for flight demonstration.

(4) During first combat deployment engaged 4 Mig-17's and 1 Mig-21 with 2 F-4J. Fired 2 Sparrow III's; upper motor fire lanyard not properly connected; Sparrows jettisoned. Everyone lived to fight another day!

(5) While attached to the Carrier Suitability Branch, NATC, was the second Navy pilot to fly F-14A Tomcat. APCS, DLC, and approach and landing characteristics tested. First single engine landing in F-14 after APCS/ engine failure. Highest angle of attack attained to date during tests.

(6) During tour with VF-103 made second Vietnam combat deployment. Concurrently held Squadron Ops and CAG Ops jobs during high intensity combat operations after incumbent CAG Ops was shot down.

(7) Night kill of MIG-21J over North Vietnam after "Alert 5" launch from USS *Saratoga* (CV-60). Assistant Alpha Strike Leader - led several major Alpha Strikes over North Vietnam as LCDR.

(8) During XO/CO tour with VF-74 made two full Med deployments. Logged 1000th total trap, 1000th F-4 trap, and 3000th F-4 flight hour. Squadron won Clifton Award - top Navy Fighter Squadron.

(9) Deep selected for Commander, Captain.

(10) USS *Sylvania* (AFS-2) - won Golden Anchor Award for Retention during tour.

(11) USS *Coral Sea* (CV-43) - CO during major overhaul and subsequent introduction to Atlantic Fleet of the F/A-18 with 2 USN/2 USMC Hornet squadrons.



Seaman Recruit Jerry O. Tuttle receiving the American Spirit Honor Medal upon graduation from Recruit Training 1955



1993

## Jerry O. Tuttle, Vice Admiral, USN (Ret.)

"Jerry"

Date of Designation: 17 October 1956

Dates of Active Duty: 8 Feb.- 1 Jul. 1955 (Enlisted)
1 Jul. 1955-16 Oct. 1956 (NAVCAD)
17 Oct. 1956-1 Jul. 1994 (Officer)
(date of commissioning - 1 Jul. 1956)

Total Flight Hours: Over 5,500

Carrier/Ship Landings: Fixed wing: 1,025 plus a few more

Approximate Flight Hours:
Jet: 5,260 Prop: 200 Helo: 40
VF: 1,500 VA: 3,730 HS: 40 VS: 30

Combat Tours:
Vietnam: VA-15, Apr. 1966 - Nov. 1966 and
VA-15, Mar. 1967 - Oct. 1967. Embarked in USS *Intrepid* for both deployments. Total 260 missions (220 over N. Vietnam and estimated 40 over S. Vietnam during Apr. 66 - Nov. 66 deployment)

Aviation Commands:
CO, VA 81, Feb. 1972 - Mar. 1973 (A-7E), NAS Cecil Field/Mediterranean
CAG-3, Feb. 1974 - Feb. 1975 (F-4, A-7E, A-6E, E-2C, SH-3, S-2), Cecil Field/Mediterranean
CO, USS *John F. Kennedy*, May 1977 - Dec. 1978 (CVW-1)
COMCARGRU 8, Jun. 1981 - Apr. 1983
COMCARGRU 2/Battle Force Sixth Fleet, May 1983 - Aug 1984 Naples, Italy.

Combat Awards:
3 Distinguished Flying Crosses
23 Air Medals (5 individual and 18 strike/flight awards)

## Duty Assignment Chronology

| | |
|---|---|
| 2/55-4/55 | Recruit Training Command Great Lakes. Recruit. Won "American Spirit Honor Medal". |
| 4/55-7/55 | Training Center, Treasure Island, CA. Student |
| 7/55-10/56 | Aviation Training Command. Student. Received Wings on 17 October 1956. |
| 10/56-6/60 | VF-112/VA-112, NAS Miramar, San Diego, CA. Aviator. Held every billet in Fighter and Attack Squadron except CO and XO. |
| 6/60-6/62 | USNPG School, Monterey, CA. Student. Attended Postgraduate and Under Graduate School simultaneously. Carried 29 hour/term. Degree in Communications Engineering |
| 6/62-1/65 | OPNAV (OP- 94), Washington, D. C. Ops/ Comm. Project Officer for "Tacamo" project. |
| 1/65-2/65 | VA-44. Student. |
| 8/65-2/68 | VA-15. Maintenance Officer & Combat Pilot. |
| 2/68-7/68 | VA-44. Instructor Pilot. |
| 7/68-7/69 | Naval War College. Student Attended George Washington University. Received Master's Degree in International Relations. |
| 7/69-8/70 | CINCPACFLT, Hawaii. Aide & Flag LT. |
| 8/70-3/71 | XO, VA-174. |
| 3/71-3/73 | XO/CO, VA-81. |
| 3/73-2/74 | COMNAVAIRLANT. Prospective Air Wing Commander/Special Projects. |
| 2/74-2/75 | Commander, CVW-3. |
| 2/75-4/75 | USS *Kalamazoo* (AOR-6). Under Training. |
| 4/75-8/76 | CO, USS *Kalamazoo* (AOR-6). |
| 8/76-12/78 | CO, USS *John F. Kennedy* (CV-67). |
| 12/78-7/79 | Office of the CNO, Special Assistant. |
| 7/79-6/81 | DIA, Deputy Assistant Director. |
| 6/81-4/83 | Commander, Carrier Group EIGHT. |
| 4/83-8/84 | Commander, CARGRU/TWO/CTF 60/Battle Force 6TH FLT. |
| 8/84-11/85 | Navy Inspector General. |
| 11/85-5/87 | CINCLANTFLT, Deputy Chief of Staff. |
| 5/87-5/89 | JCS, Director, J-6. |
| 5/89-1/94 | OP-094/N-6, Director. |
| 1/94 | Retired from active duty. (- Continued -) |

**List of Promotions with effective date of rank:**

| | |
|---|---|
| Enlisted | Feb 55 |
| NAVCAD | Jul 55 |
| ENS | 1 Jun 56 |
| LTJG | 1 Dec 57 |
| LT | 1 Jun 60 |
| LCDR | 1 Jun 64 |
| CDR | 1 Jun 69 |
| CAPT | 1 Jul 74 |
| RADM | 1 Aug 80 |
| VADM | 1 May 87 |

**Family**

VADM Tuttle is married to the former Barbara Bonifay of Pensacola, Florida. They have five children: Michael, Vicky, Mark, Stephen and Monique.

## Summary of Significant Career Events

(1) Assigned to first F-3H Demon Squadron in 1956 and to the first A-7E Squadron (VA-81) in 1971.

(2) Number eight pilot to make 1,000 arrested landings.

(3) Navy Gray Eagle from June 1993 to January 1994.

**Other Awards and Recognition**

He is a member of the Defense Science Board, a member on the Board of Directors for the USO-Metro, and a member of the Board of Advisors to the Superintendent of the Naval Postgraduate School.

His personal decorations include the Defense Distinguished Service Medal (3); Defense Superior Service Medal; Legion of Merit (4); Distinguished Flying Cross (3); Meritorious Service Medal (2); Air Medal (23); Navy Commendation Medal (4); and numerous campaign awards.

He received the 1978 Navy League's John Paul Jones Award for inspirational leadership, the 1983 Association of Old Crow's Award for his contributions to electronic warfare, and the 1984 Annual Tailhook Award for his contributions to Naval Aviation. He was 1989's AFCEAN of the Year for his contributions to the Armed Forces Communications and Electronics Association, and received the 1991 American Institute of Aeronautics and Astronautics (AIAA) Command, Control, Communications and Intelligence Award for his contribution to the overall effectiveness to the C3I Systems. He received the AFCEA 1992 Jon L. Boyes award for major contributions to that organization. He was chosen as one of Federal Computer Week's "1991" and "1992 Federal 100" for his impact on government computer systems. He received the Washington Space Business Roundtable 1993 Excellence in Government Award. He was inducted into the Government Computer News Information Resource Management Hall of Fame in 1993 and received the 1994 American Astronautical Society Military Astronauts Award. In 1995, he was awarded the French "Commandeur de l'Order National du Merite" medal by the President of the Republic of France for his efforts in promoting greater interoperability between the U.S. and French Navies.




Dolores

## Jerry L. Unruh, VADM, USN (Ret.)

"Jerry"

Date of Designation: 28 March 1961

Dates of Active Duty: 28 January 1958 - 1 October 1994

Total Flight Hours: 5,100

Carrier/Ship Landings: Fixed wing: 720

Approximate Flight Hours:
Jet: 4,900 Prop: 200 VF/VA: 4,100
VU/VFP: 750 VT: 250

Combat Tours:
Vietnam: VF-211, USS *Hancock*, Dec. 1964-Mar. 1966 (F8)
Vietnam: VF-211, USS *Hancock*, Nov. 1970-May 1972 (F8)
Total - 295 missions

Aviation Commands:
CO, VF-142, Jun. 1975 - Nov. 1976
CO, Navy Fighter Weapons Squadron - TOPGUN,
Mar. 1978 - Jan. 1979
CO, VF-124, Feb. 1979 - May 1980
CO, USS *Wichita* (AOR-1), Jan. 1983 - Jul. 1984
CO, USS *Saratoga* (CV-60), May 1985 - Apr. 1987
COMCARGRU ONE, Jul. 1989 - Apr. 1991
Commander, Third Fleet, Apr. 1991 - Oct. 1994

Combat Awards:
Legion of Merit
4 Meritorious Service Medals
14 Air Medals
Vietnamese Cross of Gallantry

## Duty Assignment Chronology

| | |
|---|---|
| 1/57-1/58 | Naval Reserve (Active duty service periods). |
| 1/58-7/59 | Enlisted training bases & COMNAVAIRLANT |
| 7/59-3/61 | Flight Training, Pensacola FL, Kingsville, TX. |
| 4/61-9/63 | VU-7, San Diego (FJ-4, F-8, F-9, T-33). |
| 10/63-1/64 | VF-124, San Diego (F-8). |
| 2/64-4/66 | VF-211, San Diego (F-8). |
| 5/66-12/69 | VF-124, San Diego (F-8). |
| 1/70-5/72 | VF-24, San Diego (F-8). |
| 6/72-3/74 | U.S. Naval Postgraduate School, Monterey, CA. BS Degree - Computer Science. |
| 4/74-2/75 | VF-124, San Diego (F-14A). |
| 3/75-11/76 | VF-142, Virginia Beach, VA (F-14A). |
| 11/76-2/78 | COMNAVAIRLANT, Norfolk, VA. |
| 3/78-1/79 | Navy Fighter Weapons Squadron - TOPGUN. |
| 2/79-5/80 | VF-124, (F-14). |
| 12/80-6/82 | USS *Kitty Hawk* (CV-63). Executive Officer. |
| 1/83-7/84 | USS *Wichita* (AOR-1), Commanding Officer. |
| 5/85-4/87 | USS *Saratoga* (CV-60), Commanding Officer. |
| 6/87-4/88 | CNO Strategic Studies Group. |
| 4/88-6/89 | NATO, SACEUR Staff. |
| 7/89-4/91 | Commander, Carrier Group One. |
| 4/91-10/94 | Commander Third Fleet. |

## Summary of Significant Career Events

(1) One of five pilots to fly the F-8 Crusader in excess of 3,000 hours.

(2) As CO, USS *Saratoga*: directed and captured Libyan terrorists who had taken over the cruise ship Achille Lauro in the Mediterranean Sea.

(3) Made the first ever night transit of the Suez Canal by an aircraft carrier.

(4) Took the carrier inside the lagoon and pierside at Diego Garcia, Indian Ocean. Evaluated too risky for future carriers.







## Gary R. Van Gysel, Col USMC (Ret.)

"Gazelle"

Date of Designation: July 3, 1967 NA# V-35208

Dates of Active Duty: June 1965 – January 1992

Total Flight Hours: 5,100

Carrier/Ship Landings: Fixed wing: 22 Rotary: 5

Approximate Flight Hours:
Jet: 4800 Prop: 180 VF/VA: 4000/800 Helo: 120

Combat Tours:
Vietnam: 1968-1969 (253 combat missions)

Commands:
CO, VMFA 323, September 1982 - July 1984
MAG 31, May 1987 – July 1989

Combat Awards:
3 Single Mission Air Medals
20 Strike/Flight Air Medals
Navy Commendation Medal Combat V

Awards:
3 Meritorious Service Medals
2 Legion of Merit Medals
Combat Action Ribbon

### Duty Assignment Chronology

| | |
|---|---|
| 6/65-1/66 | The Basic School, Student, Quantico, VA. |
| 2/66-7/67 | Flight School, Student, Pensacola, Meridian, Beeville (T-34, T-2, F-9). |
| 7/67-7/68 | VMFA 312, Maint Admin/QA, Beaufort, SC, (F-4B). |
| 7/68-5/69 | VMFA 314, S-4 Officer, Chu Lai, VN (F-4B). |
| 5/69-8/69 | VMFA 122, QA Officer, Iwakuni, Japan (F-4B). |
| 8/69-6/74 | VMFAT 101, Maint billets, Yuma, AZ (F-4B). |
| 6/74-7/75 | MWSG 17, Ops Officer, Iwakuni, Japan, (TA-4J, F-4B). |
| 7/75-7/77 | VMFA 251, Ops Officer, Beaufort, SC (F-4B). |
| 7/77-7/78 | H&MS 31, Executive Officer, Beaufort, SC, (F-4B, TA-4J, C-117). |
| 7/78-2/79 | Armed Forces Staff College, Student, Norfolk, VA. |
| 2/79-2/81 | F/A-18 Fleet Introduction Team, Asst Project Officer, Lemoore, CA (TA-4J, A-7E). |
| 2/81-9/82 | VFA 125, Executive Officer, Lemoore, CA, (A-7E, F/A-18). |
| 9/82-7/84 | VMFA 323, Commanding Officer, El Toro, CA (F/A-18). |
| 7/84-7/85 | Air War College, Student, Montgomery, AL. |
| 7/85-7/86 | 3rd MARDIV, Air Officer, Okinawa, Japan. |
| 7/86-7/89 | MAG 31, Executive Officer and Commanding Officer, Beaufort, SC (F/A-18, TA-4J). |
| 7/89-1/92 | AIRLANT, D/CS Marine Matters, Norfolk, VA (F/A-18, CH-46). |
| 1/92-Present | MDA/Boeing, Business Development, Beaufort, SC. |

### Summary of Significant Career Events

(1) Colonel Gary R. Van Gysel's career was spent mostly in the cockpit, flying Phantoms, Skyhawks, A-7E Corsairs and Hornets. He amassed over 5000 accident free hours in fighter and attack aircraft and flew 253 combat missions in Vietnam. He held operational flying billets in the following squadrons: VMFA 312, 314, 122, 251, 323, VMFAT-101 and VFA-125.

(2) Following Vietnam, then, Capt Van Gysel was sent to El Toro, CA to assist in the standup of the first Marine Fleet Readiness Squadron (FRS), VMFAT-101. Assigned as the Pilot Training Officer, he wrote the Phantom Aircrew Training Manual and developed the Basic Air Combat Maneuvering and Fighter Tactics

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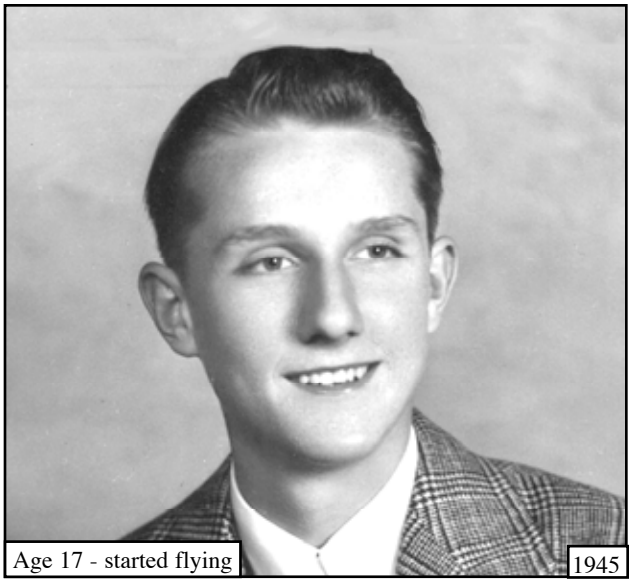
Summary of Significant Career Events continued

syllabus for the Phantom. As the fighter syllabus lead and the squadrons first Air Combat Tactic Instructor (ACTI), he was responsible for the training of future Marine Fighter Pilots.

(3) Gary is probably best known for his involvement in the standup of the Hornet Program. Because of his experience in standing up the first Phantom FRS (VMFAT-101) in 1969, he was chosen to be the Assistant Project Officer of the F/A-18 Fleet Introduction Team. This was a Navy/Marine Corps team chartered to plan for the introduction of the Hornet. After doing the planning for the standup to the first Hornet squadron, the Navy FRS, VFA-125, then LtCol Van Gysel, went on to execute the plan as the Executive Officer. VFA-125 was a first of a kind squadron; half Navy, half Marine. Gary was one of the officers most responsible for it's inception, it's standup and it's execution. Possessing close to 45 aircraft and responsible for all initial Hornet Fleet training, this squadron produced all Fleet Hornet pilots for a five year period until the standup of the East Coast FRS.

(4) The first three squadrons to transition to the Hornet were Marine squadrons trained by VFA-125 in Lemoore, CA. After two years as Executive Officer of the FRS, then, LtCol Van Gysel took command of VMFA 323, the second Marine squadron to transition to the Hornet. During the two years in command he was instrumental in developing the tactics that are used today in flying the Hornet. Following command, he spent two years away from aviation while assigned to the Air War College and 3rd Marine Division. As a Colonel, Gary, assumed command of Marine Aircraft Group 31 and oversaw the transition of East Coast Marine Phantoms Squadrons to the Hornet.

(5) Following his retirement from the Marine Corps in 1992, Gary continued to work for Naval Aviation and the Marine Corps as the East Coast Marine Field Representative for McDonnell Douglas and then Boeing. Serving as the liaison between Marine senior leadership and the senior leadership of these companies, he has been able to ensure the modernization and sustainment of the current Force. He will retire from this position in 2009.



Age 17 - started flying 1945



2000 Still Flying

## Hal W. Vincent, Major General, USMC (Ret.)

"Hal"

Date of Designation: 8 April 1953 NA # T-3194

Dates of Active Duty: 13 June 1945 - 31 May 1981

Total Flight Hours: 10,000+

Carrier/Ship Landings: Fixed wing: 51 Rotary: 12

Approximate Flight Hours:
Jet: 5,000+ Prop: 5,000+ Helo: 110 VF/VA: 5,400
VR/VP: 745 HS/HC/HU: 40 VS: 102 VU/VFP: 5
VT: 50 LTA: 1
Other: 3,000 hours+
SE/ME seaplanes
Troop transport helo
Heavylift helo
Attack helo
Rigid rotor helo: experimental
STOL Transport, Blimps, V/STOL, Ultra-light, Balloon, Hang Glider, Parachute, Trainer, Observation, Torpedo, Composite, Electronic, Parasail, BiPlane, Turbo-charged, Prop/jet.

Combat Tours:
Vietnam: XO, MAG-13, Chu Lai , RVN, 1969-1970, - 242 missions in eight different aircraft types of the Army, Air Force, and Marine Corps.

Aviation Commands:
CO, VMFA- 312 (F-4) 1967 - 1968
CO, MCCRTG-10 (F-4/A-4), 1972 - 1973
CG, 2nd Marine Air Wing, 1978 - 1980

Combat Awards:
Distinguished Flying Cross
Bronze Star with combat "V"
Air Medal (Single Mission)
14 Air Medals (Strike/Flight)

Combat Awards continued:
Vietnam Cross of Gallantry with Gold Star
Vietnam Honor Medal, First Class
3 Legion of Merit (non-combat)

### Duty Assignment Chronology

| | |
|---|---|
| 6/45-5/46 | Apprentice Seaman in Navy V-5 aviation Program. Attending Western Michigan College and Colgate University. |
| 6/46-6/50 | Midshipman, U. S. Naval Academy, Class of 1950. |
| 8/50-3/51 | The Basic School, Quantico, VA. |
| 3/51-12/51 | Rifle and Machine Gun Platoon Cdr. Dco. 2Bn, 8MAR, 2MARDIV, Camp LeJeune, NC. |
| 1/52-6/53 | Flight training, Pensacola, Corpus Christi and, Kingsville, TX., and jet training at Kingsville, TX. |
| 7/53-10/53 | VMF-214 (F2H-4), MCAS El Toro, CA. |
| 10/53-11/53 | Combined Services School , Alameda, CA. |
| 11/53-6/54 | VMF-115 (F9F-2/5), Korea. |
| 6/54-12/54 | Assistant Operations, MAG-13, S-3, Korea. |
| 1/55-6/55 | Test Pilot School (Student), NATC Patuxent River, MD. |
| 7/55-12/57 | Test Pilot, Flight Test Division, NATC Patuxent River, MD. |
| 2/58-4/58 | Assistant S-3, MAG-33, El Toro, CA. |
| 4/58-10/59 | VMFA-334 ( F8U-1), MAG-33, El Toro, CA. |
| 10/59-2/60 | VMFA-451 (F8U-2), MAG-33, El Toro, CA. |
| 2/60-4/60 | Assistant S-3, MAG-33, El Toro, CA. |
| 4/60-4/62 | Test Pilot with Air Development Squadron 5, (VX-5) China Lake, CA. |
| 4/62-11/64 | VMFA-314 (F-4), Operations and XO, El Toro, CA., Atsugi, Japan and WESTPAC. |
| 11/64-6/66 | Member, Amphibious Warfare Presentation Team and Instructor with Aviation Branch, Education Center, Quantico, VA. |
| 7/66-6/67 | Assistant Chief, Aviation Branch, Quantico Education Center, Quantico, VA. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 6/67-8/67 | Operations Officer, MAG-32, Beaufort, NC. |
| 8/67-6/68 | CO, VMFA-312 (F-4), Beaufort, NC. |
| 8/68-6/69 | Student, Industrial College of the Armed Forces, Washington, D.C. |
| 8/69-7/70 | XO, MAG-13 (F-4 and A-4), Chu Lai, RVN. |
| 9/70-6/72 | FMFPAC, Hawaii (Aviation Maintenance Management Head) |
| 6/72-5/73 | CO, MCCRTG-10 (F-4 and A-4), Yuma, AZ. |
| 5/73-6/76 | Chief of Staff, 3d Marine Air Wing, El Toro, CA. |
| 7/76-6/78 | J-3, CINCLANT Plans, Policy, Programs, Joint Exercises), Norfolk, VA. |
| 6/78-6/80 | CG, 2 MAW, MCAS Cherry Point, NC. (460 aircraft and 20 types). |
| 7/80-5/81 | Deputy CG, FMFLANT, Norfolk, VA. |
| 5/81 | Retired from active duty. |

## Summary of Significant Career Flight Events

(1) Flew over 165 U. S. and foreign military aircraft types, with combat missions in 8 types.

(2) During military career, flight tested or flew, every active duty true fighter jet in every service, including F86, F100, F102, F104, F106, F111, FJ, F9, F3D, F4D, F2H, F3H, F4, F7U, F8U, F11, F-14, F-15, F-16. YF-17 and F-18.

(3) Test Pilot Graduate and Flight Test Branch Pilot. Member of the Society of Experimental Test Pilots since 1956. Flight tested 49 aircraft models, including many early flights, and Navy Preliminary Evaluations (NPE), of aircraft.

(4) Graduate of all three Services Fighter Weapons Schools - Air Force Instructor Fighter Weapons School (F-100), Navy Air Gunnery and Tactics School (FJ), and Honorary graduate Marine Corps Fighter Weapons School.

(5) Listed in Who's Who in California, Who's Who in America, and Who's Who in the World.

(6) As conventional weapons test pilot in Air Development Squadron 5, (VX-5) was in charge of all testing, tactics development for new conventional weapons on Navy/ Marine attack aircraft. Also, high altitude test pilot for Sarah 1 C Sidewinder missile shoot/ flameout evaluation, CALEB high altitude weather missile evaluation, and qualitative test of stability and control for the experimental Moray submarine.

(7) Current and active (SE/ME, Instrument, Commercial) pilot flying for pleasure. Not out of the cockpit for 55 years.

(8) First Marine to fly Mach 2. (7 Oct. 1958)

(9) Backup pilot to Hunt Hardisty for world's low altitude three kilometer speed record, (August 61) and on request by MDC determined and duplicated on the MAC F4 simulator the cause of the tragic PIO and air plane/pilot loss on prior attempt.

(10) Developed classified high altitude intercept procedures for F4, Atsugi, Japan (1963).

(11) VX-5 project pilot, working with Paul Pugh in OP-05W, for NAVTAC 1, 2, 3. New conventional weapons developed and tested at China Lake were demonstrated to many senior officers and Congressman, at Cherry Point. Other Golden Eagles who participated or supported include T. Miller, Baldwin, Fitch, Yunck, Glenn and Schroeder.

(12) Participated in flight demonstration of newly devel oped conventional weapons put on for President John Kennedy and staff at China Lake (1962).

(13) Multiple single and double engine flameouts during high altitude missile firings VX-5, Caleb evaluation VX-5, and other flights -- One to a dead stick landing and one ejection.

(14) In Marines first F2H-4 squadron, first West Coast F8U-1 squadron, first F8U-2 squadron, and first F4 squadron. Flew first F4 Transpac, and also later Translants. (AV-8 and F4).

(15) CG2MAW (460 a/c and 20 types). Flew all 20 types plus 4 types assigned to MCAS Cherry Point, plus several Air Force planes, and own private airplane, during 2 year tour.

(16) Recruited as Golden Eagle, (1980), while on active duty as CG2MAW, by John Condon, and Hugh Elwood.

(17) Presented with the Wright Brothers Master Pilot Award, by the FAA, in 2005



1954



Ken Wallace

**Kenneth R. Wallace, Captain, USN**
"Ken"

Date of Designation: 9 February 1950

Dates of Active Duty: 2 June 1946 - September 1974

Total Flight Hours: 13,150

Carrier/Ship Landings: Fixed wing: 770

Approximate Flight Hours:
Jet: 11,800 Prop: 350

Combat Tours:
Korea: VF-191, USS Princeton, Oct. 1950 - May 1951
Korea: VF-191, USS Princeton, Nov. 1951 - Oct. 1952
Vietnam: USS Midway, Apr. 1964-Jun. 1965
Vietnam: VF-154, USS Coral Sea, Jun. 1966 - Mar. 1967
Vietnam: VF-154, USS Coral Sea, Aug. 1968 - May 1969
Total combat sorties (Vietnam) - 540

Aviation Commands:
CO, VF-154, Oct. 1965 - Oct. 1966
COMCVG 15, May 1967 - May 1968
Blue Angels, Dec. 1961 - Dec. 1963
Blue Angels, Oct. 1973 - Feb. 1974

Combat Awards:
3 Distinguished Flying Cross
Bronze Star
18 Air Medals
Navy Commendation Medal with combat "V"

Kenneth Richard Wallace was born in Elizabethton, Tennessee, on December 15, 1928, son of Prince H. and Lucy G. (Thomas) Wallace. He attended Elizabethton High School, prior to enlisting on July 25, 1946, as an Apprentice Seaman, in the U. S. Naval Reserve. After instruction, under the V-5 Program, at Milligan (Tennessee) College, he was appointed Aviation Midshipman and in June 1948 reported for flight training at the Naval Air Training Command, Pensacola, Florida. Designated Naval Aviator on February 9, 1950, he was commissioned Ensign, USN, on June 2, that year and subsequently advanced in rank, to that of Commander, to date from April 1, 1965. He was later advanced to the rank of Captain.

After receiving his "Wings" in 1950, he joined Fighter Squadron ONE HUNDRED NINETY ONE, and in that assignment participated in two Korean cruises on board the USS *Princeton*. He was awarded the Navy Commendation Medal, with Combat "V," for a single action in the Korean area on June 24, 1952. In addition, he was awarded the Air Medal and Gold Stars in lieu of the Second through the Fourth Air Medals for completing eighty missions during the period December 6, 1950 to October 6, 1952 and is entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS *Princeton*.

He next attended the General Line School, Monterey, California. Completing the course there in June 1953, he became a member, flying the slot position, of the BLUE ANGELS--the Navy's flight demonstration team. In April 1956 he reported as Naval Aviator and Operations Officer with Fighter Squadron TWENTY-TWO and in June 1958 transferred to Attack Squadron FORTY-FOUR to serve as Naval Aviator and A4 RAG Instructor.

From August 1959 to June 1960 he was a student, under the five term program, at the University of Mississippi, from which he received the degree of Bachelor of Arts in Political Science. He then returned to duty with the BLUE ANGELS, again flying the slot position, and on January 16, 1962 became Officer in Charge of that team. During the 1962 season, the BLUE ANGELS, under his leadership, performed before 6,502,600 viewers breaking all previous attendance records. In February 1964 he reported for instruction (Carrier Air Technical Training Course) at the Naval Air Technical Training Center, Glynco, Georgia.

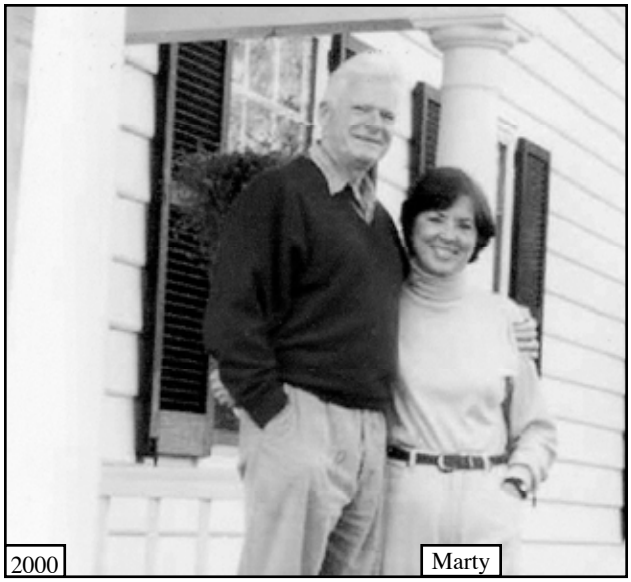
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In May 1964 he joined the USS *Midway*, which operated in the Vietnam area, to serve as Naval Aviator and Assistant Air operations Officer until August 1965. He is entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS MIDWAY. After a tour of duty as Naval Aviator and F4 RAG student with Fighter Squadron ONE HUNDRED TWENTY ONE, he reported in March 1966 as Executive officer of Fighter squadron ONE HUNDRED FIFTY-FOUR, on board the USS *Coral Sea*. In October that year he assumed command of that squadron. He was awarded the Distinguished Flying Cross and a Gold Star in lieu of the Second Distinguished Flying Cross for single missions on September 23, 1966 and November 21, 1966, respectively, and Gold Stars in lieu of the Fifth through the Ninth Air Medals for a specific number of missions during the period September 13, 1966 to January 17, 1967. He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS *Coral Sea*. From May 1967 until May 1968 he served as Commander Carrier Air Wing FIFTEEN aboard USS *Coral Sea*. As an O-6, he later completed a third tour with the Blue Angels, where he had the title of Program Manager (because he was too senior to be a C.O.). In that position, he selected and modified the A-4 aircraft and selected and trained new pilots for the squadron in the 1973-74 season. He retired from that position and became Chief Pilot for the American Express Company, flying Gulfstream II, III, and IV, as well as the Falcon 50, Westwind II, and Sikorsky S-76 heliocopters. During his career he accumulated over 13,000 flight hours and 700 carrier landings.

In addition to the Distinguished Flying Cross, with two Gold Stars, the Bronze Star with combat "V," the Air Medal, with eight Gold Stars, the Navy Commendation Medal, with Combat “V,” and the Navy Unit Commendation Ribbon, with two stars, Captain Wallace has the Navy occupation Service Medal, the National Defense Service Medal, with bronze star, Korean Service Medal, with one silver star and two bronze stars (seven operations); Armed Forces Expeditionary Medal, and the United Nations Service Medal. He also has the Republic of Korea Presidential Unit Citation Badge and the Republic of Vietnam Campaign Medal.

He is married to the former Harriet C. Jenkins, of Elizabethton, Tennessee, and they have four daughters, Vickie Leigh, Pamela Sue, Lisa Anne, and Nancy Kendra Wallace.


1972


2000 Marty

## Edward C. Waller, VADM, USN (Ret.)

"Ed"

Date of Designation: 23 March 1951

Dates of Active Duty: Sept. 1944-Jul. 1945-
Enlisted service at Boot Camp and NAPS
July 45-June 49. USNA Midshipman
Jun. 49-Sep. 1983 Commissioned Service

Total Flight Hours: 10,000 Approx.

Carrier/Ship Landings: Fixed wing: 6

Approximate Flight Hours:
Jet: 50 Prop: 9,950 Approx.
VR/VP: 10,000 Approx

Combat Tours:
Korea: Apr. 1952-Sep. 1952 Korean War Patrols in South China Sea and Taiwan Straits
March 53-Sep. 1953 Korean War Patrols in Korean Area Flying PBMs
Total Combat Missions: approx 40

Aviation Commands:
CO, VP 44, June 1966- April 1967 (P3A aircraft)
Commander Fleet Airwings Pacific, Sep. 1971-Nov. 1972
(P3A, P3B, P3C)

Combat Awards:
3 Air Medals
4 Legions of Merit (Non Combat)
2 Distinguished Service Medals (Non Combat)

### Duty Assignment Chronology

| | |
|---|---|
| 6/49-9/49 | US Naval Academy Executive Department. |
| 10/49-3/51 | Flight Training: Pensacola and Corpus Christi |
| 9/51-6/54 | VP 892/VP 50: Alameda, CA; Sangley Point, PI; Iwakuni, Japan: Intelligence Officer, Power Plants Officer, Navigator, Second Pilot, Patrol Plane Commander (PBM). |
| 7/54-6/57 | Post Graduate School, Monterey, CA: BS in Aeronautical Engineering and MS in Electrical Engineering. |
| 7/57-7/59 | VX-1, Key West, FL: Air ASW Development and Test: Project Engineer, principal pilot, and tactical coordinator for the first of the analog integrated systems on the P5M: (P5M, P2V, S2F). |
| 7/59-6/60 | Naval War College Command and Staff Course: Newport, RI. |
| 7/60-4/62 | VP-48: North Island, CA: ASW Officer, Operations Officer, Patrol Plane Commander (P5M). |
| 5/62-2/63 | USN Test Pilot School: NATC Patuxent River, MD: (F4D, FJ-4, T2V, HU16C, T-28, and Mohawk). |
| 3/63-5/65 | Weapons Systems Test at NATC: Project Manager, principal pilot, and tactical coordinator of Project A-NEW which was an airborne digitally integrated system for improving proving the tactical effectiveness of Airborne ASW. This project led to the P3C and the S3A. (P3prototype). |
| 5/65-4/67 | VP-44: Patuxent River, MD: XO and CO: (P3A with advanced ASW modifications): Patrol Plane Commander P3A. |
| 4/67-8/69 | Naval Air Systems Command: Washington, DC: P3 Program Manager responsible for prototype development of P3C as well as Fleet Introduction. |
| 8/69-6/70 | Industrial College of the Armed Forces: Washington, DC. |
| 9/70-7/71 | USS *Charleston*, LKA 113, Norfolk, VA, CO. Made independent trip around the world, taking the first load of Seabees into Diego Garcia in the Indian Ocean. Backloaded retrograde from Da Nang, Cubi Point, Okinawa, delivering to Hawaii, and San Diego. |

- Continued -

| | |
|---|---|
| 9/71-11/72 | Commander Fleet Air Wings Pacific: Moffett Field, CA: First Flag tour: (P3A, P3B, P3C) |
| 12/72-1/75 | Director ASW Division OPNAV and Program Manager ASW Systems Project NAVMAT: Washington, DC: Mornings and Evenings in OPNAV, Afternoons in NAVMAT. |
| 2/75-6/76 | Director of Weapons Systems Evaluation Group: Washington, DC: Worked for Chairman Joint Chiefs of Staff and OSD R&D directorate. |
| 7/76-8/79 | OPNAV (OP-095): Director ASW and Surveillance: Also, member of the Air Board in this billet. |
| 8/79-8/81 | Commander Third Fleet: Pearl Harbor, HI |
| 8/81-9/83 | Superintendent U. S. Naval Academy: Annapolis, MD. |

## Summary of Significant Career Events

In VX-1, as pilot and tactical coordinator of the first of the airborne ASW integrated systems, developed tactics for the effective integration of acoustic and non-acoustic sensors.

At Test Pilot School, received the Navy League Award as the Outstanding Member of TPS Class 33.

At NATC, Project ANEW, continued tactics development as the technology effectiveness improved. This work led to a significant improvement in airborne ASW effectiveness against both diesel and nuclear submarines.

When CO VP-44, squadron was named the Task Group Delta Squadron with a mission of developing capability against nuclear submarines. Patrol Plane Commander of a successful classified event in the Norwegian Sea which led to high level briefings in the Navy Department. Upon leaving VP-44, was awarded Legion of Merit for the success of the squadron in making significant advances in airborne ASW effectiveness vs. the nuclear submarine.

These combinations of airborne ASW development billets enabled me, along with many others, to vastly increase the capability of the fixed wing airborne platform against both diesel and nuclear submarines.


1965


1996 Janelle

Janelle passed away on 10/8/04

## J. D. Ward, Captain, USN (Ret.)

"Jake"

Date of Designation: 16 July 1947

Dates of Active Duty: 1 July 1944 - 1 October 1949;
1 October 1952 - 1 February 1978

Total Flight Hours: 5,720

Carrier/Ship Landings: Fixed wing: 801

Approximate Flight Hours:
Jet: 3,320 Prop: 2,400 VF/VA: 4,024
Other: Navy trainer and Civilian light aircraft - 1,624

Combat Tours:
Vietnam: VF-151 (F-4), USS *Coral Sea* (CVA-43), Feb. 1965 - Nov. 1965. North Vietnam (Tonkin Gulf) - 121 missions.
Vietnam: COM CVW-15, USS *Constellatio*n (CVA-64), Jun. 1966 - Nov. 1966. North Vietnam (Tonkin Gulf) - 54 missions.

Aviation Commands:
CO, VF-151, Apr. 1965 - Apr. 1966
Commander, Attack Carrier Air Wing 15, Jun. 1966 - Mar. 1967
CO, USS *Mobile* (LKA-115), Aug. 1970 - Aug. 1971
CO, USS *Constellatio*n (CVA-64), Sep. 1971 - Apr. 1973

Combat Awards:
Silver Star
3 Legion of Merit (2 combat)
5 Distinguished Flying Crosses
Bronze Star
11 Air Medals
5 Navy Commendation Medal
Presidential Unit Citation
Navy Unit Commendation

## Duty Assignment Chronology

| | |
|---|---|
| 7/44-7/45, | V12A Program, Arkansas A & M College. |
| 7/45-10/45 | NAS Memphis, TN. |
| 10/45-4/46 | US Navy Pre-Flight School, St Mary's College |
| 4/46-2/47 | NAS Corpus Christi, NAVCAD. |
| 2/47-8/47 | NAS Pensacola, NAVCAD. |
| 8/47-4/48 | NAS Jacksonville, VF Operational training (F6F). |
| 5/48-9/48, | VF-1E, NAS North Island and USS *Badoeing Strait* (CVE-115). |
| 9/48-5/49 | FAWTULANT, NAS Key West, VFN Training (F6F-5N). |
| 5/49-10/49 | VC-4, NAS Atlantic City, (F6F-5N) VFN. |
| 10/49-10/52 | Inactive Duty, Student, LSU, Organized Reserve, NAS New Orleans, VF-823 (FG-1D) |
| 10/52-12/52 | NAS New Orleans, recalled to Active Duty. |
| 12/52-12/55 | VC-3 (F2H-3), NAS Moffett Field, VFN Pilot, USS *Oriskany*. Transitional Training Unit Instructor (F7U-3). |
| 1/56-8/56 | Student, Test Pilot School, NATC, Patuxent River, MD. |
| 8/56-12/58, | Test Pilot, Flight Test Division, NATC, Patuxent River. |
| 1/59-3/59 | VF-121, NAS Miramar, (F3H-2N). |
| 3/59-7/62 | VF-64/VF-21, NAS Alameda, USS *Midway* (CVA-41) (F3H-2N). |
| 7/62-7/64 | OPNAV, Strategic Plans Division, OP-602C, Pentagon. |
| 7/64-10/64 | VF-121, NAS Miramar, (F-4). |
| 10/64-4/66 | XO/CO, VF-151, NAS Miramar, USS *Coral Sea* (CVA-43), USS *Constellatio*n (CVA-64). |
| 4/66-6/66 | COMNAVAIRPAC, TEMPDU, PCOMCVW-15. |
| 6/66-4/67 | COMCVW-15, USS *Constellation* (CVA-64), NAS Lemoore. |
| 4/67-6/68 | XO, USS *Coral Sea* (CVA-43). |
| 6/68-8/70 | Readiness Officer, Staff, COMFIRSTFLT. |
| 8/70-8/71 | CO, USS *Mobile* (LKA-115). |
| 8/71-4/73 | CO, USS *Constellation* (CVA-64). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 4/73-8/75 | CINCUSNAVEUR, Deputy CoS Operations |
| 9/75-2/78 | CHNAVRESFOR, Deputy CoS Readiness |
| 2/1/78 | Retired from active duty. |

## Summary of Significant Career Events

(1) Early jet night fighter pilot. Deployed as junior officer with VFN team aboard USS *Oriskany* in 1953-1954. F2H-3 Banshee (straight deck)

(2) Instructor in jet Transitional Training Unit (VC-3) in 1954, 1955 (F7U-3, FJ-3, F9F-6)

(3) Participated in Project Steam aboard USS *Hancock* in 1954, flying F2H-3. Heavy weight catapult launches and recoveries (40).

(4) Test Pilot School (Class 16) in 1956. Served with Flight Test Directorate. Performance evaluations of F4D, F3H and A4D. Stability and control evaluations of F4D, A4D, F11F. Spin evaluation F9F-8T. Rocket engine tests for FJ-4. Structural demonstrations of F11F, F4D, F3H, F8U-1. Navy preliminary evalua tion of FJ-4B. JATO trials for A4D. Exchange visit to Royal Test Center, UK; flew 8 various models of RAF and RN aircraft.

(5) Mar 59 - Jul 62, Operations Officer for VF-64/21 in F3H-2N. Three WESTPAC deployments aboard USS *Midway*. First pilot to achieve 300 total traps and 100 night landings aboard *Midway*. Invited to participate in competition for follow-on Project Mercury astronauts but subsequently ruled out due to age.

(6) Aug 62 - Jun 64, served in OPNAV (OP-602 Plans and Policy). Deep selected for CDR in Oct 62.

(7) Jul 64 - Apr 66, XO/CO tour with VF-151 (F4B) embarked in *Coral Sea* (Dec. 64 - Nov. 65). Flew 121 combat missions in Vietnam war. Completed extended (11 mo) combat deployment without combat loss or casualty. Employed F4 in both fighter and flak suppression roles. Made 200th night trap during CO tour.

(8) Jun 66 - Mar 67, Commander Air Wing 15 embarked in *Constellation* in Tonkin Gulf. Strike leader for 23 major (ALFA) strikes in North Vietnam. Made maximum utilization of A6A in first WESTPAC deployment in terms of employment of the aircraft's unique capabilities. Success of squadron and aircraft in combat subsequently lauded in national media. As CAW flew 54 combat missions over North Vietnam. Major awards included Silver Star, Legion of Merit, 5 DFC's, 4 Air Medals.

(9) Apr 67 - Jun 68, served as XO, USS *Coral Sea* during part of a yard period and a 7 month deployment to Tonkin Gulf. Selected for Captain.

(10) Jun 68 - Aug 70, served as Readiness Officer for COMFIRSTFLT. Planned, implemented, and monitored major fleet training exercises; predeployment training for operations in Vietnam war.

(11) Aug 70 - Aug 71, CO, USS *Mobil*e (LKA-115). Made WESTPAC deployments with COMPHIBRON 5.

(12) Sep 71 - Apr 73, CO, USS *Constellation*. Extended deployment in Vietnam war. CINCPACFLT declared *Constellation's* performance during the 71 - 72 WEST PAC deployment the best of any carrier during the Vietnam war. Ship and air wing were awarded the Presidential Unit Citation.

(13) Final duty assignments were with CINCUSNAVEUR (DCOS Operations) and CHNAVRESFOR (DCOS Readiness). Retired in Feb 78. Presently (1997) current in T6, N2S, Piper Cub, Piper Tomahawk, Beechcraft Travelaire and Cessna 152. Participated in restoration of FG1D Corsair.







## Thomas C. Watson Jr., RADM USN (Ret.)

"Tom"

Date of Designation: 4 October 1955 NA# V-8065

Dates of Active Duty: 4 June 1954 -1 December 1982

Total Flight Hours: 4,000+

Carrier/Ship Landings: Fixed wing: 890+

Approximate Flight Hours:
Jet: 2,900 Prop: 2,000 VF/VA: 4,940
Rotary: 50 VT: 185

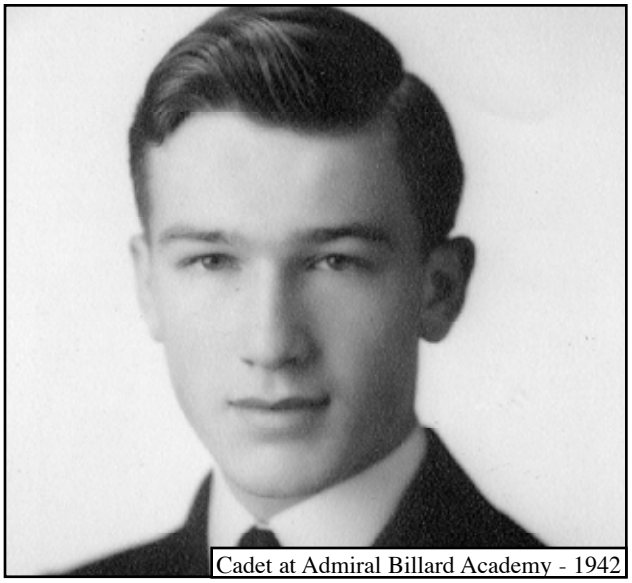
Combat Tours:
Vietnam: CVW-9 CAG Ops Officer, 9/66-7/67 USS *Enterprise* (A-4C)
Vietnam: CAG, CVW-9, 5/72-6/72 USS *Constellation* (A-4, A-6, F-4, SH-3)
Vietnam: CAG, CVW-9, 2/73-5/73 USS *Constellation* (A-4, A-6, F-4, SH-3)
Total Combat Missions: 75

Aviation Commands:
CO, VA-81, 6/70-2/72 (A-4E)
CAG, Carrier Air Wing 9, 2/72-5/73 (A-4, A-6, F-4, SH-3)
Commander, Light Attack Wing One, 8/73-7/75 (A-4, TA-4, A-7B/C/E, S-3)
CO, USS *Independence,* 9/78-6/80 (A-7, S-3, SH-3)

Combat Awards:
2 Distinguished Flying Crosses
Bronze Star w/Combat "V"
7 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 9/54-10/55 | Flight Training. |
| 11/55-6/59 | VA-196, USS *Lexington*, USS *Ticonderoga*, USS *Bennington*, Fleet Air Gunnery Unit, El Centro (AD, F2H). |
| 7/59-9/60 | COMFAIR San Diego, Com NABS 11/12. Flag Lt. (SNB, F9F, T-28). |
| 9/60-6/62 | U.S. Naval Postgraduate School, Monterey, CA. Weapons Systems (T-2J, T-28, SNB). |
| 6/62-1/64 | VX-5 China Lake, CA. (A-4, A-1, O-1C, F-4, F-9). |
| 2/64-5/64 | Aerospace Safety School, USC, Los Angeles, CA. |
| 6/64-2/65 | VA-86, USS *Independence* (A-4E). |
| 2/65-8/66 | VA-64, USS *America* (A-4C). |
| 9/66-7/67 | CVW-9, USS *Enterprise* (A-4C). |
| 8/67-4/68 | Armed Forces Staff College, Washington, DC. |
| 4/68-2/69 | Naval Aviation Safety Center, Norfolk, VA. |
| 2/69-2/70 | VA-64, USS *Independence* (A-4C). |
| 2/70-6/70 | VA-174 (A-7A/B/C/E). |
| 6/70-2/72 | VA-81, USS *Forrestal* (A-4E). |
| 5/72-7/73 | CVW-9, USS *Constellation* (A-4, A-6, F-4, SH-3). |
| 8/73-7/75 | Commander, Light Attack Wing One (A-4, TA-4, A-7B/C/E, S-3). |
| 8/75-8/76 | OPNAV OP-05A. |
| 8/76-4/77 | SOSMRC, Arco, ID. |
| 5/77-7/78 | CO, USS *Truckee* (AO-47). |
| 7/78-5/80 | CO, USS *Independence* (CV-62) (A-7, S-3, SH-3). |
| 5/80-12/82 | Joint Chiefs of Staff, J-33, Pentagon. |
| 12/1/82 | Retired from active duty. |



Cadet at Admiral Billard Academy - 1942



2002 Ginny

## Frederic T. Watts Jr., COL, USMC (Ret.)

"Fearless"

Date of Designation: 1 October 1943 P6642

Dates of Active Duty: October 1942 - 1 September 1970

Total Flight Hours: 6,0705

Carrier/Ship Landings: Fixed wing: 227

Approximate Flight Hours:
Jet: 2,470 Prop: 3,600 VF/VA: 5,000

Combat Tours:
WW II: VMF-513, USS *Vella Gulf* (CVE-111), Jun. 1945 Sep. 1945 (F4U-1D) - 20 missions.
Korea: VMF-311, K-3, May 1952-Oct. 1952 (F9F-2) - 73 missions.
Vietnam: MAG-11, 1st MAW, Chu Lai, RVN (F4B) - 118 missions.

Aviation Commands:
CO, 57th Fighter Interceptor Squadron (F-89), Presque Isle AFB, Mar.-Oct.1954
CO, VMF(AW)-323, CV-16 WestPac, Apr. 1961-Jul. 1962

Combat Awards:
Distinguished Flying Cross
Bronze Star with combat "V"
12 Air Medals
Purple Heart

### Duty Assignment Chronology

| | |
|---|---|
| 10/42-1/43 | USNPFS Chapel Hill, NC. |
| 1/43-7/43 | NAS Anacostia, E-base. |
| 7/43-9/43 | NAS Pensacola |
| 10/43-12/43 | NAS Deland, FL. Op. Trng- SBD. |
| 1/44-8/44 | VMF(N)-534, MCAS Cherry Point, (F6F-3N), and VMF-513 (F4U). |
| 9/44-4/45 | VMF-513, MCAS, Santa Barbara, CA. (F4U). |
| 5/45-10/45 | VMF-513, USS *Vella Gulf*, (F4U). |
| 10/45-7/46 | Inactive |
| 7/46 | Returned to active duty, MCAS, Cherry Point. |
| 8/46-1/47 | LSO School, NAS Jax and Pensacola. |
| 1/47-5/48 | VMF-212 MCAS, Cherry Point. Squadron LSO (F4U). |
| 6/48-11/50 | VMF-115, MCAS, Ewa, TH, Edenton, NC. Ordnance Off. and Sqdn. LSO. (F4U & F9F). |
| 11/50-5/52 | VMF-224, MCAS Cherry Point (F2H-2) and, USS *FDR* (CV-42). |
| 6/52-11/52, | VMF-311, K-3, ROK (F9F-2) |
| 1/53-9/53 | VMF-312, MCAS, Miami. (F9F-4) LSO. |
| 10/53-9/54 | 57th FIS, Presque Isle AFB. (F-89C/D) XO and CO. |
| 10/54-7/55 | Ass't G-3, 2d MAW, Cherry Pt. (FJ-2) Op. Readiness Insp./Wing LSO. |
| 8/55-6/56 | MCB, Quantico. Amphibious Warfare School. |
| 8/56-8/58 | FMF-PAC, Ass't G-3 for Air. (FJ-2 &4) at MCAS, Kaneohe. |
| 9/58-11/59 | MAG-11, 1st MAW, Atsugi & Ping Tung N., ROC. Asst S-3. Group LSO, Qual'ed one FJ-4, and two F4D squadrons on the Lady Lex without incident. LSO qual'ed in both types. Flew FJ-4, F4D, F8U. |
| 12/59-6/61 | VMF-451, MCAS, El Toro. Ops 0ff. (F8U-1)., |
| 7/61-7/62 | CO, VMF(AW) 323 (F8U-2N) Nov. 1961-May 1962, CV-16, WestPac. |
| 9/62-6/63 | Bootstrap University of Omaha. |
| 7/63-7/65 | Los Angeles Air Defence Sector. Operations Officer. Combat Qual'ed in F-106 |
| 8/65-6/66 | U.S. Naval War College. |
| 7/66-6/67 | XO, MAG-11, 1st MAW, RVN (F4B) 118 missions. |
| 7/67-9/70 | Senior Marine, Staff US Army War College |
| 9/1/7070 | Retired from active duty. |
| 9/70-7/72. | Studied toward PhD, International Relations, University of South Carolina. |
| 8/72-7/86 | Assoc. Prof to Professor, Political Science, Chair, Department of Social Sciences, Elon College NC. |

- Continued -

Duty Assignment Chronology continued

8/86 Retired to Golf, Tennis, and Sailing,.

## Summary of Significant Career Events

(1) Being accepted for flight school, at 18, as 1 of 100 selected from 1,000 candidates, certainly was a defining factor in my first career. The big day was pinning on the gold wings and bars at Pensacola.

(2) I have always attributed learning to bomb because of operational training in SBDs, even though I was disappointed not to have gone to F4U operational.

(3) When I returned to active duty in 1946, as a "newboy" in the squadron I was picked to fill a school quota to LSO School. As it turned out, becoming an LSO, put me in, and helped keep me in many squadrons. Seems as though someone always needed an LSO. When I became the CO of VMF-323 and we were designated to replace a Navy squadron for a WestPac cruise my carrier experience helped me instill confidence in my "first time" carrier pilots.

(4) I was also fortunate to be in VMF-115 when we became the first squadron to receive a full complement of first line jets- F9F-2s.

(5) When I returned from Korea, and was selected for the Air Force exchange program in the Air Defense Command, I had the opportunity to observe a sister service at first hand and become combat qualified in the F-89C & D. I also was privileged to be given command of the squadron (57th FIS).

(6) As all my staff jobs were in operations I had a legitimate reason to be checked out in any, and all, available a/c. I found that most squadron commanders and group commanders were sympathetic to someone who wished to remain current in the first line a/c. As a result I was able to fly all but two of the fighter a/c that the Marine Corps had during my twenty-seven years on active duty and become carrier qualified in six of them.

(7) In 1963, I was assigned to the Los Angeles Air Defense Sector (LAADS) as the Marine Corps Liaison Officer with the responsibility of coordinating Marine assets at El Toro with the West Coast Air Defense program. In addition, I was made Sector Operations Officer. During my two years at LAADS I received credit for guiding the Sector through its first successful annual ORE. I was able, also, to become combat qualified in the F-106, flying out of George AFB.

(8) When I reported to the First MAW in Vietnam, fresh from the Naval War College and only NATOPS current in the T1J, I asked for, and received, permission to spend a week in Japan, where I was able to become NATOPS qualified in the A4 and the F8 before reporting "in country". As it turned out I was assigned as XO of MAG 13, equipped with F4Bs, in which I flew 118 combat missions.

(9) Upon return from Vietnam, I spent three years as the Senior Marine on the staff and faculty of the Army War College. Another opportunity to observe a sister service first hand and to refresh myself on the strengths and weaknesses of the United States in regard to our strategic position and capabilities.

(10) I retired in 1970 and began studies at the U. of South Carolina toward a PhD in International Studies. I was hired as an Associate Professor of Political Science at Elon College, NC, in 1972. While at Elon I was promoted to Professor and, for eight years, was the Chairman of The Department of Social Sciences.

(11) I retired from Elon in 1986, and moved to the Pinehurst area.







**John C. Weaver, RADM, USN (Ret.)**
"John"

Date of Designation: 30 January 1956

Dates of Active Duty: 3 June 1955 - 1 October 1990

Total Flight Hours: 4,122

Carrier/Ship Landings: Fixed wing: 224

Approximate Flight Hours:
Jet: 3,600 Prop: 500 VF/VA: 2,350

Combat Tours:
Shipboard only.

Aviation Commands:
Pacific Missile Test Center.
Space & Naval Warfare Systems Command.

Combat Awards:

## Duty Assignment Chronology

| | |
|---|---|
| 1951-55 | USNA |
| 1955-56 | Flight training. (F9F-2 + Props, T-33) |
| 2/57-6/60 | VF-213, *USS Lexington (CV-16)* 218 Landings 109 Night Landings, |
| 1961/63 | USNPS, BS Aero, MS Aero Electronics, (T2& Etc.) |
| 1963-66 | *USS Ranger,* Vietnam, misc. |
| 1968-73 | Wright Patterson, F-111 Program , (A/F Jets) NAVAIR, F-14 DPM, Phoenix, Avionics, Armament and Test. |
| 1974-75 | CTF, Multiple CV's. |
| 1976-79 | Pacific Missile Test Center, Vice CDR/CDR. |
| 1980-83 | NAVAIR, F/A-18 Program Manager. |
| 1984-85 | AIRLANT Staff. |
| 1985-86 | OP-51 |
| 1986-90 | Space & Naval Warfare Systems Command, Vice CDR/CDR |
| 1990 | Retired from active duty. |

## Summary of Significant Career Events

John C. Weaver was an executive vice president of Raytheon Company, a position he assumed in December 1997. He was Chairman and Chief Executive Officer of Raytheon International, Inc. with overall Raytheon responsibility for business development and Raytheon Corporate Operations in Washington D.C. He previously served as corporate executive vice president of Hughes Electronics Corporation, and president and chief operating officer of Hughes Aircraft Company.

He was named corporate executive vice president in 1996. Prior to being named president and chief operating officer, Weaver was president of Hughes Systems Sector. From November 1990 to April 1992, he was president of Hughes Radar Systems Group.

Weaver joined Hughes Electronics in November 1990 following retirement from the U.S. Navy as Commander, Space and Naval Warfare Systems Command. He retired with the rank of Rear Admiral.
Selected for flag rank in 1981, he served from 1983 to 1985 as an assistant chief of staff for materiel for the commander of the Atlantic Fleet's naval forces and then on the Chief of Naval Operations staff as director of the Naval Aviation Maintenance Program Division from 1985 until his transfer to the Space and Naval Warfare Systems Command at the end of 1986.

In 1980, he was named program manager for the Navy's F/A-18 aircraft. In 1976, Weaver reported to the Pacific Missile Test Center at Point Mugu, Calif., and became its commander the following year.

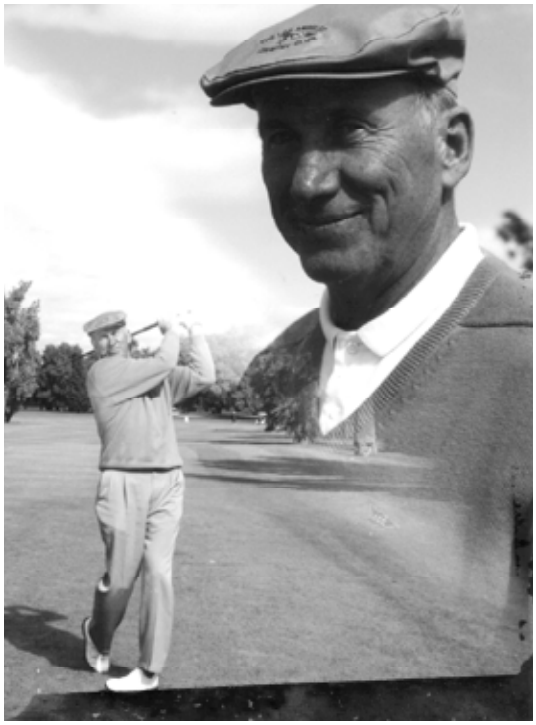
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After attending the Industrial College for the Armed Forces in 1974, Weaver served as assistant chief of staff for materiel for the commander of the Seventh Fleet's carrier striking force during the evacuation of Saigon and the Mayaguez operation.

He was a naval aviator and fighter pilot. He attended Naval Postgraduate School, where he earned a bachelor of science degree in aeronautical engineering in 1962 and a master of science degree in aero electronics in 1963.

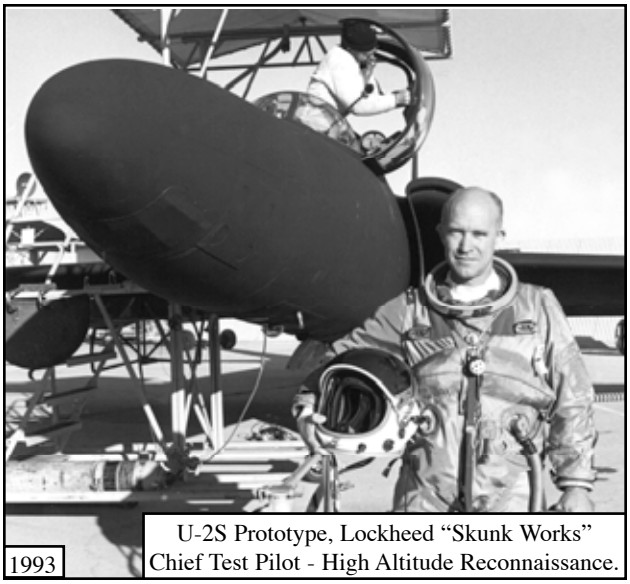
A graduate of the U.S. Naval Academy, he is very proud to have played on the Navy football team that beat Mississippi, 2 1 -0, in the 1955 Sugar Bowl and on the 1955 College All-Star team that defeated the Cleveland Browns.

He retired from Raytheon in 2000. Now a consultant and plays golf.





F4H-1F 364 Flight Test, Pax River. NASA picked 9 astronauts in second group of 32. Claimed to be "X".
1963


U-2S Prototype, Lockheed "Skunk Works" Chief Test Pilot - High Altitude Reconnaissance.
1993

## Kenneth W. Weir, MGEN, USMCR (Ret.)

"Ken"

Date of Designation: 30 July 1954 NA # V-4975

Dates of Active Duty: 6 June 1952 - 1 Sept 1966;
1 May - 30 June 1981;
1 June - 31 Aug 1985

Total Flight Hours: 18,500+ Accident free

Carrier/Ship Landings: Fixed wing: 54

Approximate Flight Hours:
Jet: 9,050 Prop: 9,450 VF/VA: 4,650 VRF: 5,000
Other: 4,650+ hrs (6.39 months) in pressure suits above 60,000 feet altitude in high performance airplanes.

Combat Tours:
Vietnam: South Viet Nam Nov. 1964 - Mar. 1965

Aviation Commands:
O-in-C, Special Weapons Delivery Unit VMA-251, Nov. 1956 - Apr. 1957
CO, H&MS-46, 1968 - 1970
CO, VMO-8, 1970 - 1772
CG, 65th Marine Amphibious Brigade, 1979
CG, 4th Marine Air Wing, 1985

### Duty Assignment Chronology

| | |
|---|---|
| 1948-1952 | Midshipman, U. S. Naval Academy, flight training in N3N seaplanes (First Flight), PBY and SNJs. |
| 1953-1954 | Student Naval Aviator, Pensacola, Corpus Christi, Kingsville. Training in SNJ, F6F, SNB and TV-2. |
| 1954-1956 | VMF-533 (F2H-4, F9F-5, TV-2s), MCAS Cherry Point, NC. Special Weapons Delivery Pilot. Deployed aboard USS *Lake Champlain*, USS *Bennington* and T*iconderoga* in F2H-4 Conducted F2H-4 over the shoulder operational suitability test of the Mark 7 special weapon from the USS *Bennington* to the Pinecastle, Florida target. |
| 1956-1957 | Tactical Air Control Center, Pohang, Korea, VMA-251 (AD-4B/6), Atsugi, Iwakuni, Okanawa, Japan and Philippines. |
| 1957-1959 | The Basic School, Quantico, VA. Instructor, the tactical employment of the PACK ANIMAL, close air support and helicopter operations. Flew AD-4,5,T-34 and OEs. |
| 1959 | Jet refresher training in F9F-8s, Oletha, KN. |
| 1959-1961 | VMF-334 (F8Us), El Toro, CA. |
| 1961 | US Navy Test Pilot School (F4D, FJ-3, F11F, T1A, T-28, S2F, UF-1). |
| 1961-1963 | Flying Qualities and Performance Branch, Flight Test, Naval Air Test Center, Patuxent River, MD. Flight testing F4H-1,1F, F8Us, A3J, A6, A4, AD-5W, F3H, OV-1, P-3, F-104, T-38 and GV-1. One of the final 32 candidates from which the second group of nine NASA astronauts was selected. |
| 1963 | USAF Aerospace Research Pilots School, Air Force Flight Test Center, Edwards Air Force Base Calif. flying F-100, F-101, F-104, F-106, A-26, B-52, T-38 and U-2. |
| 1964-1965 | 1st MAW Staff Secretary, Iwakuni, Japan flying TF9. VMCJ-1 in RF-8 and EF-10s out of Japan and Korea on elint missions. Assistant G-3, 9th Marine Expeditionary Brigade Southeast Asia, maintaining proficiency in T-33s and F-4B. Served in Danang, Ton San Nut, Saigon, RVN and in Thailand in support of 9th MEB operations. |
| 1965-1966 | USAF Manned Orbiting Laboratory, Assistant Chief Flight Crew Division and Chief of Navy Test Operations. Due to the security classification of the MOL program became saddled with a 48 contiguous United States travel restriction to remain in effect until three years following transfer from the program. |

- Continued -

| | |
|---|---|
| | Maintained proficiency in F-104, T-38, T-33s and U-3. |
| 1966 | Transferred to the Active Reserve, USMC. |
| 1966-1968 | VMA-241 (A4s), NAS Los Alamitos, CA. |
| 1968-1970 | CO, H&MS-46 (A4s), MCAS El Toro, CA. |
| 1970-1972 | CO, VMO-8 (OV-10s), MCAS El Toro. |
| 1972-1975 | XO, MAG-46 (A4s, OV-10s), MCAS El Toro. |
| 1975-1977 | Volunteer Training Group and Staff Group Reserve Staff assignment without DIFOT. |
| 1977-1981 | Assistant Wing Commander, 4th MAW and CG, 65th Marine Amphibious Brigade for Reserve Combined Arms Exercise at 29 Palms CA. Flew A4s, F4s, OV-10s, C-130, H-46s, H-53 Hueys and Cobra helos.Two tours as Marine Corps Aviation representative on the Reserve Forces Policy Board, OSD. |
| 5/81-6/81 | Active Duty as Deputy CG, FMFPAC flying F4S, A4 and H46 at Kanoehe, Hawaii. |
| 1981-1985 | Deputy CG, Marine Corps Development and Education Command, Quantico, VA., flying A4s, H-46 and H-53s. |
| 6/85-7/85 | Active Duty as CG, 4th Marine Air Wing with headquarters at New Orleans, LA. Flew A4s, F4s, F-18, A6, OV-10, C-130, H-46, H-53, Huey and Cobras. |
| 6/86 | Transferred to Inactive Reserve. |
| 11/90 | Retired from the Marine Corps Reserve |

## Summary of Significant Career Events

(1) Fellow, Past President, Society of Experimental Test Pilots.

(2) 18,500 + accident free flight hours; 9050 jet hours; 18,300+ hrs. in single crew member airplanes and 17,800+ hrs. in single engine airplanes.

(3) 4,650+ hrs. testing high performance airplanes, F4H-1, F8U, A3J, F-104, F-106, U-2, TR-1, ER-2, in pressure suits above altitudes of 60,000 feet. = 6.39 months, perhaps more than any other test pilot in the world with the possible exception of a couple of Russian cosmonauts.

(4) Retired 1 Aug 1993 after testing single place single engine airplanes and their reconnaissance systems above 70,000 feet at age 63 years.

(5) Over 5,650 hrs in pressure suits, partial and full, USN Goodrich, USAF David Clark, NASA Mercury.

(6) 27 years as a LOCKHEED test pilot, 22 years as a test pilot in the LOCKHEED SKUNK WORKS, retired Chief Test Pilot for high altitude reconnaissance airplanes.

(7) First flights of the TR-1A, A4S, and U-2S with single GE F-29 engine that had no airstart capability, and numerous modified LOCKHEED airplanes including the F-104A, G, CF, and S.

(8) Envelope expansion, structual demonstration and flutter testing in the F-104S, U-2R, TR-1 and A4S. Obtained the Vmax, Gmax flutter end points for the U-2R and TR-1 airplanes above 65,000 feet, the only known flutter data ever obtained at those altitudes.

(9) First F-104 Sparrow firings obtaining 4 successive direct hits on BQM-34s with inert weapons on 4 separate supersonic live fire intercepts at various aspects.

(10) Supersonic Flight Test Experience in F8U, F4H-1,1F, A3J, A5, FJ-4, F9F-8, F-100, F-101, F 104, F-106, F-18, T-38 airplanes. Maximum Mach Number achieved in F-104 was 2.45 IMN. Maximum altitude as a Marine test pilot in Air Force F-104 was 96,400 ft.

(11) High angle of attack post stall gyrations, spins and spin recovery tests in F-104, F4, F8, U-2, and TR-1.

(12) Four successful dead stick landings, one at night on unlit runway.

(13) Successful landing of two U-2 airplanes after being advised by Chief Test Pilot at the time to seriously consider ejecting from both airplanes that had sustained structural damage during flight test.

(14) Low altitude high speed PIO investigations in the F4H-1F airplane in 1962. The test involved determining the airplanes short period characteristics, both stick free and stick fixed. Extensive quantitative and qualitative data were obtained at combinations of altitude and airspeeds including 1.2 Mach at 1200 feet.

(15) Testing the F4H-1F flying qualities with the down spring removed from the longitudinal control feel system in 1962. These tests included extensive testing of the static and dynamic longitudinal stability and maneuvering stability throughout the entire envelope. The removal of the downspring from the control system provided neutral speed stability but resulted in being dangerously PIO prone and the project was rejected as unsafe.

(16) Testing of the F4H-1 automatic throttle during field mirror landings including power responses to changes in angle of attack throughout the approach, touchdown and wave-off.

(17) Zoom climbs in the F4H-1 to 94,100 feet to determine if an optimum angle of attack could be obtained and maintained for use in effecting recovery over the top at low indicated airspeeds.

(18) Navy Preliminary Evaluation of the F8E airplane.

(19) Prototype tests of a modified attack version of the F8E to determine the feasibility of developing a completely new version of the Crusader airplane that evolved into the A7.

(20) Test of several proposed versions of approach power compensators for the F8s.

(21) Development of a completely new AFCS in a variable stability about all three axis F8D. Development of the control stick steering, altitude and Mach hold modes.

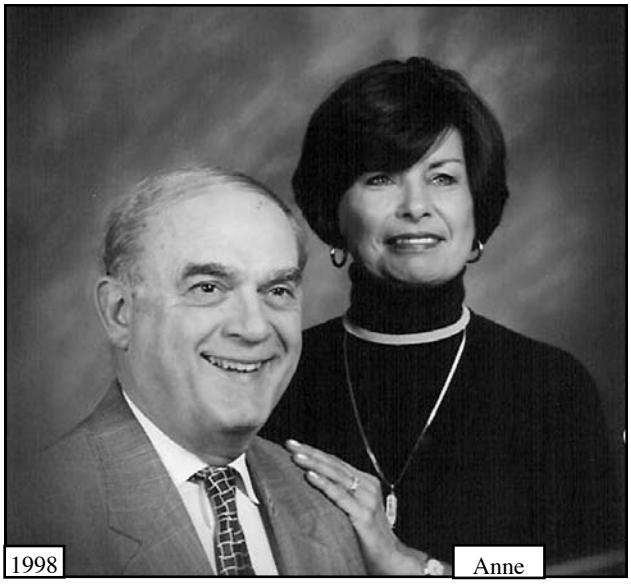
(22) Flying qualities of the F8U-1T trainer both front and rear cockpits.

(23) Max gross weight takeoff and cruise performance tests of an AD-5W with an uprated R-3350 engine.

(24) Complete handling qualities of an OV-1C airplane with asymmetrically loaded ordinance. Testing terminated at limit point when airplane fell over onto out board wing store pulling out of chocks.

(25) Tests in the A3J Vigilante to determine spec compliance with certain supersonic maneuvering performance requirements.




**William R. Westerman, Captain USN (Ret.)**
"Westy"

Date of Designation: 6 July 1958 NA# 14304

Dates of Active Duty: 28 November 1956 - 30 June 1985

Total Flight Hours: 5,182

Carrier/Ship Landings: Fixed wing: 1,093 (347 night)
Rotary: 21

Approximate Flight Hours:
Jet: 4,391 Prop: 251 VF/VA: 4,598
VS: 43 VT: 541

Combat Tours:
Vietnam: VA-85, Jan 1966-April 1966, USS *Kitty Hawk* CVA 63 (A-6A)
Total Combat Missions - 56 (A-6A)

Aviation Commands:
CO, VA-34, July 1974-October 1985 (A-6A, KA-6B)
COMCVW-7, November 1976-November 1978, (A-6, A-7, F-4D, F-14, S-3, E-2, H-3)
CO, USS *Inchon*, April 1981-September 1982

Combat Awards:
2 Distinguished Flying Crosses
6 Air Medals
2 Navy Commendation Medals with combat "V"
1 Purple Heart

## Duty Assignment Chronology

| | |
|---|---|
| 12/56-7/58 | NAVCAD student, NATC flight training Pensacola, FL/Beeville TX. |
| 7/58-12/58 | VA-44, A-4 RAG Training, student, NAS Jacksonville, FL. |
| 12/58-12/62 | VA-83, Line/Safety Officer, NAS Oceana/ USS *Forestal* (A-4). |
| 12/62-12/65 | VA-42, A-6 RAG, Pilot Training Officer & instructor, NAS Oceana, VA. |
| 1/66-4/66 | VA-85, Asst. Ops. Officer, USS *Kitty Hawk*. |
| 6/66-6/67 | US Naval Hospital Portsmouth, patient. |
| 6/67-1/68 | Armed Forces Staff College, Norfolk, student. |
| 2/68-2/70 | VA-75, NAS Oceana, USS *Saratoga*, Admin. Officer and Ops. Officer. |
| 3/70-7/72 | VA-42, NAS Oceana, Operations/Syllabus Officer. |
| 7/72-6/73 | MatWingOne, NAS Oceana, COS/Ops. |
| 6/73-10/75 | XO/CO, VA-34. |
| 11/75-11/76 | COMOPTEVFOR, Norfolk, Director Aviation Programs. |
| 11/76-11/78 | COMCVW-7, USS *Eisenhower*. |
| 11/78-7/80 | ComSixthFleet, ACOS Operations Officer, Gaieta, Italy. |
| 4/81-9/82 | CO, USS *Inchon*, LPH-12, Norfolk. |
| 1/83-5/85 | COS COMCRUDESGRU-2, Charleston, SC. |

## Summary of Significant Career Events

(1) Joined the Navy as a NavCad. Commissioned and winged in 1958 upon completion of flight training.

(2) Represented ComSixthFleet in VA-83 A-4 demo at the 1961 Paris Airshow.

(3) In 1962, married Anne V. Sugent, a totally dedicated and wonderfully supportive US Navy wife. The love of my life.

(4) Quadruple Centurion as LTJG on *Forrestal* during first sea duty tour.

(5) Selected to be in initial cadre of instructor pilots to "Standup" the A-6 RAG (VA-42) for the new Intruder aircraft.

(6) Pilot of first A-6 TransPac flight from NAS Oceana to NAS Cubi Point to replace first Vietnam A-6 combat loss. Request to remain in theater was turned down.

- Continued -

Summary of Significant Career Events continued

(7) Shot down in A-6 over North Vietnam. Returned to full flying duty after nine months of hospitalization and therapy.

(8) Led a two plane A-6 detachment to participate in "Operation Storm Fury", an exercise to determine carrier air potential of minimizing force and impact of hurricanes by "seeding" the storms. Results were very favorable as reported, but to my knowledge, the tactic has never again been used.

(9) As CAG 7 on *Ike*, airwing participated in "Operation Shamrock" a 1978 fleet demo for President Carter and entourage. Involved were two carriers, five surface ships, one submarine and 28 aircraft.

(10) On June 30th, 1985 I reluctantly hung up my cover and retired from the Navy. My thoughts then were focused on looking back at almost 30 years of getting paid for the privilege of flying the best aircraft in the world, off of eight different aircraft carriers, serving with the cream of our armed forces as a naval aviator. That recollection will for sure be the very greatest of significant career events I will ever remember. It doesn't get any better than that!!!!!



1968


1988

**Joseph B. Wilkinson, Jr., VADM, USN (Ret.)**
"Joe"

Date of Designation: 6 October 1954 NA# V-5341

Dates of Active Duty: 6 Jun. 1952 - 30 Sep. 1989

Total Flight Hours: 3,795

Carrier /Ship Landings: Fixed Wing 741

Approximate Flight Hours: Jet: 1980 Prop: 1815
VFNA: 2,779 VRNP: 96 VT: 920

Combat Tours:

Jan.-Jul. 67 Deployed in Gulf of Tonkin as XO of VA-94. Flews about 75 combat missions from USS *Hancock* (CVA-19) flying A-4C Skyhawks.

Feb.-Sept. 68 Deployed in Gulf of Tonkin as CO of VA-94. Flew about 170 combat missions from USS *Bon Homme Richard* (CVA-31) flying A-4E Skyhawks.

Aviation Commands:

Commader Attack Squadron 94, Oct. 1967 to Nov. 1968. (NAS Lemoore, CA when ashore.)
NAVAIR A-6/EA-6 Program Manager, Washington, DC, Aug. 1972 to Aug. 1976
Commander, Pacific Missile Test Center, Point Mugu, CA, Aug. 1982 to Sep. 1984.
Commander, Naval Air Systems Command, Washington, D.C., Nov. 1985 to Sep. 1989.

Combat Awards ;

Distinguished Flying Cross
Bronze Star with/Combat "V"
Air Medal w/Gold E & 23

## Duty Assignment Chronology

| | |
|---|---|
| 6/52-7/52 | USS Pittsburgh (CA-72), Norfolk, VA. Operations Department, K Division |
| 7/52-10/54 | Flight Training at Pensacola and Corpus Christi. Student Naval Aviator. (SNJ, T-28B, F6F, and AD-1 Skyraider). |
| 6/55-6/56 | Fighter Squadron 92, NAS Miramar, CA. Ordnance Officer. (AD-4B and AD-4NA). |
| 7/56-4/58 | Attack Squadron 96, NAS Moffett Field, CA. Flight Officer, Operations Officer. (AD-6 and AD-7). |
| 4/58-7/58 | Replacement Air Group, NAS Moffett Field, CA. Ground Training Officer. (T-33B and F9F-8). |
| 8/58-8/61 | Attended postgraduate school in aeronautics and astronautics at Naval Postgraduate School, Monterey, CA and at MIT in Cambridge, MA. BS in Aeronautical Engineering, NIS in Aeronautics and Astronautics. Proficiency fly ing in SNB. |
| 10/61-4/64 | Attack Squadron 72, NAS Oceana, VA. Maintenance Officer. (A-4C Skyhawk). |
| 5/64-1/66 | COMOPTEVFOR Staff, Norfolk, VA. Light Attack Desk. (A-4C/E, T-33B and T-28B). |
| 1/66-6/66 | Armed Forces Staff College, Norfolk, VA. Student. (T-33B). |
| 10/66-11/68 | Attack Squadron 94, NAS Lemoore, CA. XO/CO Tour with two deployments to Southeast Asia. |
| 12/68-8/70 | Air Force/Navy Joint Engine Project Office, Wright Patterson AFB, OH. Deputy Program Manager. (T-33 and T-39). |
| 10/70-6/71 | Portsmouth Naval Hospital and COMOPTEVFOR Staff, Norfolk, VA. |
| 7/71-7/72: | National War College, Washington DC Student in International Affairs. |
| 8/72-8/76 | Naval Air Systems Command, Washington, DC. A-6/EA-6 Program Manager. (TC-4C, TA-4J. |

- Continued -

| | |
|---|---|
| 8/76-4/78 | Chief of Naval Education and Training, Pensacola, FL. Assistant Commander, Vice Commander. Selected for Rear Admiral. |
| 5/78-7/82 | Naval Air Systems Command, Washington, DC. Deputy Commander for Plans and Programs. |
| 8/82-9/84 | Commander, Pacific Missile Test Center, Point Mugu, CA. (TA7C). |
| 9;84-1185 | Naval Air Systems Command, Washington, D.C.. Vice Commander. |
| 11/85-9/89 | Commander, Naval Air Systems Command, Washington, DC. |

## Summary of Significant Career Events

I was really happy that we brought home all our pilots and aircraft from the 1968 Bon Homme Richard deployment. While the intensity of the air war had diminished somewhat in 1968, VA-94 was still a fortunate squadron.

In 1978 I was proud to be one of the first Navy flag selectees, from the acquisition management career track.

Having spent a lot of time in the Naval Air System Command, I was elated in November 1985 to be selected to lead that organization. It was great then and it continues to excel today.


1967


2001 Mary

## Drax Williams, Major General, USMC (Ret.)

Drax

Date of Designation: 21 October 1965 NA # V-22858

Dates of Active Duty: 4 October 1962 - 1 October 1997

Total Flight Hours: 5,200

Carrier/Ship Landings: Fixed wing: 220

Approximate Flight Hours:
Jet: 5,000 Prop: 200 VF/VA: 5,000

Combat Tours:
Vietnam: Aug. 1967-Sep. 1968, Da Nang AB (F-8 Crusader).
Vietnam: Jun. 1972-Feb. 1973 Bien Hoa AB (A-4 Skyhawk) 300+ combat missions total.

Aviation Commands:
VMA-513 Det A, 1975-1977 (AV-8A Harrier)
VMA-542, 1980-1982 (AV-8 Harrier)
MAG-12, 1985-1987 (A-4, A-6, A-7, AV-8)
COMCABWEST, 1991-1995

Combat Awards:
Distinguished Flying Cross
22 Air Medals (Strike/Flight, Vietnam)

### Duty Assignment Chronology

| | |
|---|---|
| 1965-1967 | MCAS Kaneohe Bay, HI (F-8 Crusader). |
| 1967-1968 | Da Nang AB, RVN (F-8 Crusader). |
| 1968-1970 | NAAS Chase Field, TX (F-9 Cougar). |
| 1971-1972 | MCAS Yuma, AZ (A-4 Skyhawk). |
| 1972-1973 | Bien Hoa AB, RVN (A-4 Skyhawk). |
| 1973-1977 | MCAS Cherry Point, NC (AV-8 Harrier). |
| 1977-1979 | Head Aviation Branch, LFTC Little Creek, VA. |
| 1980 | Armed Forces Staff College, Norfolk, VA. |
| 1980-1982 | CO, VMA-542, MCAS Cherry Point, NC (AV-8 Harrier). |
| 1982-1983 | NATO Defense College, Rome. |
| 1983-1985 | Chief of Plans, HQFMF(EUR), London |
| 1985-1987 | CO, MAG-12, Iwakuni, Japan |
| 1987-1989 | Deputy Commander, Naval Space Command, Dahlgren, VA. |
| 1989-1991 | Legislative Assistant to CMC, HQMC. |
| 1991-1995 | Commander, Marine Air Bases, Western Area. |
| 1995-1997 | Inspector General of the Marine Corps. |

### Summary of Significant Career Events

Born in Geneva, New York, Drax Williams was raised in Bermuda where his father was Editor of the *Bermudian* magazine. He attended Cornell University and after graduation was commissioned in 1963.

Drax received his wings as a Naval Aviator in 1965. Stationed in Hawaii for two years flying the F-8 Crusader, He was eventually transferred to Vietnam where he joined VMF(AW)-2. There he flew F-8Es out of Da Nang. In April of 1968 General Williams reported to the 1st Battalion, 3rd Marines on the DMZ as Air Liaison Officer.

Drax returned to the States in September of 1968 following completion of his first combat tour. He served for two years as a flight instructor at Chase Field, Texas. He returned to Quantico where he attended the Amphibious Warfare School, and in early 1971 he received temporary duty as Special Project Officer (Harrier) Liaison to U. S. Government Accounting Office. In August of 1971, Drax was transferred to Yuma, Arizona as a Flight Instructor for the A-4 Skyhawk.

In September of 1972 General Williams began a second combat tour in Vietnam flying A-4s out of Ben Hoa with MAG-12. He served as Aviation Safety Officer with MAG-12, and later as Operations Officer with VMA-211, flying

- Continued -

Summary of Significant Career Events continued

over 300 combat missions. In August of 1973 Drax completed his second combat tour and returned to the States as Operations Officer of VMA-231 at Cherry Point, North Carolina.

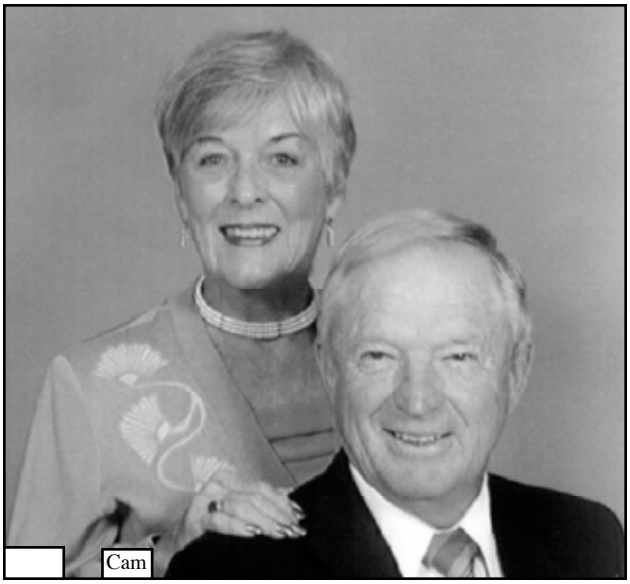
In 1975 he was assigned as Officer in Charge of VMA-513 Detachment A. This unit was given the primary mission of demonstrating the combat capabilities of the Harrier to the public. Following an assignment as Head, Aviation Section, Supporting Arms Branch of the Landing Force Training Command, Gen. Williams commanded VMA-542 from 1980 to 1982 with 20 Harriers assigned. He then attended Armed Forces Staff College. Later he would attend the NATO Defense College in Italy, and would be assigned to Headquarters, Fleet Marine Force, Europe, as Chief of Plans.

In 1985 Drax was transferred to Japan where he Commanded Marine Aircraft Group-12. There he flew A-4s, A-6s, and A-7s. In 1987 he was made Deputy Commander of the Naval Space Command in Virginia. He also served as Director of Public Affairs for Marine Corps Headquarters prior to being made Commander, Marine Corps Air Bases, Western Area. Drax served in this capacity until 1995 when he was made The Inspector General of the Marine Corps.

Gen. Williams is married to the former Mary Hardie of Long Island New York, and, has two daughters.

His numerous decorations include the Distinguished Service Medal, Legion of Merit, Distinguished Flying Cross, Meritorious Service Medal, 22 Strike/Flight Air Medals, Navy Commendation Medal with Combat “V”, Navy Achievement Medal with Combat “V”, Combat Action Ribbon, and the Vietnamese Cross of Gallantry with Silver Star.




## E. Royce Williams, Captain, USN (Ret.)

"Royce"

Date of Designation: 15 November 1945

Dates of Active Duty: August 1943-September 1975
(Temporary Disability Retired List)
Retired January 1980

Total Flight Hours: 4,500+

Carrier/Ship Landings: Fixed wing: 518

Approximate Flight Hours:
Jet: 3,000 Prop: 1,500 VF/VA: 4,500 Other: NFO 250+

Combat Tours:
Korea: 1952-1953 (F9F-5) - 70 missions
Vietnam: 1965-1967 (F-4/A-4) - 110 missions

Aviation Commands:
O-in-C, Instructors Standardization Unit (F-86H), 1954, Nellis AFB
CO, VF-33 7/64-8/65, (F-8E) USS *Enterprise;* (F-4B)/USS *America*
COMCVW-11 (F-4/A-4), 12/65-1/67, USS *Kitty Hawk*

Combat Awards:
Silver Star
Legion of Merit with combat "V"
2 Distinguished Flying Crosses
Bronze Star
2 Meritorious Service Medals - 1 combat command
11 Air Medals
Navy Commendation Medal with combat "V"
Navy Unit Commendation with Gold star
Meritorious Unit Commendation

## Duty Assignment Chronology

Was Corporal in Minnesota Guard in high school prior to enlisting in the Navy.

| | |
|---|---|
| 1943 | Corpus Christi, TX. Boot Camp & VM Unit. |
| 1944 | USNFP Murray, KY. WTS Conway, AR (N3N). |
| 1944 | USNPFS, Athens, GA. |
| 1945 | Preflight, Memphis, TN (N2S). |
| 1945 | Pensacola, FL (SNV, SNJ, SBD). |
| 1946 | Operational, Opalaka, FL (F6F). |
| 1946 | VBF-81, USS *FDR*/USS *Princeton* (F6F). |
| 1946 | VBF-98 (F4U). |
| 1946-49 | VF-81/VF-13A/VF-131 (F4U, F8F) USS *Princeton*. |
| 1949-50 | University of Minnesota. BA. |
| 1951 | Navy Line School, Monterey, CA. |
| 1952-54 | VF-781/VF-121 USS *Oriskany* & USS *Boxer.* |
| 1954-56 | Nellis AFB, NV. (F-86E/F/H, F-100). |
| 1956-57 | FAGU El Centro, CA (FJ-3). |
| 1958 | Armed Forces Staff College, Norfolk, VA. |
| 1959-60 | VF-173 (FJ-3); USS *Intrepid* and USS *Independence* (Assistant Air Operations). |
| 1960-61 | VF-124 (F8-E). |
| 1961-63 | Head, Officer Promotions, BUPERS. |
| 1963-65 | VF-174 F8 RAG Student; VF-33 (F-8E, F-4B). 1st round-the-world Nuclear Task Force (USS *Enterprise*). |
| 1965-67 | COMCVG-11, USS *Kitty Hawk*. |
| 1967-69 | OPNAV (OP-05A) and Director POW/MIA Matters, BUPERS plus USS *Pueblo* capture and C-131 shoot-down personnel matters. |
| 1969-71 | CO, USS *Eldorado*. |
| 1971-73 | Staff, CINCPAC (Battle Staff Chief, Deputy J3C and first Inspector General). |
| 1973-74 | Chief of Staff, COMFAIRWESTPAC. |
| 1975 | Assistant Chief of Staff (Operations), COMTRAPAC. |
| | Naval Hospital, San Diego. Temporary Disability Retirement List, 9/75. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 8/78-9/78 | TemAcDu Convoy Commodore; Flagships USS *Okinawa* and USS *Vancouver*. |
| 2/80 | Retired from active duty. |

## Summary of Significant Career Events

(1) CARQUAL on CV-4.

(2) Made night CARQUAL in F4U on straight deck.

(3) CAG wingman for Bob Dose, Dave Richardson and CAG Lynch.

(4) 1952 - Attacked by 7 Soviet MIG-15s. Ordered to Top Secret meeting with VADM Brisco at which he stated the NSA Team aboard the USS *Toledo* on a special intelligence mission off the coast of Vladavostok reports that you downed at least three of them. Landed crippled Panther back on USS *Oriskany*. Met with President Eisenhower, SecDef Wilson, Generals Bradley, Van Fleet, Clark, Ridgeway; Admirals Radford, Clark and others to discuss the MIG engage ment.

(5) Exchange duty at Nellis AFB. Duties on Fighter Group Staff, Training Squadron instructor, Fighter Weapons School and O-in-C of the Instructor Standardization Squadron.

(6) Instructed gunnery and fighter tactics at Fleet Air Gunnery Unit (FJ-3s). Crashed in F9F-5 with lost power on tow take-off breaking back and neck.

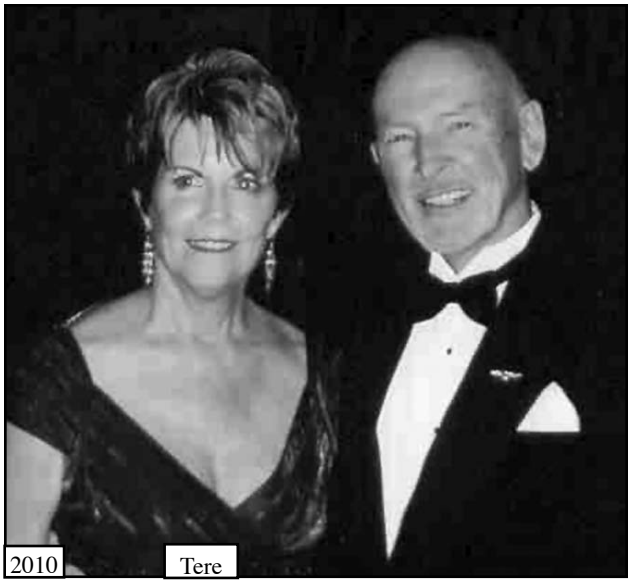
(7) Commanded VF-33 in both F8s and F4s.

(8) As CAG, second Vietnam deployment was as 1st NFO CAG.

(9) At CINCPAC, was 1st acting Inspector General.

(10) Double engine fire in F4. Had RIO eject. Returned F4 to base on one engine, on fire in afterburner. Allowed engineers to study and correct cause of several similar incidents where both crew members ejected and the planes were lost.


1966


2010 Tere

**Christopher T. Wilson, CAPT, USN (Ret.)**
"Boomer"

Date of Designation: March 6, 1967

Dates of Active Duty: October 65 - September 70,
September 71 - September 93

Total Flight Hours: 5,436

Carrier/Ship Landings: Fixed wing: 1,012

Approximate Flight Hours:
Jet: 5,396 Prop: 3 VF/VA: 5,071 VS: 72
VT: 284 Other: 9

Combat Tours:
USS *Hancock*, July 1968 - February 1969
USS *Hancock*, August 1969 - March 1970
USS *Enterprise*, April, 1975

Aviation Commands:
CO VF-2, July 1981 - September 1982
CO Navy Fighter Weapons School, January 1983 - April 1984
CVW(R)-30, July 1984 - February 1986
CVW-2, August 1988 - January 1990

Combat Awards:
8 Strike Flight Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 5/65-2/66 | Aviation Officer Candidate School. |
| 3/66-5/66 | VT-1 Student, NAS Pensacola, FL (T-34B). |
| 5/66-8/66 | VT-9 Student, NAAS Meridian, MS (T-2A). |
| 9/66-12/66 | VT-4 Student, NAS Pensacola, FL (T-2A). |
| 10/66-3/67 | VT-23 Student, NAAS Kingsville, TX (TF-9J, AF-9J). |
| 3/67-12/67 | VF-124 RAG Student, NAS Miramar (F-8C/D/E). |
| 1/68-3/70 | VF-211 Line Division and Personnel Officer, NAS Miramar, USS *Hancock* (F-8E/H/J). |
| 4/70-9/70 | VRF-32/NARF North Island (F-8C/E/H/J, RF-8A, F-4B/J). |
| 10/70-9/71 | VF-301, NAS Miramar (F-8H). |
| 9/71-5/73 | VF-124 NAS Miramar RAG Instructor, F-14 Initial Cadre (F-8H/J, A-4E, F-14A). |
| 5/73-5/76 | VF-2 NAS Miramar, USS *Enterprise*, Weapons Training and Operations Officer (F-14A). |
| 6/76-2/78 | VX-4 Det Nellis, Operations Officer and ACEVAL/AIMVAL Project Blue Force Pilot (F-14A). |
| 3/78-3/80 | VF-124 Operations Officer, NAS Miramar (F-14A). |
| 3/80-9/82 | VF-2 XO/CO, NAS Miramar, USS *Ranger* (F-14A). |
| 10/82-4/84 | Navy Fighter Weapons School (TOPGUN) CO, NAS Miramar, (A-4E, F-5E/F, F-16B, F-14A). |
| 5/84-7/84 | VFA-125/VA-122 RAG Student, NAS Lemoore, (F/A-18A, A-7E). |
| 7/84-2/86 | CVW(R)-30 CAG, NAS Alemeda/NAS Miramar, (A-7B, F/A-18A, F-4S, F-14A, EA-6A). |
| 2/86-9/87 | Staff, Commander in Chief US Pacific Fleet, Air Operations Officer. |
| 10/87-7/88 | VF/A-125/VA-128/VS-41/VF-124 RAG. Student (F/A-18C, A-6E, S-3B, F-14A) |
| 8/88-2/90 | CVW-2 CAG, NAS Miramar, USS *Ranger* (F-14A A-6E, S-3B). |
| 3/90-1/92 | Chief of Naval Operations Staff, OP-80D, Deputy COS for Plans and Programs, Washington, D.C. |
| 1/92-9/93 | Navy Military Personnel Command N-43, Head Aviation Officer Detailing Branch, Arlington, VA |

- Continued -

## Summary of Significant Career Events

1. Member of the F-14A Fleet Introduction Team resposible for the fleet introduction of the F-14A into the US Navy.

2. "Plank Owner" of VF-2, one of the Navy's first two operational fighter squadrons to transition to the F-14A. Made first F-14 operational deployment aboard USS *Enterprise*.

3. April 1975 participated in Operation Frequent Wind flying CAP over the northern edge of Saigon during the evacuation of the American Embassy. Had a bird's eye view of the last hours of the Vietnam War.

4. As a F-14 Blue Force project pilot during ACEVAL/ AIMVAL helped develop new tactics to counter all aspect air-to-air missiles. Evaluated future generation short range air-to-air missile characteristics to help define the Advance Short Range Air-to-Air Missile Joint Service Operational Requirement.

5. AS CO of VF-2 won both the Pacific Fleet Battle "E" and the highly coveted "MUTHA" award.

6. While serving as CVW(R)-30 planned and led the first and only reserve airwing carrier training deployment to include both day and night operations. Also introduced both the F/A-18A and the F-14A into the Navy Reserve.

7. As CINCPACFLT Air Operations Officer was responsible for all planning aspects of the introduction of the Tomahawk Cruise Missile System into the Pacific Fleet.

## Post Navy Career Events

Worked for BattleSpace Inc. supporting the introduction of the Predator Unmanned Aerial Vehicle system. Additionally worked for Cubic Defense Systems marketing the "rangeless" TACTS/ACMI training systems world wide.

Had the extreme pleasure of pinning the Navy Wings and the Command At Sea insignia on my son, Christopher Todd Wilson Jr.





**John R. Wilson, Jr., Rear Admiral,USN (Ret.)**
"Smoke"

Date of Designation: 17 October 1956 NA # T-54890

Dates of Active Duty: 22 May 1950 - 30 June 1990

Total Flight Hours: 4,793

Carrier/Ship Landings: Fixed wing: 1,034 Rotary: 2

Approximate Flight Hours:
Jet: 3,665 Prop: 914 VF/VA: 3,588
VR/VP: 294 VS: 88 VU/VFP: 135 VT: 602
LTA: 4 Gliders: 18 Others: 63
A total of 106 different type aircraft.

Combat Tours:
Vietnam: VF-14, Aug. 1966 - Feb. 1967
CO, VF-142, Jul. 1971 - Jan. 1972
Commander, CAW-14, Jan. 1975 - Apr. 1975
Total Missions - 172

Aviation Commands:
CO, VF-142, Apr. 1971 - May 1972.
COMCVG-14, Nov, 1974 - Feb. 1976.
CO, USS *Kansas City* (AOR-3), Oct. 1977 - Jan. 1979
Commander, Pacific Missile Test Center, Jul. 1984 - May 1986.

Combat Awards:
Distinguished Flying Cross
Bronze Star
10 Air Medals (9 Strike/Flight, 1 Individual)
Navy Commendation Medal with Combat "V"
Vietnam Gallantry Cross
Vietnam Distinguished Service Order

**Duty Assignment Chronology**

| | |
|---|---|
| 6/55-10/56 | Flight Training, NAS Pensacola, FL, NAS Memphis, TN (DUINS). |
| 10/56-4/59 | VF-112, NAS Miramar and WESTPAC. |
| 4/59-11/60 | VF-53, NAS Miramar and WESTPAC. |
| 12/60-9/61 | VX-4 (Guided Missile Unit 41,) NAS Point Mugu, CA. |
| 9/61-7/64 | Naval Test Pilot School, NATC Patuxent River, MD. |
| 7/64-7/65 | COMCARDIV FOUR (Aide/Flag Lt.) Norfolk/Mediterranean. |
| 7/65-9/65 | VA-43 (DUlNS) NAS Oceana, VA. |
| 9/65-12/65 | VF-101 DUINS) NAS Key West, FL |
| 12/65-4/68 | VF-14 (Operations Officer), NAS Oceana/ WESTPAC/Mediterranean. |
| 4/68-7/69 | Naval Test Pilot School, NATC Patuxent River, (Ops.Off./Flt.Inst.) |
| 7/69-1/70 | Armed Forces Staff College (DUINS) Norfolk VA. |
| 1/70-6/70 | VF-121 (DUINS) NAS Miramar, CA. |
| 6/70-4/71 | XO, VF-142 NAS Miramar, CA |
| 4/71-5/72 | CO, VF-142 (CO) WESTPAC/ Indian Ocean/ NAS Miramar, CA. |
| 5/72-1/ 74 | Naval Missile Center, Pt. Mugu, CA (Fit. Test Officer). |
| 1/74-11/74 | Staff, COMNAVAIRPAC, NAS North Island (VF Training Officer). |
| 11/74-2/76 | Commander, CAW 14, WESTPAC/NAS Miramar, CA. |
| 2/76-5/77 | NAVAIRSYSCOM (AIR-5025, Air Launched Guided Missile Branch), Washington, D. C. |
| 6/77-7/77 | Naval Amphibious School, Little Creek, VA (DUINS). |
| 7/77-10/77 | SWOSCOLCOM, Newport, RI (DUINS) |
| 10/77-1/9 | CO, USS *Kansas City* (AOR 3) NAS Alameda, CA/WESTPAC. |
| 1/79-5/79 | SOSMRC, Idaho Falls, ID (DUINS). |
| 5/97-7/81 | Commander SERVRON 3, Vallejo, CA. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 7/81-9/82 | COMNAVAIRPAC (Chief of Staff), NAS North Island, CA. |
| 9/82-7/84 | CINCPAC, Aiea, HI (Director, Logistics & Security Assistance). |
| 7/84-6/86 | Commander, Pacific Missile Test Center, Point Mugu, CA. |
| 6/86-1/87 | NAVAIRSYSCOM (AIR- 42, Deputy Assistant Commander for Ranges & Field Activity Management). |
| 1/87-9/87 | NAVAIRSYSCOM (AIR-05, Assistant Commander for Systems & Engineering). |
| 9/87-6/90 | Office of SECNAV, Washington, D.C. (Chief of Naval Research). |
| 6/30/90 | Retired from the United States Navy. |

## Summary of Significant Career Events

(1) 4500 hours in 106 different type aircraft. Over 1000 carrier arrested landings of which 223 were at night.

(2) 1957-59: Two deployments in *Ticonderoga* flying the F3H-2 Demon. Made the first pier side catapult launch of the Demon at Yokosuka, Japan.

(3) 1960: Assigned to VX-4, participated in the OPEVAL of the F8U-2N and the AIM-9C & D Missiles, the Delmar & TDU- 17 target systems, and the high speed fin flutter tests of the AIM-9C & D on the F8U-2N.

(4) 1961-64: Completed TPS. Conducted Carrier Suitability test on the F8U-1T, A3J-1, RA5C, A6A, E2A, F4B/G, & A4E aircraft. Conducted the first arrestment operations of the F-104G on a SATS sight (1000x72 ft aluminum runway.) First carrier ops of E2A & RA5C, including first cats & traps, minimum end speed determination, cross wind limits, and first single engine carrier landings of the E2 (3).

(5) 1965-68: Operation Officer VF-14 flying F-4B. Vietnam & Mediterranean deployments.

(6) 1968-69: Returned to TPS as Operations Officer & Flying Qualities instructor. Qualified as a FAA Glider Flight Instructor. Participated in the Navy's test and evaluation of the X26A.

(7) 1970-72: XO & CO of VF-142 flying F4J aircraft. Two deployments, one to Vietnam & Indian Ocean. During this time the Squadron won the Battle "E", the "Father" Award (best F4 Sqd. in the Pacific,) the CNO Safety Award, and the Joe Clifton Award. That's all there was to win!

(8) 1972-74: Flight Test Officer NMC Point Mugu, and Operations Officer of the Navy's Joint Evaluation Team (NMC/NATC/VX4) for the BIS Weapons Trials of the F-14A. First pilot to fire all four air-to-air weapons from the F-14. First firing of AIM-9 at limit flight conditions (1.9 IMN @ 50,000'.) Fired first and only 6 Phoenix missiles at 6 separate targets.

(9) 1974-76: COMCVW14 flying F-14A, A-7E, A-6E, E2B, SH-3D, & RA-5C aircraft. Deployed in *Enterprise*, flew the final flight operations of the Vietnam war.

(10) 1976-77: NAVAIRSYSCOM Air Launched Guided Missiles. JSOR for AMRAAM, & Tech support for the Navy's AIMEVAL/ACEVAL effort.

(11) 1977-81: CO USS *Kansas City* (AOR-3)/COMSERVRON 3 (Black shoe stuff).

(12) 1981-82: Chief of Staff, COMNAVAIRPAC.

(13) 1982-84. Dir. Logistics & Security Assistance, USCINCPAC.

(14) 1984-86: Commander, Pacific Missile Test Center

(15) 1986-87: NAVAIRSYSCOM, Assistant Commander for Systems Engineering.

(16) l 987-90: Chief of Naval Research until retirement.

(17) Although the last 13 years of active duty was in non-flying billets, I managed to fly the CH46D, F5E & F, F16, F18, and was on of three Navy pilots to fly the F20. . . and also got some stick time and a take off and landing in the contractor owned Gulfstream IV.



Aboard *Kitty Hawk*, December 1966



Tailhook 2006 Nadine

## H. Denny Wisely, RADM USN (Ret.)

"Rattler"

Date of Designation: August 24, 1962 NA# V-19057

Dates of Active Duty: 4 February 1961 – 1 October 1994

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing 850 (550 day/300 night)

Approximate Flight Hours:
Jet: 4,450 Prop: 950 VF/VA: 3,825
VT: 1,050 VU: 300

Combat Tours:
Vietnam: VF-114, USS *Kitty Hawk*, Oct. 1965-June 1966, F-4s, 124 missions
Vietnam: VF 114, USS *Kitty Hawk*, October 1966-June 1967, F-4s, 85 missions
Vietnam: VF-114, USS *Kitty Hawk,* Feb. 1972-Nov. 1972, F-4s, 141 missions
Total Combat Missions: 350 (F-4)

Aviation Commands:
CO, VF-114, (acting) Aug. 1972 (F-4s)
CO, VF-151, 1978-1979: Forward Deployed in USS *Midway* (F-4s)
Blue Angels 1980-1981 (A-4s)
USS *Sylvania* (AFS-2) 1986-87
USS *John F. Kennedy*, 1988-89

Combat Awards:
Silver Star
2 Distinguished Flying Cross
Purple Heart
29 Air Medals
6 Navy Commendation Medals with Combat V
Combat Action Ribbon
Vietnamese Cross of Gallantry

## Duty Assignment Chronology

| | |
|---|---|
| 2/61-8/61 | NAVCAD Preflight, Primary Flight training, Pensacola (T-34). |
| 9/61-1/62 | Basic Training, Meridian (T-2). |
| 2/62-4/62 | Gunnery and CQ, Pensacola, FL. |
| 5/62-8/62 | Advanced , F-9/F-11, Kingsville, TX. |
| 9/62-9/63 | Primary Flight Instructor, Pensacola, FL. |
| 10/63-10/64 | VU-3, North Island (F-6 (Ford)). |
| 10/64-6/65 | VF-121 RAG, NAS Miramar (F-4). |
| 6/65-7/67 | VF-114, NAS Miramar/USS *Kitty Hawk* (F-4) |
| 8/67-11/68 | NAVPRO St Louis. |
| 12/68-1270 | USNPG School, Monterey, CA. |
| 1/71-5/71 | VF-121, RAG, NAS Miramar (F-4). |
| 6/71-10/73 | VF-114, NAS Miramar/USS Kitty Hawk (F-4) |
| 11/73-3/77 | VX-4, Pt Mugu, CA (F-4, F-14, C-1, A-4). |
| 4/77- 6/77 | VF-121 RAG, NAS Miramar, CA (F-4). |
| 7/77-10/79 | VF-151, USS *Midway*, Yokosuka (F-4). |
| 11/79-11/81 | Blue Angels, NAS Pensacola, FL. |
| 12/81-4/82 | Surface Warfare School, Newport, RI. |
| 4/82-10/83 | USS *America* Norfolk, VA. |
| 10/83-10/84 | Office of Legislative Affairs, SECNAV |
| 10/84-9/85 | Office of Program Appraisal, SECNAV |
| 10/85-2/86 | SOSMRC, Idaho Falls/Newport. |
| 4/86-10/87 | USS *Sylvania*, Norfolk, VA |
| 11/87-1/88 | TEMDU AIRLANT, Norfolk, VA. |
| 1/88-5/89 | USS *John F Kennedy,* Norfolk, VA. |
| 6/89-4/90 | SIXTHFLT, BELKNAP, Gaeta, Italy. |
| 5/90-7/90 | CAPSTONE Course |
| 7/90-9/90 | Financial Management Cr, Montgomery. |
| 9/90-6/92 | SPAWAR, Crystal City, VA. |
| 6/92-10/94 | Defense Nuclear Agency, Alexandria, VA |
| 10/1/1994 | Retired from active duty. |

## Summary of Significant Career Events

(1) First assignment after wings was Primary flight Instructor, Saufley. Middie Stauback was my student. Left with over 1000 hours and still an ensign.

- Continued -

Summary of Significant Career Events continued

(2) Flew Skyrays at North Island. Flew Air Combat Maneuvering Sorties against dissimilar aircraft in 1 versus many and in several fighter versus many bogeys scenarios almost every day. Great training for later.

(3) While on second combat deployment in VF-114 aboard *Kitty Hawk* became first with two kills in Vietnam.

(4) Shot down by ground fire on Hanoi strike. Flew 60 miles with no hydraulics. Both of us picked up by second helo.

(5) Counting Miramar and NAVPRO St Louis, flew 9 different versions of the F-4. Zoom climbed it to 85,000 could see curve of the earth, stars out and IAS low enough for gear while still supersonic.

(6) During ’72 combat deployment and while acting XO, became acting CO due to loss of CO.

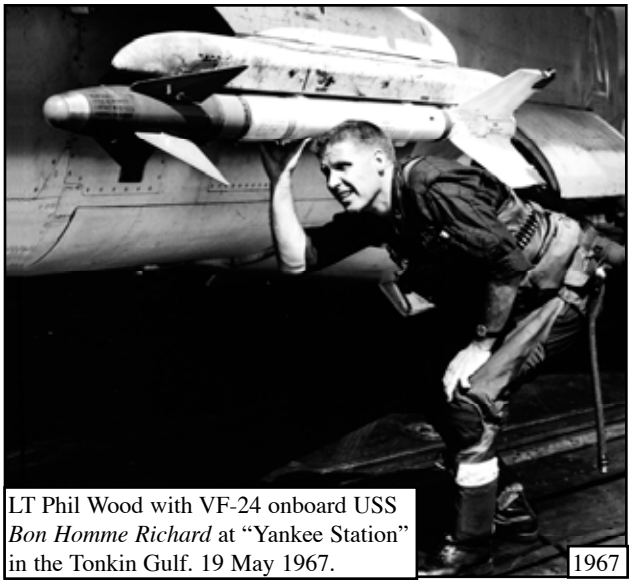
(7) During USS *Kennedy* CO tour Air Wing bagged 2 Lybian Floggers (not Messerschmitts, Floggers). Fun, but better to be in the cockpit.

(8) Member Society Experimental Test Pilots 1976 for evaluation work of MiG 21 and comparison analysis with F-5. No TPS.

(9) Inducted into the New Jersey Aviation Hall of Fame in 1995.

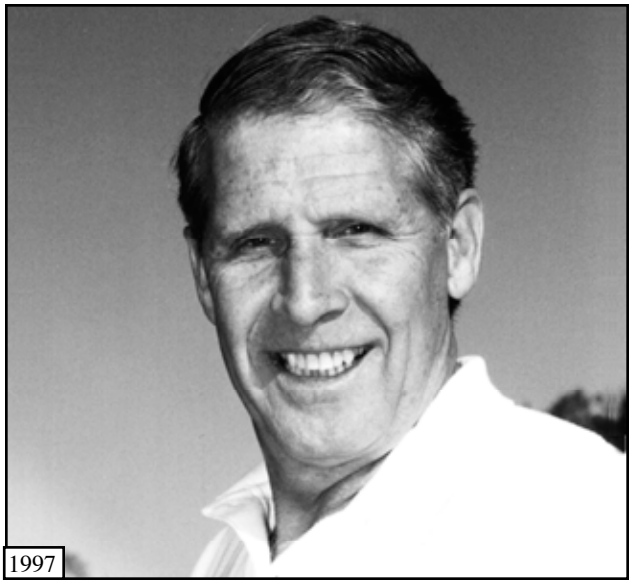


VF-114 F-4 in museum courtyard in Hanoi



LT Phil Wood with VF-24 onboard USS *Bon Homme Richard* at "Yankee Station" in the Tonkin Gulf. 19 May 1967.

1967



1997

## Phillip R. Wood, Captain, USN (Ret.)

"Phil"

Date of Designation: 12 December 1959

Dates of Active Duty: 12 June 1958 - 31 March 1986

Total Flight Hours: 5,008 (accident free)

Carrier/Ship Landings: Fixed: 967

Approximate Flight Hours:
Jet: 3,552 Prop: 1,410 Helo: 40 VF/VA: 4,032
VT: 930

Combat Tours:

| | Enlisted |
|---|---|
| Korea: | USS *O'Bannon* (DDE-450), Aug. 1951-Feb. 1952 |
| | USS *O'Bannon* (DDE-450), Oct. 1952-Apr. 1953 |
| | USS *Los Angeles* (CL-35), Oct. 1953-Feb. 1954 |
| Vietnam: | VF-24 (F-8/A-4), Jan. 1967-Aug. 1967 |
| | CVW-21 (F-8/A-4), Aug. 1968-Mar. 1969 |
| | CVW-2 (F-4/A-7), Nov. 1972-May 1973 |
| | Total - 272 combat missions. MIG-17 kill |

Aviation Commands:
CO, VF-211, May 1976 - Apr. 1977.
COMCVW-11, Dec. 1977 - Apr. 1979
CO, USS *Wabash* (AOR-5), Jul. 1981 - Jan. 1983
CO, USS *Kitty Hawk* (CV-63), Aug. 1984 - Feb. 1986

Combat Awards:
Silver Star
Legion of Merit
Distinguished Flying Cross
13 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/58-12/59 | Flight Training, NAS Pensacola/NAS Corpus Christi. |
| 1/60-5/60 | VA-111, NAS North Island, CA. |
| 5/60-7/63 | VA-196, NAS Moffett Field, CA. and NAS Lemoore, CA. |
| 7/63-6/66 | VT-25, NAAS Chase Field, Beeville, TX. |
| 7/66-1/67 | VF-124, NAS Miramar, CA. |
| 1/67-1/68 | VF-24, NAS Miramar, CA. |
| 2/68-3/69 | CVW-21, NAS Miramar, CA. (TAD VF-24) |
| 4/69-10/70 | VF-124, NAS Miramar, CA. |
| 10/70-1/72 | U. S. Naval Postgraduate School, Monterey, CA. |
| 2/72-5/72 | VF-121/VA-122 |
| 6/72-6/74 | CVW-2, NAS Miramar, CA. |
| 7/74-12/74 | COMNAVAIRPAC, NAS North Island, CA. |
| 1/75-12/75 | VF-124, NAS Miramar, CA. |
| 12/75-4/77 | VF-211, NAS Miramar, CA. |
| 12/77-4/79 | COMCVW-11, USS *Kitty Hawk*/USS *America*. |
| 5/79-10/80 | OPNAV, Washington, D. C. |
| 10/80-6/81 | Senior Officers Ship Material Readiness Training. |
| 7/81-1/83 | CO, USS *Wabash* (AOR-5),NAS Alameda. |
| 1/83-5/84 | CINCPACFLT, Pearl Harbor, HI. |
| 8/84-4/86 | CO, USS *Kitty Hawk* (CV-63), NAS North Island. |
| 4/1/86 | Retired from active duty. |

## Summary of Significant Career Events

Captain Phillip R. Wood is a native of Sand Springs, Oklahoma. After graduation from Topeka (Kansas) High School he entered the United States Navy and served three combat tours in Korea on surface combatants. Following graduation from the University of Tulsa with a Bachelor of Science degree, he entered flight training at Pensacola and was commissioned an Ensign in the United States Navy. After being designated an Naval Aviator in December 1959,

- Continued -

Summary of Significant Career Events continued

he served in both fighter and light attack squadrons having completed five deployments to the western Pacific. His tours included assignments as Air Wing Landing Signal Officer and Air Wing Operations Officer.

In 1969, he reported to the F-8 Crusader Replacement Air Group, Fighter Squadron 124, and served as Officer-in-Charge of the Navy Fighter Weapons School and as leader of the initial F-14 Fleet Introduction team. Upon completion of this tour, Captain Wood attended and graduated from the U.S. Naval Postgraduate School in Monterey, California with a Master of Science degree and then returned to sea duty.

After A-7 and F-4 fleet replacement training he was assigned to Carrier Air Wing-2 as Operations Officer and completed his third combat tour onboard USS *Ranger* in 1972-1973. Following a tour as VF Training Officer at Commander, Naval Air Force, Pacific Fleet, Captain Wood commenced F-14 training at NAS Miramar in VF-124. In December 1975, he reported to VF-211 serving as the Executive Officer and Commanding Officer until April 1977. Captain Wood was selected to Carrier Air Wing command and assumed the helm of CVW-11 onboard USS *Kitty Hawk* In Pusan, South Korea in December 1977. Following deployments to the western Pacific and the Mediterranean he served on the staff Deputy Chief of Naval Operation for Air. Subsequent tours included Commanding Officer, USS *Wabash* (AOR-5) and Commanding Officer, USS *Kitty Hawk* (CV-63).

Having spent all of his career in attack carrier squadrons, Captain Wood accumulated over 5,000 total accident-free flight hours and 967 carrier landings. He is a veteran of 272 combat missions in Vietnam and credited with a MIG-17 kill. His awards include the Silver Star Medal, Distinguished Flying Cross, Legion of Merit, and thirteen Air Medals.

Upon leaving the Navy in 1986 he joined Northrop Corporation as Director, Military Programs. Phil is the co-author of the book "Wildcats to Tomcats: The Tailhook Navy". He is married to Nellie and resides in Solana Beach, California.


1952


1996 Rita

## Jerrold M. Zacharias, Captain, USN (Ret.)

"Zack"

Date of Designation: 18 December 1953 NA # T-4035

Dates of Active Duty: July 1946 - February 1978.

Total Flight Hours: 3,642

Carrier/Ship Landings: Fixed wing: 610 (124 night)
(129 straight deck)

Approximate Flight Hours:
Jet: 2,808 Prop: 834 VF/VA: 3,046 VT: 596

Combat Tours:
Vietnam: CO, VA-75 "Sunday Punchers" in USS *Kitty Hawk*, (CVA-63), Dec. 67 - Jun. 68. Total of 87 A-6 combat missions over North Vietnam.

Aviation Commands:
CO, VA-75 (A-6A, A-6B, KA-6D), June 1967-July 1968
CO, VA-42, A-6 RAG(A-6A, TC-4C), June 1970-July 1971
CO, USS *Francis Marion* (LPA-249), Aug. 1973-Dec. 1974

Combat Awards:
Navy Cross
2 Distinguished Flying Crosses
10 Air Medals (2 Individual and 8 Strike/Flight)
Presidential Unit Citation (USS *Kitty Hawk*, Yankee Station)

### Duty Assignment Chronology

| | |
|---|---|
| 7/46 | Enlisted in U.S. Navy. |
| 7/46-6/47 | Naval Training Center, Bainbridge, MD. |
| 6/47-9/47 | USS *Wisconsin* (BB-64) - Deck seaman. |
| 9/47-6/48 | Naval Academy Prep School, Bainbridge,MD. |
| 6/48-6/52 | U. S. Naval Academy - Midshipman. |
| 6/52-9/52 | U. S. Naval Academy - Seamanship Instructor. |
| 9/52-3/54 | Naval Air Training Command - Student. Basic (SNJ) at Pensacola; Advanced (F6F-5) at NAS Corpus Christi; Jet Training (F9F-2) at NAAS Kingsville, TX. |
| 3/54-12/57 | VF-72 (later VA-72) - Pilot and Landing Signal Officer (LSO) (F9F-5, A4D-1). NAS Quonset Point, RI., NAS Oceana, VA., and deployment to WestPac in USS *Hornet* (CVA-12). |
| 1/58-5/59 | ATU-203, Beeville, TX., (F9F-8/F9F-8T) Flight instructor and LSO. |
| 6/59-6/61 | Navy Postgraduate School, Monterey, CA. BS degree in Aeronautical Engineering (Flight Performance) (T2J-1, AD-5, T28-B, SNB-5). |
| 6/61-12/61 | VF-174, F-8U RAG and LSO Training. VF-101, F-4A RAG and LSO Training. VA-43, A-4 RAG and LSO Training. |
| 12/61-12/63 | CVG-8 Staff, LSO/Admin/Safety Officer. (A4D-2N and AD-6). Med deployments in USS *Forrestal* (CVA-59) and A-4 Det , USS *Essex* (CVS-9). |
| 12/63-6/65 | VA-83, A-4E Maintenance and Operations Officer. Med deployments in USS *Forrestal* and *Independence* (CVA-62). |
| 6/65-1/66 | CVG-8 Staff, Operations Officer. (A-4E) |
| 1/66-6/66 | Armed Forces Staff College - Student. (TF-9J) |
| 6/66-12/66 | VA-42, A-6 RAG Training - Student. A-6A Carqual, USS *Lexington.* |
| 12/66-7/68 | XO/CO, VA-75 (A-6 Intruder) Med deployment in USS *Independence* (CVA-62) and Vietnam deployment in USS *Kitty Hawk* (CVA-63). |
| 7/68-6/70 | OPTEVFOR - Head, Attack Air Warfare Sect. |
| 6/70-7/71 | CO, VA-42 (A-6 RAG Training Squadron). |
| 8/71-6/72 | National War College - Student. |
| 6/72-6/73 | Special Assistant to the CNO for POW/MIA Matters, (OP-09BW). Navy overall coordinator for Operation "Homecoming" for POWs returning from Vietnam. |
| 8/73-12/74 | CO, USS *Francis Marion* (LPA-249). |
| 1/75-2/78 | Deputy Director, Aviation Programs (OP-51B) |
| 3/1/78 | Retired from active duty. |
| 3/78-3/92 | DCS Corporation, Senior Vice President and Operations Manager. |

- Continued -

## Summary of Significant Career Events

(1) Was the overall Navy Coordinator for "Operation Homecoming" for Navy POWs returning from Vietnam.

(2) Flew 22 different aircraft types: N3N, SNJ, F6F-5, F9F-2/5, A4D-1/TA-4, A-4C/E and 2N, TA-4F, F9F-8/8T, C-45/SNB-5, T28-B, A-1/AD-5/6, A-1H, T2J-1, T-33, TF-9J, U-11, F8U-2, F4H-1, A-6A/B/D, EA-6A, and TC4C (Gulfstream modified). Landed aboard or operated from the carriers *Monterey, Hornet, Lexington, Forrestal, Essex, Intrepid, Independence,Tarawa, Saratoga, Yorktown, Enterprise*, and *Kitty Hawk*.

(3) Pilot in the first fleet A-4D squadron (VA-72, at NAS Quonset Point, RI., 1956).

(4) One of first fleet LSOs to transition from the old "paddles" to the Mirror Landing System and then to the Fresnel Lens system.

(5) Fired the first anti-SAM Standard Arm missile (AGM-78A) used in combat in Vietnam from an A-6B aircraft on 3/6/68.

(6) Most Memorable Flight
Conducted A-6 night strike on the Hanoi Port Facilities in downtown Hanoi on February 24, 1968. Flew from Cubi Point in Philippines to USS *Enterprise* (CVAN-65) on Yankee Station. We launched at 0200 with three other A-6 aircraft. The *Enterprise* A-6 squadron ground crew aligned my A-6's inertial system in the Polar Mode (used only above 65 degrees North or South latitude. We were at 18 degrees North). During catapult shot, my primary attitude reference tumbled and I climbed out on 2" standby gyro. As planned, I headed for tanker to top off fuel for the long flight to Hanoi. Because of system problems, I was last plane in line to tank. Approaching tanker to plug-in, tanker had electrical failure and was unable to transfer fuel. (I'm beginning to think this wasn't going to be my night). Departed tanker and cruised up and down coast of Vietnam with minimum turns to achieve an airborne inertial alignment. Finally got it and headed into mountains west of Hanoi. Departed mountains and descended to 200 feet in Red River Delta. Heard the many Fansong missile radars painting us during descent. When comfortable at 200 feet/450 knots, mis sile warning receiver sounded and I spotted missiles at 12 and 3 o'clock coming at us. Applied full throttle and descended to 100 feet, to get into radars ground clutter. Even though it was pitch black outside, I noticed objects passing by my left windscreen just as my Bombardier/Navigator calmly says "you are level at 50 feet". Quickly went back to 100 feet and as the missiles approached, I dropped chaff and pulled 5'g, in an 80 degree right bank turn. Missiles exploded nearby buffeting the aircraft violently - but they missed (Later found out they didn't). Resumed run-in to the target. By the time we got there, everybody in Hanoi was awake and shooting. I dropped 18-500 pound "Snakeye" bombs on the port facilities and egressed right over center of the city at 400 feet while flying in between the many flak sites. Took two more missiles on the way out. With SAM missiles approaching from the rear of the aircraft and not visible to the flight crew, the only way I could tell when it was time to drop chaff and break hard right or left was when the missiles rocket plume started illuminating the cockpit. One missile went flying by and the other hit the ground below us in a brilliant fireball, illuminating the country-side and destroying some poor farmers crops. Had an unevenful flight back to ship. Landed at 0430 after 2.4 hour flight with 1,100 pounds of fuel remaining. Ground crew found small hole in left wing four inches from the port wing fuel cell during post-flight inspection. What a great A-6 air plane Grumman Aircraft makes!

(7) During Vietnam deployment in USS *Kitty Hawk*, completed combat line period of 61 continuous days, a record for the Vietnam war. Our squadron dropped 7.5 million pounds of ordnance during this 61 day line period (a record) and 13.5 millions pounds of ordnance during the seven month deployment (another record). Other combat strikes included the Hanoi Telecommunications Station, Than Hoa railyard, Kein An and Haiphong highway bridges, Haiphong Cat Bi airfield, Hai Duong railroad station, Vinh airfield, Bai Thuong airfield, Thai Binh railyards, Haiphong rail yards (west), Ninh Giang rice mill and lots of other insignificant targets of little worth. Personally dropped 1,144 bombs weighing 349 tons. Our standard loads were 5-2,000 pounders, or 13-1,000 pounders or 22-500 pounders. The A-6 could carry more than that.

During 1967-68 combat deployment, we experienced the worst winter monsoon weather of the Vietnam war. Sometimes, when returning to ship at night in heavy rain, I could not see the Fresnel Lens glideslope "meatball" until after touchdown on deck. These were exciting landings, but the A-6 Intruder was a great instrument aircraft for these conditions and the *Kitty Hawk* carrier controlled approach team were **superb!**

(8) Was the OPTEVFOR project coordinator for operational testing of: A-6A and A-6C TRIM (Trails, Roads Interdiction Multisensor) aircraft; the ZAP missile; Explosive Light Filter goggles; and A-6 PAVEWAY laser guided bomb. Also, I was the project officer and test director for Operational Evaluation of weaons handling, bomb assembly and aircraft weapons loading equipment in USS *John F. Kennedy* (CVA-67) as part of the Improved Rearming Rate (IRR) project. Conducted OPEVAL in Mediterranean during live ordnance EXPENDEX (for system strikeup and loaing evaluation) and during underway replenishment (for system strikedown evaluation).

(9) Married to the former Rita Jeannine Timmons of Millsboro, DE. Have three sons - Matt, Dana and David and four wonderful grandchildren.


1964


1996

## Ronald J. Zlatoper ADM USN (Ret.)

"Zap"

Date of Designation: 30 October 1964 NA# V21704

Dates of Active Duty: June 7, 1963 - December 31, 1996

Total Flight Hours: 4,375

Carrier/Ship Landings: Fixed wing: 1,031 Rotary: 10

Approximate Flight Hours:
Jet: 4,100 Prop: 200 VF/VA: 3,900
VS: 200 VT: 100 Helo: 75

Combat Tours:
Vietnam: VA-65, 1965-66, USS *Constellation* (A-6)
Vietnam: VA-65, 1967 USS *Forrestal*. (A-6)
Desert Storm: Commander. Carrier Group Seven, 1991, USS *Ranger* Arabian Gulf/Kuwait/Iraq (A-6)
Total Combat Missions 15l (A-6)

Aviation Commands:
CO, VA-85 1979-1980 (A-6)
Commander. Carrier Air Wing ONE, 1982-1983
Commander, Carrier Air Wing FIFTEEN, 1985-1986
Commander, Carrier Group SEVEN, 1990-1991

Combat Awards:
Distinguished Service Medal (Desert Storm)
Distinguished Flying Cross (Vietnam)
11 Air Medals (3 Individual, Eight Strike/Flight Awards) Vietnam
Navy Commendation Medal with Combat "V"

### Duty Assignment Chronology

| | |
|---|---|
| 6/63-5/64 | NABTC, NAS Pensacola, FL DUINS (T-34). |
| 9/63-12/63 | NAAS Meridien , MS. DUINS (T-2C). |
| 5/64-10/64 | NAAS Kingsville, TX. DUINS (TF-9/TF-11). |
| 11/64-1/65 | VA-42 DUINS, NAS Oceana, VA. (A-6). |
| 1/65-3/68 | VA-65, USS *Constellation,* USS *Forrestal*. (A-6). |
| 3/68-3/70 | VA-42, NAS Oceana, VA (A-6). |
| 3/70-7/72 | VA-34 Assistant Maintenance/Operations Officer, USS *J. F. Kennedy,* (A-6). |
| 7/72-6/73 | Naval War College, Newport, RI., DUINS. |
| 6/73-6/75 | NROTC, MIT, Cambridge, MA. DUINS . |
| 6/75-11/77 | Office of CNO, Program Coordinator for Guided and Air Launched Weapons (OP-506), Washington, DC/ |
| 11/77-4/78 | VA-42 DUINS NAS Oceana, VA, (A-6). |
| 4/78-6/79 | XO, VA-85, USS *Forrestal* (A-6). |
| 6/79-8/80 | CO, VA-85, USS *Forrestal* (A-6). |
| 10/80-10/81 | Office of Program Appraisal, EA, SECNAV Staff, Washington, DC. |
| 10/81-4/82 | Naval Air Force, U.S. Atlantic Fleet, DUINS. |
| 4/82-7/82 | Tactical Wings Atlantic, Readiness Officer. |
| 7/82-8/83 | Commander, Carrier Air Wing ONE USS *America* (A-6, F-14, A-7 ,S-3, EA-6B, EA-3, SH-3, E-2). |
| 8/83-6/85 | Office of the Secretary of Defense; Military Assistant to Secretary of Defense, Washington, DC. |
| 6/85-8/85 | Office of CNO DUINS, Washington, DC. |
| 8/85-2/86 | VF-124 DUINS, NAS Miramar, CA (F-14, A-7, A-6, S-3, EA-6B, SH-3, E-2C). |
| 2/86-5/87 | Commander, Carrier Air Wing FIFTEEN USS *Carl Vinson* (A-6, F-14, A-7, S-3, EA-6B, SH-3, E-2C). |
| 5/87-8/88 | Commander SEVENTH FLEET Chief of Staff, Yokosuka, Japan. |
| 8/88-7/90 | Naval Military Personnel Command Director, Distribution Department (NMPC-4), Washington, DC. |
| 7/90-11/91 | Commander, Carrier Group SEVEN , USS *Ranger*, (A-6, F-14). |
| 11/91-7/94 | Office of CNO, Deputy CNO, Manpower and Personnel (N1)/Chief of Naval Personnel, Washington, DC. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 8/94-12/96 | Commander in Chief, U.S. Pacific Fleet , Pearl Harbor, HI. |
| 1 Jan. 1997 | Retired from active duty. |

## Summary of Significant Career Events

(1) Winner of East Coast 1971 A-6 Bombing Derby.

(2) Over 4,000 flight hours in Navy aircraft without a Class A mishap.

(3) Day and night operational carrier landings in six air craft types.

(4) One of the first five nugget pilots to he selected in 1964 to fly the A-6 Intruder and subsequently flew the A-6 for 33 years on five operational carrier tours.

(5) Over 3.000 flight hours and 300 night carrier landings in the A-6, including two combat deployments in Vietnam (1965-1967) and one combat deployment in Desert Storm (1991).

(5) 150 combat missions over North Vietnam. One of the few individuals to have flown carrier-based combat missions in both Vietnam and Desert Storm. Flew an A-6 on one mission while COMCARGRU SEVEN in Desert Storm.

(6) Air Wing Commander on two operational tours. During first assignment as Commander, CVW-1 on USS *America* (1983-1985) led the first organic 1,000+ mile training strikes in the Atlantic and Mediterranean Seas.

(7) As Commander CVW15 on USS *Carl Vinson,* served as the first Senior CAG. Led and flew with Air Wing in the Bering Sea in February 1986, in treacherous winter conditions without accident, The first Air Wing to operate and fly in the Bering Sea in the 40 years following WW II.

(8) Never had a technique wave-off in over 1,000 carrier landings.



THE EARLY AND PIONEER NAVAL AVIATORS
ASSOCIATION
*"The Golden Eagles®"*

# Emeritus Members







**Michael S. Alexatos, Captain, USN (Ret.)**
"Mike"

Date of Designation: December 1942 NA # C-1025

Dates of Active Duty: July 1942 - August 1970

Total Flight Hours: 5,052

Carrier/Ship Landings: Fixed wing: 503

Approximate Flight Hours:
Jet: 300 Prop: 4,700 VF/VA: 4,000

Combat Tours:
WW II: VF-1, Tawara and USS *Yorktown*. Strikes against Marshall Islands, Marianas, Bonin Islands, Caroline Islands and 1st Battle of Philippine Sea.
Vietnam: CO, USS *Vesuvius* (AE-15), off coast of Vietnam and Yankee Station.

Aviation Commands:
O-in-C, VC-62 Det., USS *Leyte* (CV-32), deployments to Mediterranean and Korea.
CO, VF-151, USS *Coral Sea* (CVA-43).
CO, USS *Vesuvius* (AE-15).

Combat Awards:
4 Distinguished Flying Crosses
7 Air Medals
Presidential Unit Citation
2 Joint Chiefs Achievement Medals (non-combat)

## Duty Assignment Chronology

Michael S. Alexatos entered the Navy as an Ensign in July 1942. Upon arriving at Corpus Christi he requested the Fleet instead of duty as a flight instructor. After completing flight training, he was assigned to VF-1 which was later based on Tarawa (with strikes against the Marshall Islands), and on the USS *Yorktown* (CV-10) where he participated in strikes against the Marianas, Bonin Islands, Caroline Islands, and the First Battle of the Philippine Sea.

He joined VF-7 in 1945 and was with that squadron until the end of World War II.

He was then assigned to the Photographic Division under the Bureau of Aeronautics (BUAER) in Washington D.C., where he spent two years after which he was transferred to Villanova College for one year under the Holloway Program.

He was next assigned to VF-72 in 1948, and after deployment to the Mediterranean, was transferred to VC-62 where he made deployments to the Mediterranean and Korea as an Officer-in-Charge of a Photographic Detachment aboard the USS *Leyte* (CV-32).

In 1951 he was assigned back to the Photo Division of BUAER, where he was responsible for development of Photographic Reconnaissance aircraft, various types of reconnaissance cameras and associated equipment.

He was assigned duty as the Air Plans Officer for Amphibious Group Three in 1954, where he became one of the Pacific Fleet's first Atomic Employment Officers. In 1954 he was transferred to VC-61 as its Executive Officer where he pioneered the use of night photography with jet photographic aircraft using photoflash cartridges.

In 1956 he attended the Line School at Monterey. California as a student and then as Director of the Aeronautical Photographic Experimental Laboratory at Johnsville, PA., where he designed several needed photographic reconnaissance items.

After attending the Naval War College in 1959, he was assigned as the Commanding Officer of VF-151 aboard the USS *Coral Sea* (CVA-43). Due to the "All Attack Carrier Concept", the ship's fighters were based ashore at NAS

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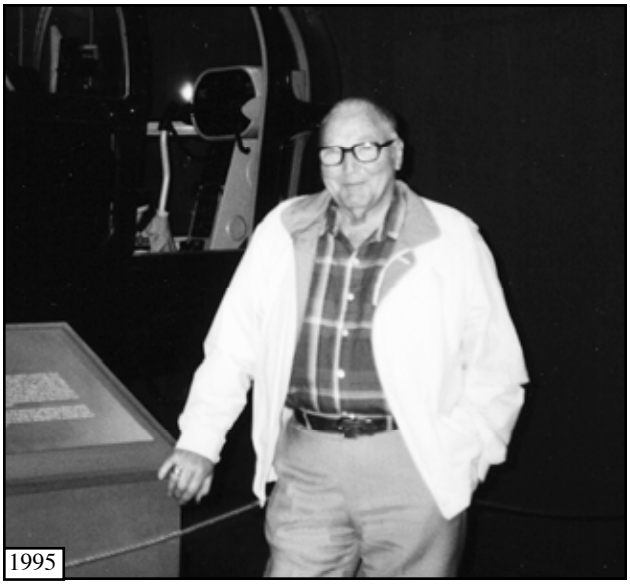
Duty Assignment Chronology continued
Atsugi, Japan. From CO of VF-151 he was assigned as the Executive Officer of the USS *Coral Sea* (CVA-43).

After this tour he had duty with the Joint Chiefs of Staff under the Assistant for Counterinsurgency and Special Activities. He then received command of the USS *Vesuvius* (AE-15) in 1965, which operated off the coast of Vietnam and Yankee Station. Upon the completion of this tour of duty he was assigned as the J-5 Strategic Policy and Planning Officer for CINCLANT/CINCLANTFLT, Norfolk, VA., where he conducted several studies leading to his being assigned as the Deputy Team Chief of a group that made a study on "The Defense of the Persian Gulf" for the Shah of Iran at the order of then President Johnson. Shortly after that he was transferred to Washington to be the Deputy of the Defense Communications Planning Group. He retired from this tour of duty in August 1970.

## Summary of Significant Career Events

(1) Pioneer in the development of aerial photography systems and night photographic techniques.


1975


1995

**Victor A. Armstrong, MGEN, USMC (Ret.)**
"Vic"

Date of Designation: 16 March 1943

Dates of Active Duty: July 1942 - 1 July 1978

Total Flight Hours: 6,000

Carrier/Ship Landings: Rotary wing: 125

Approximate Flight Hours:
Prop: 2,800 Helo: 2,400 VR/VP: 1,050
Other: Several contractor aircraft such as "Little Henry" McDonald Ramjet, Hiller Ramjet, Gyro Dyne One Man Helo and Goodyear One Man Helo

Combat Tours:
WW II: VMF-312 (F4Us), Feb. 1944 - Jun. 1945. South Pacific and Okinawa, CAP and Strike Missions.
Korea: VMO-6 (HO3s), Aug. 1950 - Dec.1950. Pusan Perimeter, Inchon, Wonson, Hamhung and Chosin Reservoir. First Marine helos to be used in combat. 34 Recon mission, approximately 50 MedEvac missions, 3 downed pilot rescues behind enemy lines, 3 artillery spot, 10 troop support, 120 liaison and resupply.
Vietnam: CO, MAG-3, Jul. 1966 - Nov. 1966. Chu Lai - 76 combat missions.
CO, MWSG-17 Danang- 45 combat helo missions

Aviation Commands:
CO, HMR-163 (HRs), Sep. 1953 - Aug. 1954. Japan.
CO, HMX-1 (HUS-2), Jun. 1958 - Apr. 1961. Senior Presidential Helicopter Pilot for Presidents Eisenhower and Kennedy.
Naval Air Attache (R4D-6), Jun. 1962 - Jun. 1965. Djakarta, Indonesia.
CO, MAG-36 (H-34, H-46, UH-1E). Jul. 1966 - Mar. 1967. Chu Lai, Vietnam.

Aviation Commands (continued):
CO, MWSG-17 (H-34), DaNang, Vietnam. Mar. 1967 - Jun. 1967.
CG, First Marine Brigade, MCAS Kaneohe, HI. Sep. 1970- Oct. 1972.
Deputy CG/CS, FMF Pac, Camp Smith, HI. Sep. 1972 - Aug. 1973.
CG, FMAW Iwakuni, Japan. Mar. 1974 - Jan. 1975.
CG, MCAS Cherry Point/COMBCAB East. Aug. 1975 - Jul. 1978.

Combat Awards:
2 Silver Stars (Korea)
5 Legion of Merit with Combat "V" (Vietnam)
4 Distinguished Flying Crosses (one for 2 Jap kills in WW II, Korea and Vietnam)
Air Medal w/2 Oak Leaf Clusters and 4 gold stars and bronze numeral "5"

## Summary of Significant Career Events

(1) As project officer in HMX-l (1949-50) and helicopter project officer for Marine Corps Equipment Board (1951-53) and HMX (1957-61), I was involved in developing and testing equipment and tactics. Some of the projects were arming of helicopters with 30 and 50 caliber machine guns, Inerga grenade, 3.5 in. Spin Stabilized rockets and larger, including the Tiny Tim. Other projects included external hoists, hooks and cargo pallets for personnel and external cargo. Night lighting of helicopters including rotor tip lights. And development of one man helicopters.

(2) During the Korean conflict, 1950, served as Executive Officer of VMO-6 and OIC of the helicopters. This was the first deployment of helos in combat for the Marine Corps, and was in support of 1st Brigade and 1st Marine Division in Pusan Perimeter, the Inchon landing and Chosin Reservoir. Directed and participated in the earliest combat operation and helped develop the tactics and techniques for MedEvac,

- Continued -

rescue of downed pilots in enemy territory, and command and control of helos. Made the first Marine Corps amphibi-ous landing in combat at Inchon from a Japanese LST manned with a Japanese crew. Having been raised in Japan before WW II for 15 years and speaking Japanese came in handy for this operation.

(3) Senior Presidential helicopter pilot for both Eisenhower and Kennedy. During President Eisenhower's last two years 1960-61, I flew him on his "Good Will" tours around the world. This included a 2 or 3 day stop in each of the following countries and cities. We had 5 helos in each location - Ankara, Karachi, Kabul, New Delhi, Agra, Tehran. Athens, Tunis, Paris, Madrid, Casa Blanca, Rio de Janerio. San Paula, Buenos Aires, San Carlos de Bariloche, Santiago, Montevideo, Philippines, Formosa, Okinawa, Korea and Hawaii. The logistics were tremendous which included several carriers, cruisers, LPD's and considerable fixed wing aircraft in support of personnel, equipment and fuel. On many of these flights the President or Ruler of that country accompanied President Eisenhower on the flights. In the U.S. during the Eisenhower presidency I flew many dignitaries which included Khrushchev, DeGaulle and Churchill.

(4) Flew several experimental helicopters such as Sikorsky S-52, Hughes H-6, McDonald's "Little Henry" Ramjet, Hiller Ramjet, single place; GyroDyne one man, Goodyear one man, Boeing Vertol H-106 (later became H-46), McCullough Tandem, McCullough a four place tandem rotor helicopter.







## George C. Axtell, Lt. General, USMC (Ret.)

"George"

Date of Designation: 10 May 1941 NA # 7648

Dates of Active Duty: 15 July 1940-16 August 1940 (PFC), Elimination Training, Anacostia;
4 November 1940-31 August 1974.

Total Flight Hours: 7,900

Carrier/Ship Landings: Fixed wing: 235 Rotary: 31

Approximate Flight Hours:
Jet: 710 Prop: 6,790 Helo: 400 VF/VA: 4,900
VR: 1,850 VT: 750

Combat Tours:
WW II: CO, VMF-323 (F4Us), Apr. 1945 - Jun. 1945. Okinawa - 52 Missions; 6 aircraft destroyed aerial combat (Squadron destroyed 124 enemy aircraft in six weeks).
Korea: Tactical Officer, MAG-12 and CO, VMF-312 (F4Us), Apr. 1952 - Oct. 1952. - 123 carrier based missions.
Vietnam: Chief of Staff, III Marine Amphibious Force and CO, Force Logistics Command, Danang, Vietnam- Sep. 1965 - Oct. 1966.

Aviation Commands:
CO, Service Squadron 32 (SS-32), Apr. 1943 - Jun. 1943.
CO, VMF-323, Jul. 1943 - Jun. 1945.
CO, MCVG-16 (Carrier based), Jul. 1945 - Apr. 1946.
CO, VMF-452 (Carrier based), May 1946 - Dec. 1946.
CO, VMFA-312 (Carrier based), Jul. 1952 - Oct. 1952.
CO, VMF-122, Nov. 1953 - Dec. 1953.
CO, MACG-1, Jan. 1954 - Jan. 1955.
CO, MAG-12, Feb. 1960 - Aug. 1960.
CG, 2nd MAW, Jul. 1970 - Apr. 1972.
CG, Fleet Marine Force, Atlantic, May 1972 - Aug. 1974.

Combat Awards:
Navy Cross
Legion of Merit with the Combat "V" and two Gold Stars
Distinguished Flying Cross with one Gold Star
Air Medal with one Silver Star

Other Significant Awards:
Distinguished Service Medal

### Duty Assignment Chronology

| | |
|---|---|
| 1940-41 | Student, Naval Air Training Command. |
| 1941-42 | Instructor, Instruments, Pensacola, FL. |
| 1942-43 | U.S. Naval Academy's Postgraduate School, (Meteorological Engineering). |
| 1943-45 | Commanding Officer, Marine Fighter Squadron 323, Okinawa campaign. Squadron scored 124 enemy planes within six weeks. No pilots lost in aerial combat. (Twelve Aces including Axtell). |
| 1945-46 | Commanding Officer, Marine Carrier Air Group-16 (Carrier based). |
| 1946 | Commanding Officer, VMF-452 (Carrier based), Hawaii. |
| 1947-51 | Staff assignment, Headquarters, USMC, Aviation Detail. |
| 1952 | Commanding Officer, VMFA-312, Korean Campaign (Carrier based). |
| 1954 | Commanding Officer, Marine Air Control Group-1. |
| 1955-60 | Staff assignment, Headquarters, USMC, Aviation Personnel. |
| 1960 | Commanding Officer, Marine Aircraft Group-12, Japan. |
| 1962 | Assistant Chief of Staff, G-3, 2nd Marine Aircraft Wing. |
| 1963-64 | Student, National War College, Washington D. C. |
| 1964-65 | Chief of Staff, Fleet Marine Force, Pacific. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 1965 | Chief of Staff, III Marine Amphibious Force, Vietnam. |
| 1966 | Commanding Officer, Force Logistics Command, Vietnam. |
| 1966 | Promoted to Brigadier General, December 1966. |
| 1966-70 | Assistant Chief of Staff, G-4 (Logistics), Headquarters, USMC. |
| 1969 | Promoted Major General, 1969. |
| 1970-72 | Commanding General, 2nd. Marine Aircraft Wing, Cherry Point, NC. |
| 1972 | Promoted Lieutenant General, April 1972. |
| 1972-74 | Commanding Fleet Marine Force, Atlantic, Norfolk, Virginia. |
| 8/31/74 | Retired from active duty. |

## Summary of Significant Career Events

(1) American Fighter Ace

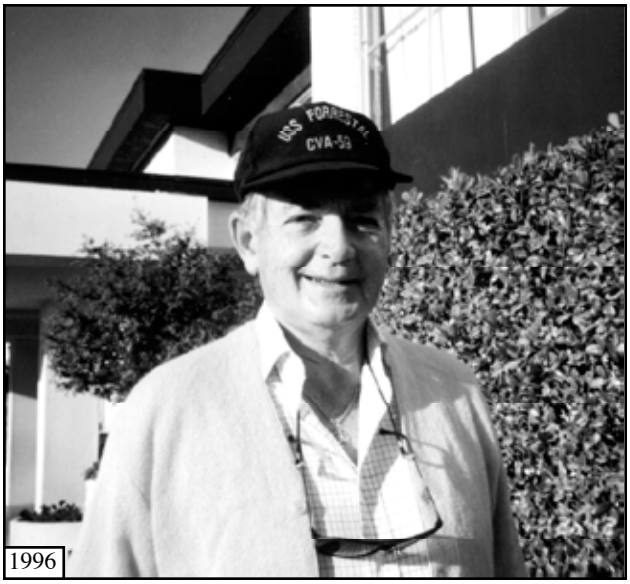
Born in Ambridge, Pennsylvania, on November 29, 1920, raised in Baden, and graduated from Ambridge High School 1938. Attended University of Alabama 1938-40; studied aeronautical engineering; enlisted in the Marine Corps during July 1940 as a Marine Aviation Cadet; commissioned as a Second Lieutenant and designated a Naval Aviator in May 1941. Subsequently he earned a Bachelor of Laws Degree and a Master of Arts degree (Comptroller) from George Washington University.

**Family:**

Lieutenant General Axtell's wife, the former Phyllis Crafton of Baden, Pennsylvania, died September 9, 1975; he has two sons, Lieutenant Colonel Grey C. Axtell USMC (Ret.) and Guy C. Axtell, and four grandchildren. He is married to the former Shirley F. Barnes of the State of Arkansas.



1,000 th Landing Cake - USS *Forrestal*, Med. 1968



1996

**Robert B. Baldwin, Vice Admiral, USN (Ret.)**
"Bob"

Date of Designation: 23 September 1947 NA # 26083

Dates of Active Duty: 7 June 1944 - 31 July 1980

Total Flight Hours: 4,500

Carrier/Ship Landings: Fixed wing: 425

Approximate Flight Hours:
Jet: 3,000 Prop: 1,500 VF/VA: 4,000
VR/VP: 200 VT: 300

Combat Tours
WW II: USS *Birmingham,* 1945, Okinawa campaign
Vietnam: CO, USS *Chipola*, 1966 and 1967

Aviation Commands:
CO, VF-154, Jun. 1958 - Oct. 1958
CO, VF-51, Nov. 1961 - Oct. 1962
Commander, CVW-16, Nov. 1962 - Jan. 1964
CO, USS *Forrestal* (CVA-59), Aug. 1967 - Dec. 1968
Commander, CARGRU SIX, Dec. 1970 - Jul. 1972
COMNAVAIRPAC, May 1973 - Jul. 1976
COMSEVENTHFLT, 1976 - 1978

Combat Awards:
Bronze Star
Purple Heart

## Duty Assignment Chronology

Robert Baldwin was born to Dr. and Mrs. William P. Baldwin in Minneapolis in 1923 and grew up in Fargo, North Dakota. Following graduation from high school, he entered the Naval Academy in 1941, graduating in 1944 with the wartime accelerated class of 1945.

His first assignment was to the cruiser *Birmingham* in the Pacific theater; he was awarded the Purple Heart and Bronze Star for his actions following a kamikaze attack on the ship during the Okinawa campaign. After the war he entered flight training, winning his wings in 1947. His first fleet aviation assignment was in VA-44 embarked in USS *Franklin D. Roosevelt* flying AD-1's. In 1949 he was ordered to VC-5, the Navy's first nuclear weapons capable squadron, flying the AJ-1. In 1951 he attended Test Pilot School and served in the Tactical Test Division and as an instructor at Test Pilot School.

In 1954 he reported to VC-3 at Moffett Field where he headed the FJ- 3 Transitional Training Team in the organization that was the forerunner of what are now Fleet Replacement Training Squadrons. Following VC-3 he served in VF-154, the first Pacific Fleet F8U-1 Crusader squadron, as Executive Officer and acting Commanding Officer. Then followed shore tours in BuPers and sea tours as CO of VF-51 in *Ticonderoga*, Commander Carrier Air Wing 16 in *Oriskany*, CO of the fleet oiler USS *Chipola* and the attack carrier USS *Forrestal* (CVA-59).

In 1968 he was selected for flag rank and after a Pentagon tour took command of Carrier Division SIX in the Atlantic Fleet and conducted the operational feasibility evaluation of the CV concept. After another Washington tour as Deputy Chief of Naval Personnel, he was promoted to Vice Admiral, in which grade he served as Commander Naval Air Force, Pacific Fleet, Commander Seventh Fleet, and Chief of Naval Personnel.

Following retirement he moved to Rancho Santa Fe, CA., and was involved in consultant work and the management of investment properties. He currently resides in Carlsbad, CA. A life member of the USNA Alumni Association, he served as its president 1989 - 1991. He married his wife, June, in 1950, and they have three children -- Scott, Jared and Sylvia.

- Continued -

## Summary of Significant Career Events

(1) Bombardier/Navigator in first Navy Special Weapons Squadron (VC-5) flying AJ's.

(2) Test Pilot (TPS Class #8) - Tactical Test and TPS Staff, Pax River, 1952 - 1954.

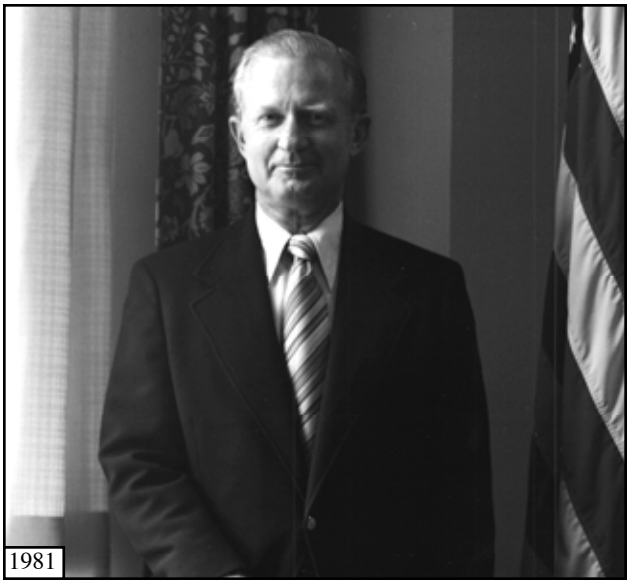
(3) FJ-3 Team Leader, Transitional Training Unit, PacFleet (forerunner of the RAG) - Moffett Field, 1954 - 1956.

(4) XO/CO, VF-154, first PacFleet squadron to get the F8U-1, 1957 - 1958, NAS Moffett Field.

(5) As COMCARGRU SIX, directed fleet evaluation of CV Concept, January 1971 - April 1972, Atlantic Fleet and Sixth Fleet.



1954


1981

## Joel E. Bonner Jr., Colonel, USMC (Ret.)

"Pete"

Date of Designation: January 1943

Dates of Active Duty: 7 May 1942 - 30 June 1971

Total Flight Hours: 5,566

Carrier/Ship Landings: Fixed wing: 25

Approximate Flight Hours:
Jet: 800 Prop: 4,766 VF/VA: 4,216 VR/VP: 1,350

Combat Tours:
WW II: VMF(N)-532, Jan. 1944-Sep. 1944, Tarawa, Kwajalein, Eniwetok and Saipan - 116 combat missions.
Korea: VMF(N)-542, Sep. 1950-Aug. 1951 - 92 combat missions
Vietnam: Assistant Chief of Staff, G-3, Jun. 1967-Jun. 1968 - 29 combat missions

Aviation Commands:
CO, Marine Photographic Squadron TWO (VMJ-2), April 1954-July 1955 (F9F-6P).
CO, Marine Air Reserve Training Detachment, NAF Andrews AFB, July 1962-July 1964 (FJ-4).
CO, Marine Air Group 14, May 1966-February 1967 (A6A, RF-4B, A-4).

Combat Awards:
Legion of Merit with combat "V" and Gold Star
Distinguished Flying Cross
8 Air Medals

### Duty Assignment Chronology

Colonel Bonner was born March 23, 1922 in Dallas, Texas. He graduated from Waco High School (Waco, Texas) in 1939, and from North Texas Agriculture College, Arlington, Texas in 1941. He received a Bachelor's Degree in Military Science in 1961 from the University Maryland.

He entered flight training at NAS Dallas in May 1942, and was commissioned a Second Lieutenant and designated a Naval Aviator in January 1943. After undergoing further operational training at Miami and Daytona Florida, he checked out on an aircraft carrier in Lake Michigan. Following carrier qualification, he joined Marine Night Fighter Squadron 532 (VMF(N)-532) at MCAS Cherry Point North Carolina.

In 1944 he flew as a pilot with VMF(N)-532, the first single engine night fighter squadron in the Marine Corps. At that time there was one other single engine night fighter squadron in the Navy, VF(N) at Quonset Point, Rhode Island. The Navy VF(N) was deployed to the South Pacific and VMF(N)-532 was deployed to the Central Pacific. He participated in aerial combat operations at Tarawa, Kwajalein, Eniwetok and Saipan. He was credited with a probable kill of a Japanese "Betty" Bomber.

Returning to the United States, he served at NAS San Diego; MCAS Eagle, Mountain Lake, Texas; MCAS Cherry Point NC; and MCAS Miramar, CA., as a night fighter pilot and instructor.

Early in 1949, he went to MCAS Quantico, Virginia where he served as Air Field Operations Officer and flew on the Close Air Support demonstration team before attending the Amphibious Warfare School.

In July 1950, at the beginning of the Korean War, he was assigned to VMF(N)-542 at MCAS El Toro, California. VMF(N)-542 was deployed to Korea in September 1950. The Squadron entered combat at Kimpo Airport near Seoul, Korea. He flew night and day Close Air Support missions in support of the First Marine Division in the battle to take the city of Seoul and subsequent operations in the link-up of Amy forces from the South.

- Continued -

Duty Assignment Chronology continued

In December of 1950, he and three other pilots landed at Ham Hung airfield as the first echelon of Air Support for the First Marine Division which was driving north near the Chosin Reservoir. It was at that time that the Chinese Army attacked the Marines and the U.S. Army troops on their right flank. The squadron was totally committed to fly night and day Close Air Support missions along with carrier aircraft, as well as, other Marine aircraft at Ham Hung and Wonsan.

In January 1951, the Squadron was deployed back to Japan and flew long range night missions from the Island of Kyushu to as far north as Pyongyang, North Korea. He rotated back to the U.S. in the summer of 1951, and served as the Executive Officer of VMF-232 at MCAS El Toro, California, before being assigned to MCAS Kaneohe Bay, Hawaii.

In 1954 and 1955 he was Commanding Officer of Marine Photographic Squadron TWO (VMJ-2) flying one of the first swept wing aircraft squadrons in the Marine Corps.

He was assigned to MCAS and Marine Corps Schools Quantico, Virginia until 1959 when he reported to the First Marine Air Wing in Japan where he was the S-3 Operations Officer for Marine Air Group Eleven (MAG-11). In 1960 he attended the University of Maryland under the College Degree Program. Upon leaving the University of Maryland he became the Commanding Officer of the Marine Air Reserve Training Detachment at Andrews Air Force Base, Washington, D.C., for two years.

In 1963 he began a 29 month tour in Office of the Chief of Naval Operations (OP-05). In 1966 he returned to MCAS Cherry Point, NC., where he served as Commanding Officer of Marine Air Group Fourteen (MAG-14). His primary mission in MAG-14 was to train, equip and deploy A-6 squadrons to Vietnam. After MAG-14 he became Chief of Staff of the Second Marine Air Wing.

In 1967 he went to Vietnam and became the Assistant Chief of Staff, G-3 Operations Officer. This assignment included providing air support for units and troops in the Battles of Khe Sanh, Hue and Dong Ha. This was during the period of the North Vietnamese and Viet Cong 1968 Tet offensive.

He returned to the U.S. in the Summer of 1968 and became the Deputy to the Legislative Assistant to the Commandant of the Marine Corps. He retired from the Marine Corps in June 1971.

Subsequent to the Marine Corps, he was on the professional staff of the U.S. Senate Committee for Appropriations for 10 years. Leaving the Senate as Staff Director of the Committee, he joined the Reagan administration as the Assistant Secretary of the Army for Financial Management, Logistics and Installations. In the summer of 1983, he became the Manager of Washington Engineering operations for Hughes Aircraft Company. He retired from Hughes in December 1989.

## Summary of Significant Career Events

(1) Was one of the first single engine night fighter pilots in the U.S. Marine Corps.

(2) Completed total of 237 combat missions in WWII, Korea and Vietnam. Credited with probable kill of a Japanese "Betty" Bomber.

(3) Staff Director of U. S. Senate Appropriations Committee.

(4) Assistant Secretary of the Army for Financial Management, Logistics and Installations during the Regan administration.


1953


1977

## Roger C. Bos, CAPT USN (Ret.)

"Roger"

Date of Designation: 18 December 1953 NA# T-3989

Active Duty: June 1952 - 1 February 1979

Total Flight Hours: 4,350

Carrier Landings: Fixed Wing: 533

Approximate Flight Hours:
Jet: 3,660 Prop: 690 VF/VA: 3,380 VT: 970

Combat Tours:
Vietnam: Nov. 1965-Apr. 1966, VA-144, CVW-5 in CVA-14 (A4C)
Vietnam: Dec. 1966-May 1967, VA-144, CVW-11 in CVA-63 (A4Cs)
Total Combat Missions: 200

Aviation Commands:
CO, VA-105, Nov. 1967 - Jan. 1969 (A7A)
CO, VA-174, Aug. 1970 – Jul. 1971 (A7A,B,E)
CO, NAS Fallon, NV, Aug. 1976 – Jan. 1979

Combat Awards:
Silver Star
2 Distinguished Flying Crosses
Bronze Star
21 Air Medals
5 Navy Commendation Medals
Non Combat Awards:
Bronze Star

### Duty Assignment Chronology

| | |
|---|---|
| 6/48-6/52 | U.S. Naval Academy |
| 9/52-10/52 | Pre-flight, NAS Pensacola, FL. |
| 11/52-8/53 | Basic Flight Training at various Florida and Alabama airfields. |
| 9/53-11/53 | Advanced Training NAS Corpus Christi, TX. |
| 12/53 | Advanced Training CQ, Pensacola, FL. |
| 1/54-4/54 | Jet Transition Training, NAS Kingsville, TX |
| 5/54-9/57 | VA-192. |
| 10/57-10/60 | Advanced Training Command, VT- 21 Kingsville, TX. (Instructor). |
| 11/60-4/61 | CIC School Glynco, GA. |
| 4/61-6/62 | USS Constellation (CVA-64). |
| 6/63-6/64 | Navy Post Graduate School, Monterey, CA (MS in Management). |
| 2/65-7/67 | VA-144. |
| 8/67-11/67 | VA-174 Transition to A-7. |
| 11/67-1/69 | CO, VA-105. |
| 2/69-8/70 | OPNAV. |
| 9/70- 8/71 | CO, VA-174. |
| 9/71- 8/72 | XO, CVA-43. |
| 8/72-7/74 | COMSIXFLT (Operations Officer). |
| 7/74- 6/76 | COMLATWINGPAC (Chief of Staff0. |
| 7/76-1/79 | CO, NAS Fallon |
| 2/1/79 | Retired from active duty. |

### Summary of Significant Career Events

(1) Thoroughly enjoyed my time at FAGU (Fleet Air Gunnery Unit) Feb. and Mar. of 1956. Outstanding flying and instruction.

(2) Had a very sobering flight in SOCAL area. I was in CIC when an arresting gear wire parted on landing mowing down three leaders of the CAT and Arresting Gear crew. Decision made in sick bay to MedEvac the victims as soon as possible. As senior C1A pilot I was directed to man aircraft. Passenger area cleared of seats, seriously injured loaded aboard and strapped down as best as possible. Deck launched so there would be no "G" forces. Cleared direct to NAS Miramar with approach control moving everything out of the way. Straight in landing, met by ambulances on rollout. Transfer completed, taxied into VIP spot in front of tower. Had cup of coffee and flew back to the

- Continued -

Connie. All three injured recovered but two lost limbs.

(3) As both Ops. and XO of VA-144 I had the good fortune of participating in and leading several successful Alpha Strikes on back to back deployments to SEA. Of course the flying was complete with “Sam” calls, heavy flak and even feeble MIG attempted intercepts. It was gratifying to see the camaraderie and respect develop among the diverse squadrons, aircraft types and mission specialties. They were all truly team efforts.

(4) As pre-commissioning and first CO of VA-105, an east coast A7A squadron due to deploy to WESTPAC with CVW 14 in Kitty Hawk laid the groundwork for a solid squadron. Was blessed with exceptional talent both in the cockpit and maintenance spaces. VA-105 won both the safety award and the battle “E”.





## Harold L. Buell, Commander, USN (Ret.)

"Hal"

Date of Designation: 1 October 1941 NA # 9095

Dates of Active Duty: December 1940 - January 1962

Total Flight Hours: 4,350

Carrier/Ship Landings: Fixed wing: 415

Approximate Flight Hours:
Jet: 600 Prop: 3,750 VF/VA: 1,820
VS (VX-1): 600

Combat Tours:

WW II: (Apr. 1942-Oct. 1942) VS-5 (SBD), *Yorktown, Saratoga,* and *Enterprise,* in battles of Coral Sea, Midway and Guadalcanal Landings, Guadalcanal Defense, Eastern Solomons.

WW II: (Oct. 1942-May 1943) VB-10 (SBD), USS *Enterprise*, in the battles of Santa Cruz, Battle of Guadalcanal (November 1942), and Rennell Island.

WW II: (Mar. 1944-Nov. 1944) VB-2 (SB2C), USS *Hornet* (New), in battles of Palau, Woleai, Yap, Hollandia Occupation, Truk, Marianas Occupation, first Philippine Sea, Bonin Islands, Palau Occupation, first Philippine Island raids.
Estimated total combat missions: 125+.

Aviation Commands:
CO, VF-921 and CO, VF-84 (Jun. 1952-Oct. 1953)

Combat Awards:
Among 23 combat awards, holds the Navy Cross, two Purple Hearts and four Presidential Unit Citations.

## Duty Assignment Chronology

| | |
|---|---|
| 12/40-11/41 | Aviation Cadet Flight Training (USNR Aviation Base, Robertson, MO; NAS Pensacola and NAS Miami, FL) |
| 11/41-3/42 | ACTG, NAS Norfolk, VA. |
| 3/42-4/42 | TAD VB-3 and VS-6, NAS Kaneohe Bay, Oahu, TH. |
| 4/42-10/42 | VS-5, USS *Yorktown, Saratoga, Enterprise* and on Guadalcanal. |
| 10/42-5/43 | VB-10, USS *Enterprise*. |
| 5/43-11/44 | VB-2, Wildwood, NJ, Quonset Point, RI., and Santa Rosa, CA, USS *Hornet* (New). |
| 11/44-6/45 | Instructor, CNAATRA, NAAS Cecil Field, FL. |
| 6/45-11/45 | VFB-1, NAS Daytona Beach, FL. |
| 11/45-3/46 | Leave (Ottumwa, IA). |
| 3/46-6/47 | Directorate of Intelligence, OP-23 (Joint Air Force/Navy), Pentagon, Washington, D.C. |
| 6/47-6/48 | Student, General Line School , Newport, RI. |
| 6/48-8/50 | Projects Test Pilot, Air Development Squadron ONE (VX-1), Key West, FL., USS *Sicily,* and USS *Wright*. |
| 8/50-12/50 | Student, Marine Corps Schools, Quantico, VA. |
| 12/50-6/52 | CNO, OP-32, Pentagon, Washington, D.C. |
| 6/52-10/53 | CO, VF-921 and VF-84; Acting CAG; NAS Oceana, VA, USS *Antietam, Tarawa, Bennington* and *Coral Sea*. |
| 10/53-11/54 | Air Officer, USS *Saipan* (Korea and Around-the-World Cruises). |
| 11/54-4/57 | CNAVANTRA Staff, NAS Corpus Christi, TX. |
| 4/57-6/59 | Project Officer, COMOPDEVFOR Staff, Norfolk, VA., and USS *Saratoga*. |
| 6/59-6/60 | Director of Training, XO, NAAS Whiting Field, FL. |
| 6/60-1/62 | Personal Officer, CNABATRA Staff, NAS Pensacola, FL |
| 1/62 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) During 1942 through 1944, in the Pacific war with Japan, completed war cruises with three dive bombing squadrons, VS-5, VB-10 and VB-2, flying from the carriers *Yorktown, Saratoga, Enterprise* and *Hornet* (new). Estimated combat missions: 125+.

(2) Flew missions as a wingman, section, division and strike-flight leader during three combat cruises. Developed dive bombing tactics that were successful in destroying enemy ships with low aircraft losses.

(3) As a member of Flight 300 from USS *Enterprise* on 24 August 1942, was sent to Guadalcanal; flew more than 20 missions with the Cactus Air Force during August and September 1942.

(4) Led SB2C dive bombers of VB-2 from USS *Hornet* in attack on Japanese carrier *Zuikaiu* (20 June 1944 Turkey Shoot) in which she was heavily damaged with eight hits and numerous near misses; this enemy carrier never flew another combat aircraft from her deck after this attack. Mission was sent beyond gas range -- one-half of all aircraft were lost in night water land ings.

(5) Have been told by eminent historians that, apparently, is the only carrier pilot, Japanese or American, that was present at all five carrier-versus-carrier sea battles- Coral Sea, Midway, Eastern Solomons, Santa Cruz and First Philippine Sea--and survived the experience.

(6) As a test pilot and Project Officer at VX-1, from July 1948, through August 1950, flight tested AD, AF and TBM hunter-killer prototypes, flying six hundred hours in all conditions while developing all-weather, 24-hour-a-day antisubmarine warfare tactics, including CVL operations.

(7) As Commanding Officer, VF-84, flying F9F-5 Jets, led squadron in all test cruises of evaluation of the first angled deck built on USS *Antietam* (1/53 through 7/53). VF-84 made about one-half of the 4,200 test landings, under all operating conditions, without an accident.

(8) As Air Officer, USS *Saipan,* 10/53 through 10/54, completed Korean War tour and around-the-world cruise with VMA-324 Marine AD squadron on board and set an operational record for carrier-based Marine squadrons, without a single deck crash, during the period.

(9) As Project Officer, OPDEVFOR (with VX-3), 6/57 through 6/59, worked on first air-to-air missile SPARROW; first heat- seeking missile ZUNI; first air-to-ground missile BULLPUP; and first space suit Goodrich MK-4; also headed F4D aircraft acceptance project.


1951


1999 Isabel

**Harold G. Carlson, Commander, USN (Ret.)**
"Swede"

Date of Designation: 9 April 1943 NA # P-2056

Dates of Active Duty: 6 June 1940 - 30 June 1961

Total Flight Hours: 3,207

Carrier/Ship Landings: Fixed wing: 170

Approximate Flight Hours:
Jet: 26 Prop: 3,181 VF/VA: 1,350
VR/VP: 248 HS/HC/HU: 2 VS: 140 VU/VFP: 140
VT: 1,387 Other: Private time - 150 hours including 47 in helicopter.

Combat Tours:
WW II: July 1944, Marianas Islands, TBM, 22 missions from USS *Nehenta Bay.*
Korea: Dec. 1950 - May 1951, North and South Korea off USS *Princeton* (CV-37), 61 missions (VA-195)

Aviation Commands:
CO, USS *Lunga Point* (CVE-94), Aug. 1946 - Oct. 1946
CO, VU-1, May 1947 - Oct. 1947
CO, VA-195, June 1950 - Sept. 1951

Combat Awards:
Distinguished Flying Cross (Korea)
4 Air Medals (1 WW II and 3 Korea)
Purple Heart (WW II)

## Duty Assignment Chronology

| | |
|---|---|
| 6/40-8/42 | USS *Nashville* (CL-42), Gunnery and Engineering JO, Pacific and Atlantic. Escorted *Hornet* on Doolittle Tokyo Raid. |
| 9/42-10/43 | Flight Training, New Orleans, Pensacola, Fort Lauderdale (N2S, NP, NS, N3N, SNJ, SNV, OS2U, TBF). |
| 11/43-1/44 | VT-20, XO, San Diego (TBM). |
| 2/44-9/44 | VC-11, XO, San Diego, W. Pacific. USS *Nehenta Bay* (CVE-74) (TBM, SNJ, FM-2). |
| 9/44-11/44 | Support Aircraft Group 6, PhibsPac, USS *Rocky Mount* (CGC). W. Pacific, Leyte landings. |
| 12/44-9/45 | Flight Training, Pensacola, Lake City (SNB, PV). |
| 11/45-10/46 | USS *Lunga Point* (CVE-94), Air Officer, Gunnery Officer, 1st Lt., X0 and CO. Western Pacific, Tacoma (JRB, F6F, SNJ, TBM, F4U, R5D). |
| | 11/46-8/47 UTRONSWestCoast, San Diego (Prospective CO); VU-1, CO; Ford Island (JD, JM, TBM, F6F, PBY, F7F, R4D). |
| 9/47-9/49 | NROTC, Villanova College. Assistant Professor of Naval Science (SNJ, SNB, HOS, JRB, PB-1W, TBM, F6F, C54, C47, R4D, PBM). |
| 10/49-9/51 | Air Group 5, San Diego; All Weather Flight School Corpus Christi and ConFair Alameda (Prosp. CO); VA-195, CO, Alameda and Korea aboard USS *Princeton* (CV-37) (AD, SNB, JRB, R4D, TBM). |
| 10/51-3/54 | BuAer, Washington, D. C. Was the AD/AM Class Desk Officer (AD, SNB, JRB, SNJ, F6F, F3D, C124, T28, C46, C47, R4D) |
| 4/54-11/55 | JUSMG, Navy Section, Staff Aviator, Madrid, Spain (R4D, SNJ, P2V, AJ). |
| 11/55-11/58 | BuAerGenRepEastDist, New York. Director of Engineering and Production. (Aug. 58-Jet Training, Olathe, Kansas) (C46, JRB, R5D, HOK, C131, S2F, F9F, SA16, AD, T29, P4Y, HSS, H19, UF2G, TV) |
| 1/59-6/61 | VAW-11, XO, NAS North Island (AD-5W, SNB, F2H, TF-1Q) |
| 7/1/61 | Retired from active duty |

- Continued -

## Summary of Significant Career Events

(1) **Support of Evacuation from Chosin Reservoir**

After arrival in Korea in December of 1950, Carlson led his VA-195 pilots in supporting the U.S. ground troops, particularly the Marines, in their evacuation and march from the Chosin Reservoir to Hungnam. VA-195's close support undoubtedly saved many U.S. lives in the evacuation. On one occasion during this effort Carlson made a virtual dead stick landing on the USS *Boxer* in Wonsan Harbor after his plane was hit.

(2) **Carlson's Canyon**

In March of 1951, Carlson led his squadron in destroying a 600 ft. key bridge near Kilchu in North Korea. This took a number of strikes as the bridge was rebuilt each night. Rear Admiral Ralph Ofstie, CTF 77, was so pleased with this effort that he named the target area Carlson's Canyon. James Michener's book "The Bridges at Toko-Ri" is based in large part on Carlson's Canyon.

(3) **Hwachon Dam Torpedo Strike**

In May of 1951, after discussions with RADM Ralph Ofstie and staff, and Captain William Gallery, on the feasibility of using torpedoes, CAG Dick Merrick and Carlson led two divisions of VA-195 and VC-35 ADs in a torpedo strike against the Hwachon Dam near the 38th Parallel. Six pilots, including Carlson, had successful torpedo runs in spite of AA, small arms fire and strung wires. The destruction of the flood gates denied North Korea the tactical advantage of controlling the outflow from the dam. The torpedo pilots received DFCs for this effort which was the first time aerial torpedoes had been used since WW II. VA-195 renamed itself "The Dambusters."

(4) Carlson's squadron, VA-195 suffered only one loss, the least in the entire Air Group, which lost 19 pilots in Korea.

(5) In October 1993 Carlson's name was placed on the side of an AD-4 aircraft on the hangar deck of the USS *Yorktown* (museum carrier) in Charleston, SC honoring him as a representative of the AD pilots in Korea.

(6) In July of 2001 VA-195 pilots including Carlson were hosted by the Warbirds at the annual Air Venture Convention of the Experimental Aircraft Association (EAA) at Oshkosh, WI. They were featured there and honored for their performance in Korea.

(7) The exploits of VA-195 and Carlson's performance are described in several books and periodicals as follows:


"Sea War in Korea", Cagle and Manson, U.S. Naval Institute, 1957.

"The Naval Air War in Korea", Zebra Books, R. Hallion, 1988.

"Crimson Sky", John Bruning, Brasseys, 1999. (Four chapters)

"The Hook", Tailhook Association, Spring 1984.

"Wings of Gold", Association of Naval Aviation, Summer 1994.





## John A. Chalbeck, Captain, USN (Ret.)

Date of Designation: 27 June 1947

Dates of Active Duty: June 1944 - November 1977.

Total Flight Hours: 7,500

Carrier/Ship Landings: Fixed wing: 600 Rotary: 10

Approximate Flight Hours:
Jet: 5,000 Prop: 2,000 Helo: 500 VF/VA: 4,000

Combat Tours:
Korea VF-721 (F9F), Mar. 1951-Sep. 1951. 55 missions
Vietnam: CVW-10 (A4), Jul. 1968-Jan. 1969. 60 missions

Aviation Commands:
CO,VA-112, Jun. 1965-Jul.1966, USS *Forrestal* (CVA-59).
COM CVW-10, Jan. 1968-Mar. 69, USS *Intrepid* (CVS-11).
Director Flight Test, Feb. 1971-Mar. 1975.
CO, NARU, Jacksonville, FL., Jun. 1975-Oct. 1977.

Combat Awards:
Distinguished Flying Cross (Korea)
Distinguished Flying Cross (Vietnam)
Bronze Star (Vietnam)
10 Air Medals (5 Korea and 5 Vietnam)

## Duty Assignment Chronology

| | |
|---|---|
| 6/44-6/47 | Flight Training, Iowa City Preflight. NAS Glenview, IL; NAS Corpus Christi, TX and NAS Pensacola, FL. |
| 7/47 | AT-6 (F4U), NAS Cecil Field, FL. |
| 11/47 | VF-1A (F8F, F6F), NAS North Island, CA. USS *Tarawa* (CV-40). |
| 7/48 | VF-11; NAS Cecil Field, FL. |
| 9/48 | VF-721 (F8F), NAS Glenview, IL (Reserve). |
| 6/49 | VF-721 (F4U & F9F), NAS North Island, CA. USS *Boxer* (CV-21) Korea (Active Duty). |
| 11/51 | VRF-32, NAS North Island, CA. |
| 7/54 | TPS NATC Patuxent River, MD. |
| 1/55 | Armament Test ,NATC Patuxent River, MD. |
| 7/56 | USNPGS Monterey, CA ( Student). |
| 6/57 | USS *Yorktown* (CV-10). |
| 7/59 | VA-56 ( A-4), NAS Miramar, CA., and USS *Ticonderoga* (CVA-14). |
| 1/61 | Aviation Safety School, USC. |
| 3/61 | RCVW-12, NAS Miramar, CA. |
| 6/64 | VA-112 (A-4), NAS Lemoore, CA., and USS *Forrestal* (CVA-59). |
| 8/66 | Naval War College, Newport, RI. |
| 6/67 | NAVAIRLANT Staff, Norfolk, VA. |
| 10/67 | RCVW-4, NAS Cecil Field, FL. |
| 1/68 | COMCW-10, NAS Cecil Field, FL. USS *Intrepid* (CVS-11) Vietnam. |
| 4/69 | CNARESTRA, NAS Glenview , IL. (Staff) |
| 1/71 | Director, Flight Test, NATC Patuxent River. |
| 6/75 | CO, NARU Jacksonville, FL. |
| 11/77 | Retired from active duty. |

## Summary of Significant Career Events

(1) Qualified in 70 fixed wing and 8 Helos.

(2) Armament Test, NATC Patuxent River (1955-1956):
A4 - Armament Trials
F7U - Special Weapons Evaluation
F2H - Rock Air

(3) Improved Carrier Lighting System. Assisted in design/development and testing of system. RCVW-12, 1964.

(4) Flight Test, NATC Patuxent River (1971-1975):

| | | | |
|---|---|---|---|
| Fixed: | (a) | F4 | Aims |
| | | A4 | Aims |
| | | T39 | Aims |
| | (b) | TA-4 | Spin Recovery Evaluation |
| Helo: | (c) | AH-1J | Engine Performance |
| | (d) | UH-IN | Auto Hover/Auto Pilot Development |



Southwest Pacific 1943



With PEPPER - 2004

## Robert C. Coats Captain USN (Ret.)

"Bob"

Date of Designation: 23 June 1941

Dates of Active Duty: 13 August 1940 - 1 February 1971

Total Flight Hours: 6,111

Carrier/Ship Landings: 373

Approximate Flight Hours:
Jet: 400 Prop: 5,700 VF: 2,300 VA/VU: 1,900
VT: 1,600 HU-16: 300

Combat Tours:

WW II: VF-18, USS *Bunker Hill*, 1 Oct. 1943-1 Mar. 1944, SW Pacific - Solomon Islands, New Ireland, New Britain, Gilbert Islands, Tarawa, Kwajalein, Truk, Marianas, Saipan, Tinian, Iwo Jima (F6F-3)

WW II: VF-17, 1 Mar. 1944-1 Dec. 1944 NAS Alameda, Hilo, Guam, Ulithi (F6F-5)

WW II: VF-17, 2 Dec. 1944-5 Jun. 1945, USS *Hornet*, Japanese Homeland Islands, Okinawa, and Japanese occupied islands (F6F-5)

Total Combat Missions: 131 (37-F6F-3 and 94-F6F-5)

Aviation Commands:

CO, VF-43, 1 Oct 1948-5 June 1949 (F4U-4)
CO, VF-14 Top Hatters, 10 Jun. 1950-31 Dec. 1951 (F4U-5)
CO, VAAW-33, 1 Oct. 1959-1 Aug. 1960 (AD-5N, AD-5Q, TF1Q)
CO, Naval Station, Chaguaramus, Trinidad (HU-16)

Combat Awards:

Navy Cross
Distinguished Flying Cross
6 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 8/10-6/41 | Flight Training, NAS Pensacola and Opa Locka, FL. |
| 6/41-8/41 | Primary Instructor School-Corry Field. Pensacola, FL. (N2S). |
| 8/41-2/42 | Primary Instructor TS-11C, Rodd Field, Corpus Christi, TX. (N2S) |
| 2/42-7/43 | Advanced Instructor TS-14, NAS Corpus Christi, NAS Kingsville (F3F, SNC, SNJ). |
| 8/43-10/43 | VF-18, NAS Alameda, NAS North Island, (F6F-3). |
| 10/43-3/44 | VF-18, USS *Bunker Hill* (F6F-3). |
| 3/44-12/44 | VF-17 NAS Alameda, Hilo, Guam, Ulithi. |
| 12/44-8/45 | VF-17 USS *Hornet*, Ops. Officer (F6F-5). |
| 8/45-9/45 | NAS Alameda, CA. |
| 9/45-6/46 | NAS Corpus Christi, Operations Div., OIC Aircraft Acceptance and Transfer Unit. |
| 6/46-7/48 | NATC Patuxent River, Class Zero, USN Test Pilot Training. Acting Asst. Dir. Armament Test Div., Coordinator of Tests Projects, (P-59B, FH-1, FD-1, FJ-1, XBT2D, XBTM, TCM, F7F, F8F, B-25. JD1). |
| 8/48-8/48 | VF-22 (F4U-5). |
| 9/48-10/48 | Air Group 4, PCO VF-43 (F4U-4) |
| 10/48-5/49 | CO, VF-43 ,USS *Franklin D. Roosevelt*, NAS Jacksonville (F4U-4). |
| 5/49-12/49 | Navy Hospital Jacksonville, FL. |
| 12/49-6/50 | COMFAIRJAX (F4U-4/5, SNB). |
| 6/50-12/51 | CO, VF-14, NAS Jacksonville, USS *Wright,* USS *Saipan*, USS *Cabot*, USS *Siboney* USS *Kula Gu*lf (CVE-108), and USS *Oriskany* (F4U-5). |
| 1/52-12-52 | Navy General Line School, Monterey, CA. |
| 2/53-4/55 | COMOPDEV FOUR, NAS Norfolk, Staff, Air Dept, Monitor of VX-3 NAS Atlantic City (FH-2 F2H-2/3/4, F7U, F9F-6/7). |
| 5/55-8/57 | BuAir Armament Div., (AD-5, SNB, T2V, A4D). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 9/57-10-58 | USS *Lake Champlain*, Operations Officer (TF, AD-5N,Q) |
| 10/58-9-59 | VAAW-33, X.O, NAS Quonset Point, RI (AD-5N,Q). |
| 9/59-8/60 | VAAW-33, C.O., AD-5N, Q |
| 8/60-6/61 | Industrial College Armed Forces, Washington, D.C. (SNB, T2V). |
| 6/61-7/64 | Navy Department R&D Division, Branch Head (OP-722), Aircraft (SNB, T2V, F9F-8). |
| 7/64-6/67 | CO, Navy Station Chaguaramus, Trinidad, (HU-16D). |
| 7/67-7/70 | Staff, CNATRA, NAS Pensacola, FL. Assistant Chief of Staff for Operations, Director of Training (T2B, F9F-8, A4D). |
| 7/70-11/70 | The Strike Command, McDill Air Force Base, Tampa FL. Branch Head Southeast Asia Region, Plans and Programs Division. |
| 11/70-2/71 | Navy Hospital, NAS Jacksonville, FL. |
| 2/71 | Retired from US Navy active duty. |

## Summary of Significant Career Events

(1) Flying VF-18 (F6F-3s) off the USS *Bunker Hill*, shot down three Japanese airplanes, two in one day, in 1944.

(2) On 18 March 1945 while leading six VF-17's (F6F-5s) from the USS *Hornet* , which was in the process of launching a twenty plane fighter sweep of the Japanese Home Islands, the mission was abruptly canceled with fourteen of the airplanes still on deck ready to take-off. The six plane flight was vectored to an out-of-the-way holding pattern to clear the airspace for defensive anti-aircraft fire pending re-spot and recovery back aboard the carrier. Reported a sudden intermittent radio receiver failure and that was unable to understand the garbled vectors for the flight, "no comprende", thus proceeded on with the mission as planned with a flight of just six F6F-5s instead of twenty.

Crossing the coast line encountered 10 to 15 "Zekes" patrolling the beach in a defensive formation attempting to engage the six F6Fs, plowed right through them all destroying two of the Zekes and continued on proceeding further inland where a flight of seven more Zekes at 14,000 feet were encountered. Climbed up from behind the Zekes until reaching very close range and flamed them all. Proceeded south and destroyed two more Zekes.

Shot down 5 Japanese Zeke airplanes while the others in the flight shot down 6 more for a total of 11 aerial victories for Jocko on a single mission over the Japanese Home Islands.

(3) Shot down 10 Japanese airplanes and 3 probables.

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(4) Early Jet Pilot. Capt. Jimmy Flatly got me sent to Patuxent River Naval Air Test Center. Became Naval Aviation Jet Pilot #170. Jet qualified in the United States' first jet propelled airplane, the Bell P-59B Airacomet on 15 April 1947.

(5) While CO of VF-43, had a fire in the cockpit of an F4U-4 immediately following a catapult shot off of the USS *Franklin D. Roosevelt*, forced a controlled ditching in very rough seas in the vicinity of the Azores Islands on 12 Jan 1949, causing severe rib and back injuries.

(6) Recovered from the injuries to command the VF-14 "Top Hatters" during the second half of 1951 on a Med Cruise with F4U-5s in USS *Wright,* and in the North Atlantic in USS *Saipan* for joint exercises with the USAF, plus several Caribbean cruises in USS *Cabot*, USS *Siboney,* USS *Kula Gulf* (CVE-108), and USS Oriskany.

(7) Led a new Ensign in a section of F4U-5s above 40,000 feet during the USAF exercises with both cockpit canopies iced over inside most of the time.

(8) Mickey Weisner got me assigned to the "fanciest set of quarters in the Navy" as CO of the Naval Station at Chaguaramus, Trinidad and its HU-16 seaplane base. Transitioned into an amphibian aircraft commander in less than 20 hours and then, of necessity, became the primary pilot for the Station's HU-16 with the departure of all the other qualified pilots, the arrival of two helicopter pilot replacements without helicopters. The HU-16 was used extensively through out the Caribbean on both sea and land operations including flights to COMTEN Headquarters at Puerto Rico, and U. S. Consulates at Barbados, Guiana, Venezuela and Antigua for administrative, logistical, SAR, medical, dental, commissary, grocery, R&R and postal support of Naval facilities.

IT HAS BEEN A GREAT RIDE!




Margie

## Joseph L. Coleman, Rear Admiral, USN (Ret.)

"Joe"

Date of Designation: 31 December 1943 NA # C-13077

Dates of Active Duty: 26 August 1942 (NAVCAD)

Total Flight Hours: 3,200

Carrier/Ship Landings: Fixed wing: 550

Approximate Flight Hours:
Jet: 400 Prop: 2,600 Rotary: 28 VF/VA: 2,800

Combat Tours:
WW II: VF-40, USS *Swannee* (CVE-27), Apr. 1944 - Nov. 1945. Pacific - Philippines, Leyte, Borneo, Okinawa, Miyake, Igighiki.
Vietnam: CO, USS *Mispillion* (AO-105), 1967 - 1968. Yankee Station.
Vietnam: CO, USS *Ranger* (CVA-61), 1970 - 1971. Vietnam, Yankee Station and Korea.

Aviation Commands:
CO, VA-15
CO, VA-122
CO, USS *Mispillion* (AO-105)
CO, USS *Ranger* (CVA-61)
Commandant, 4th Naval District
Commander, Philadelphia Naval Base

### Duty Assignment Chronology

| | |
|---|---|
| 8/42-12/43 | Flight Training Program, Corpus Christi, Texas (N2S2 , SNJ). |
| 1/44-4/44 | Operational Training, Lee Field, FL. (F4F/Bruster Buffalo). |
| 4/44-11/45 | VF-40, USS *Swannee*, CVE-27 (F6F Hellcat) |
| 12/45-5/46 | NAS Atlanta, GA. Public Relations/Operations and INST. |
| 5/46-3/48 | NAS Corpus Christi, TX. Athletic Director. (F6F, PBY, SNJ). |
| 3/48-7/48 | CIC School-Student. (SNJ). |
| 8/48-11/50 | USS *Midway* (CVE-41), CIC Fighter Director |
| 1/50-9/51 | George Washington University -Student. |
| 10/51-2/54 | VF-32, Maintenance Officer/Division Leader (F9F-6/Banshee) |
| 2/54-9/54 | General Line School-Student |
| 10/54-1/57 | NAS Atlanta, GA. PIO/Instrument Instructor. |
| 1/57-6/57 | Armed Forces Staff College (AFCS) - Student |
| 7/57-10/59 | FADTC San Diego, CA. Training Officer. |
| 10/59-7/61 | USS *Hornet* (CVS-12), Air Operations (T-28/SNB). |
| 8/61-6/62 | Naval War College - Student. |
| 7/62-11/62 | VA-44, RAG Training (AD-6/T-28) |
| 11/62-10/63 | CO, VA-15 (AD-6/A-4). |
| 11/63-8/65 | CO, VA-122. |
| 9/65-1/67 | BUWEPS/NavAir, Program Director OV-10A |
| 1/67-8/67 | George Washington University (B.S., Business Administration). |
| 9/67-10/68 | CO, USS *Mispillion* (AD-105) (T-28/T-2). |
| 10/68-4/70 | OPNAV (OP-35). |
| 6/70-9/71 | CO, USS *Ranger* (CVA-61). |
| 9/71-12/72 | CINCPACFLT Operations Officer. |
| 1/72-6/75 | Commandant, 4th Naval District. |
| 1/72-6/95 | Commander, Naval Base Philadelphia, PA. |

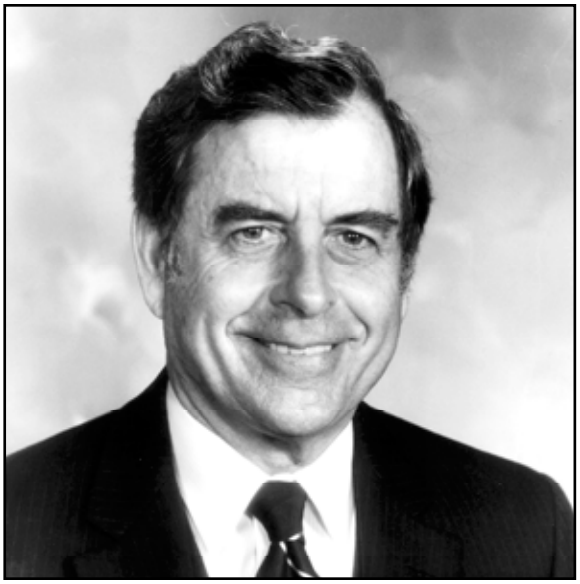
### Summary of Significant Career Events

(1) Credit 2 air kills

(2) Program Manager, all-service DoD Program - concept to first flight.

(3) Survived carrier qualifications on USS Sable (on Great Lakes).





**Jeremiah A. Denton, Rear Admiral, USN (Ret.)**
"Jerry"

Date of Designation: 1 October 1948 (LTA) NA # V-3686
1 October 1953 (HTA)

Dates of Active Duty: 5 June 1946 - 1 November 1977

Total Flight Hours: 7,160

Carrier/Ship Landings: Fixed wing: 186

Approximate Flight Hours:
Jet: 300 Prop: 3,460 VF/VA: 1,800
LTA: 1,600

Combat Tours:
Vietnam: VA-75 (A-6A), USS *Independence* (CVA-62), Jun .- Jul. 1965. 13 combat missions as Air Wing strike leader.

Aviation Commands:
CO, VA-73 four months, 1964 (Squadron shutdown to transition from A-1E to A-6A aircraft)

Combat Awards:
Navy Cross
3 Silver Stars
Distinguished Flying Cross
5 Bronze Stars
2 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 6/46-1/48 | USS *Valley Forge* (CV-45), Communications. |
| 1/48-11/48 | ZP-2, Lighter-Than-Air (LTA) training. |
| 11/48-4/50 | ZP-2, Tactics Officer. Promoted to LTJG 6/49 |
| 4/50-4/52 | CNATE, Test Pilot |
| 4/52-10/53 | CNABTRA, Student Pilot. Promoted to LT 4/52 |
| 10/53-6/56 | VW-2, Pilot. Tour included 11 months as Project Officer and Test Pilot at Naval Air Test Center (NATC) Patuxent River, MD. |
| 6/56-7/58 | Staff, COMSIXTHFLT (Air Defense Officer). Promoted to LCDR 2/58. |
| 8/58-1/59 | Armed Forces Staff College, Norfolk, VA. |
| 1/59-8/61 | CNABATRA, Flight Instructor. Squadron Leader of VT-22. |
| 8/61-1/62 | VA-42 (A-1H). Pilot training for A-1H Replacement Pilot. |
| 1/62-4/63 | XO, VA-75 (A-1H). Promoted to CDR 7/62. |
| 4/63-8/63 | CO, VA-75 (A-1H). |
| 9/63-6/64 | Naval War College, Newport, RI. Student/ Pilot. |
| 7/64-2/65 | VA-42 (A-6A). Pilot training for A-6A. |
| 2/65-7/65 | CAW-7 Staff, Operations Officer. (VA-75 PCO, flew with squadron daily). |
| 7/65-2/73 | POW, Hanoi, Vietnam. Acting Senior Officer (SRO) for all POW's: 10/65 - 1/67 and 1/69 - 11/70. |
| 2/73-12/73 | Assigned to COMNAVAIRLANT for writing fitness reports, recommendations for awards, decorations and courts martial for former POWs. |
| 1/74-6/77 | Commandant, Armed Forces Staff College, Norfolk, VA. |
| 6/77-10/77 | CNET (Revising Navy Leadership training). |
| 11/1/77 | Retired from active duty. |
| 1/80-11/86 | U. S. Senate. Senator from Alabama. |
| 1/87-1/89 | Chairman, Presidential Commission on Merchant Marine and occasional defense consultant to Randall Corporation. |





## George E. Dooley, BGEN, USMC (Ret.)

"Dool"

Date of Designation: 11 September 1941 NA # 8567

Dates of Active Duty: 7 October, 1939 - 30 June, 1970

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 300 Rotary: 50

Approximate Flight Hours:
Jet: 2,500 Prop: 3,000 Helo: 300 VF/VA: 5,200
VR/VP: 500

Combat Tours:
WW II: Guadalcanal, Nov. 1942 - Jun. 1943
Guam, 1944 - 1945
USS *Was*p, Feb. - Mar. 1945 (Tokyo, Iwo Jima, Chichi Jima; Okinawa; Myako Jima).
Total combat missions - 150.

Aviation Commands:
CO, VMSB/VMTB-131, Nov. 1942 - Oct. 1944.
CO, VMF-216, Nov. 1944 - Apr. 1945 (CO, VMF 216 and VMF-217 combined operationally aboard *Wasp*, Feb. and Mar. 1945).
CO, VMT-2, (Instrument Training Squadron) 1945 - 1947.
CO, VC-6 (HVA), Jul. 1952 - Dec. 1952. (Only Marine known to command a Navy Squadron).
CO, MAG-13 Jun. 1961 - Jun. 1963.

Combat Awards:
Distinguished Service Medal
Silver Star
Distinguished Flying Cross
Air Medal

## Duty Assignment Chronology

| | |
|---|---|
| 9/41-9/42 | Squadron Officer, VMSB-131 (SB2U-3, SBD), Quantico, San Diego and Hawaii. |
| 9/42-11/42 | VMTB-131 (TBF-1), Operations Officer, Hawaii and Guadalcanal. |
| 11/42-3/43 | CO, FWD/Rear Ech VMTB-131. (Sqdn was split with CO and Dooley each in charge of 1/2 of the sqdn. Relieved each other each six weeks - Guadalcanal and Espiritu Santo). |
| 3/43-10/44 | CO, VMTB-131 (TBM). Guadalcanal, El Toro and Guam. |
| 11/44-4/45 | CO, VMF-216 (F4U), Guam/USS *Wasp* (CV-18). |
| 2/45-4/45 | CO, VMF-216 and VMF-217 combined operationally aboard *Wasp*. |
| 7/45-6/47 | CO, VMT-2 (F4U, SNJ, JRB, R4D), MCAS El Toro. Instrument training squadron . |
| 8/47-5/48 | Student, Air Command and Staff College, Maxwell AFB, AL. |
| 5/48-10/49 | Air Operations, G-3, FMFLANT, Norfolk, VA |
| 10/49-9/50 | Plans Officer, COMAIRLANT. |
| 10/50-12/53 | Operations Officer, XO and CO, VC-6, NAS Patuxent, Liautey, San Diego, Atsugi. Also CO of VC-6 Detachment, NAS Atsugi in that period. |
| 12/53-6/54 | Student, Senior School, Marine Corps Schools, Quantico, VA. |
| 6/54-3/56 | G-3, 2nd MAW, MCAS Cherry Point. |
| 3/56-4/57 | Operations Officer and XO, MAG-11 (FJ2, FJ4, F2H, F3D,F9F) Atsugi, Japan . |
| 4/57-6/60 | Personnel Director, Marine Corps Aviation, HQMC, Washington D. C. |
| 6/60-6/61 | Student, National War College. |
| 6/61-6/63 | CO, MAG-13 (FJ3,FJ4,A4,F8, HRS-1), Kaneohe Bay, Hawaii. |
| 6/63-6/66 | Staff FMFLANT Norfolk, VA. G-1, Chief of Staff. |
| 6/66-11/68 | Director of Programs, HQMC Washington. |
| 12/68-12/69 | Chief of Staff, III MAF, Danang, RVN. |

- Continued -

| | |
|---|---|
| 1/70-6/70 | Commanding General, LFTC PAC, Coronado, CA. |
| 6/3070 | Retired from active duty. |

## Summary of Significant Career Events

(1) For Distinguished Service Medal, was Chief of Staff, III MAF, Danang, RVN 1968-1969.

(2) For Silver Star award, led 120 plane strike from USS *Wasp* (CV-18 ) against Hamamatsu, Japan.

(3) For DFC award, led three torpedo attacks. Two attacks against Battleship Hiei off Savo Island - One confirmed torpedo hit - one probable hit. One torpedo attack against Heavy Cruiser Kinugasa - one confirmed hit.



1 May 1951 after MIG-15 shootdown



2004 Julia

## Simpson Evans Jr., Captain, USN (Ret.)

"Simpson"

Date of Designation: 16 October 1943 NA # 7078

Dates of Active Duty: 16 August 1942 - 1 July 1974

Total Flight Hours: 6,000+

Carrier/Ship Landings: Fixed wing: 300+

Approximate Flight Hours:
Jet: 2,500+ Prop: 3,500+

Combat Tours:
WW II: 10/44-7/45 USS *Bennington* (CV-20) WestPac CAG 1, VF-1 (F6F).
Korea: 9/50-10/51 Air Force Exchange Pilot assigned to Fourth Fighter Group, 336th Fighter Interceptor Squadron. Two (2) MIG-15 destroyed (F86-1).

Aviation Commands:
CO, VA-127 RAG Squadron, 10/62 - 9/63
CO, NAF El Centro, 5/68-5/71

Combat Awards:
Distinguished Flying Cross
Soldiers Medal
Air Medal with 2 Silver Stars and 1 Oak Leaf Cluster

### Duty Assignment Chronology

| | |
|---|---|
| 7/42-12/42 | Civilian Pilot Training at Fort Smith, AR. Cadet CUB |
| 12/42-6/43 | Preflight at Athens, GA. Student. |
| 6/43-10/43 | Pensacola (Corey Field) Cadet (SNJ/SNB). |
| 10/43-12/43 | NAS Melbourne FL. Operational Flight Training, Ensign. (F6F-2). |
| 12/43-1/44 | NAF Glenview, IL. Carrier qualification, USS *Sable* (Paddle wheel carrier). |
| 1/44-10/44 | NAS Daytona Beach, FL. Operational Flight Instructor (F4F). |
| 10/44-7/45 | VF-1 on CV-20 in WesPac. Combat and air parade over USS *Missouri* with the signing of the peace treaty. Ensign. |
| 12/45-2/47 | NAS Corpus Christi, TX. Teaching South American students. (N2S, SNJ, SNB, PBY6A. A couple of the students later became dictator of their country. Ensign. |
| 3/47- 6/49 | CAG 11, Sqd. VF-12A on USS *Valley Forge* Ensign. (F8F-3) |
| 6/48-12/48 | Member of the first Navy Test Pilot Training Class. Flew several different aircraft at the Naval Air Test Center Patuxent River, MD. LTJG. |
| 12/48-9/50 | Duty at TACTEST Pax. River. Flew several different types of aircraft. LTJG. |
| 9/50-10/51 | Exchange Pilot with USAF 4th Fighter Group, 336th Fighter Squadron. Flew F-86 in Korea. LT. |
| 9/51-4/53 | VX-3 NAS Atlantic City, NJ. Type Leader (F2H) LT. |
| 4/53-6/55 | Line School Monterey, CA. Student LT. |
| 6/55-6/57 | VF 82 aboard USS *Intrepid*. Med cruise (F2H) LCDR. |
| 8/59-10/62 | BuWepsRep St. Louis. Production Test F3H, F4H, and F101 at McDonnell. Aircraft Co. Flight Test Director. CDR. |
| 10/62-9/63 | CO, VA 127 RAG Instrument Training Sqd. |
| 9/63-9/64 | USS *Hornet* (CV-20) Operations Officer. TF-1. CDR. |
| 9/64-5/68 | Fleet Work Study Group Pacific. Developed the 3M (Material Maintenance Management) for ships and aircraft-PMS & MDCS. Also developed Personnel Manning Levels for ships. Captain. |
| 5/68-5/71 | CO, NAF El Centro, CA. Captain. |
| 5/71- 7/74 | CO, Naval Reserve Center Tulsa. Captain. |
| 7/1/74 | Retired from Navy. |

- Continued -

## Summary of Significant Career Events

(1) Wingman to Leader of victory fly-over of USS *Missouri* during the surrender of the Japanese.

(2) Member of the first Test Pilot Training School class at NATC Patuxent River, MD.

(3) On board USS *Valley Forge,* CAG 11 (Sqd VF-12A). First aircraft carrier to go around the world in 1948. Went through both the Suez and the Panama Canals. Took eight months, could fly only four hours a month (on board a carrier??)

(4) First jet flight P-80 on 28 Jan. 1948. NATC Patuxent River.

(5) With the Air Force, had to eject over Japan from F86 after a midair (his fault) 1951. While in Korea destroyed 2 MIG-15s.

(6) Mr. Arthur Godfery took me for a ride in his Navion.

(7) During Preflight school at Athens U. of Georgia, was promoted to Cadet Battalion Commander.

(8) Have flown 21 different types of aircraft.


1944


1973

## Edward L. Feightner, RADM, USN (Ret.)

"Whitey"

Date of Designation: 3 April 1942 Class #: 10B-41C

Dates of Active Duty: 15 July 1941 - 1 July 1974

Total Flight Hours: 8,610

Carrier/Ship Landings: Fixed wing: 836 Rotary: 38

Approximate Flight Hours:
Jet: 4,100 Prop: 4,510 Helo: 210 VF/VA: 5,318
VR/VP: 290 HS/HC/HU: 130 VT: 270
Other: Civilian (Various) - 2,392

Combat Tours:

| | |
|---|---|
| WW II | VF-10 (F4F-4), USS *Enterprise* (CV-6), Pacific, Oct. 1942 - May 1943 |
| | VF-10 (F4F-4), Guadalcanal, Nov. 1942 - Jan. 1943 |
| | VF-8 (F6F-3), USS *Bunker Hill* (CV-17), Pacific, Jan. 1944 - Nov. 1944 Mediterranean |
| Other: | VF-11 (F2H-4), USS *Coral Sea* (CVA-43), Suez Crisis, Nov. 1956. |

Aviation Commands:
CO, VF-11, Jan. 1955 - Feb. 1957.
O-in-C, Jet Transitional Training Unit (JTTU), Feb. 1957 - Oct. 1958.
CAG - 10, Mar. 1959 - Apr. 1960. USS *Forrestal* & USS *Essex*.
CO, USS *Okinawa* (LPH-3), Feb. 1966 - Feb. 1967.
Air-04, BuWeps Sep. 1970 - Sep. 1972.
Air-01, BuWeps, Sep. 1972 - Jul. 1974.

Combat Awards:
4 Distinguished Flying Cross
12 Air Medals
3 Presidential Unit Citations (Combat Awards)

## Duty Assignment Chronology

| | |
|---|---|
| 6/41-6/42 | Flight Training, NAS Grosse Isle, MI., and NAS Corpus Christi, TX. |
| 6/42-8/42 | Advanced Carrier Training Group , NAS Norfolk and USS *Charger*. |
| 9/42-10/42 | VF-3, NAS Puunene, Maui, HI. |
| 10/42-5/43 | VF-10, USS *Enterprise* (CV-6) and Guadalcanal, 1st Marine Division. |
| 5/43-11/44 | VF-8, NAS Pungo, USS *Intrepid* (CV-11) and USS *Bunker Hill* (CV-17). |
| 11/44-7/45 | VF-98, NAS Los Alamitos, CA., and NAAS Thermal, CA. |
| 8/45-11/46 | VF-21, NAS San Diego, CA. |
| 11/46-12/47 | COMCARDIV THREE (Aide & Flag Lt.), USS *Shangri La* and USS *Antietem*. |
| 1/48-9/48 | COMCARDIV TWO (Aide & Flag Lt.), USS *Princeton*, USS *Tarawa*. |
| 11/48-7/49 | U.S. Navy Test Pilot School, NAS Patuxent River, MD. |
| 7/49-12/51 | Flight Test Division, Naval Air Test Center, Patuxent River, MD. |
| 1/52-9/52 | Blue Angels, NAS Corpus Christi, TX. |
| 9/52-12/54 | VX-3 (Development Officer), NAS Atlantic City, NJ. |
| 1/55-2/57 | CO, VF-11, NAS Cecil Field and USS *Coral Sea* (CV-43). |
| 2/57-10/58 | O-in-C Jet Transitional Training Unit, NAS Olathe, KS. |
| 10/58-1/59 | VF-101/PCAG-10, USS *Forrestal* (CV-59). |
| 3/59-4/60 | CAG-10, USS *Essex* (CV-9). |
| 4/60-7/60 | Air Group FOUR. |
| 7/60-7/61 | U.S. Naval War College, Newport, RI. |
| 7/61-7/62 | BuWeps - F4H-1 Project Officer. |
| 7/62-7/63 | BuWeps - Head of Fighter Design (RA5) |
| 8/63-11/64 | COMCARDIV-Three (Ops. Officer), USS *Enterprise* (CVN-65) |
| 11/64-2/66 | CO, USS *Chikaskia* (AO-54). |
| 2/66-2/67 | CO, USS *Okinawa* (LPH-3). |
| 3/67-6/67 | Defense Systems Management Center, Wright-Patterson AFB, Ohio. (- Continued -) |

Duty Assignment Chronology - continued

| | |
|---|---|
| 6/67-8/70 | OPNAV (OP-506, OP-05W, OP-50B) Head Fighter Studies 2, 3, & 4. |
| 9/70-9/72 | NAVAIR, Air-04 |
| 9/72-6/74 | NAVAIR, Air-01 |
| 7/1/74 | Retired from active duty. |

## Summary of Significant Career Events

(1) Having LCDR Butch O'Hare and LCDR Jimmy Flatley as first two fighter skippers provided a great start as a fighter pilot.

(2) WWII "Fighter Ace" credited with 9 victories and 4 probables.

(3) 1946 Jet checkout (P-80) March Field.

(4) Initial Takeoffs, Landings and Catapult shots on USS *Intrepid* using an F6F-3, during Navy acceptance trials in 1943.

(5) Graduated in Class Two of U.S.Navy Test Pilot School at Patuxent River and during ensuing tour as a Flight Test Pilot, flew a variety of aircraft from Helos to the Navy's largest transport the Constitution R60-1.

(6) As the Navy project pilot of the F7U-1 (Cutlass), was the only pilot to quality aboard ship before the project was abandoned in favor of the F7U-3.

(7) As the F7F project pilot, checked-out Col. Charles A. Lindberg prior to his evaluation flight in the aircraft.

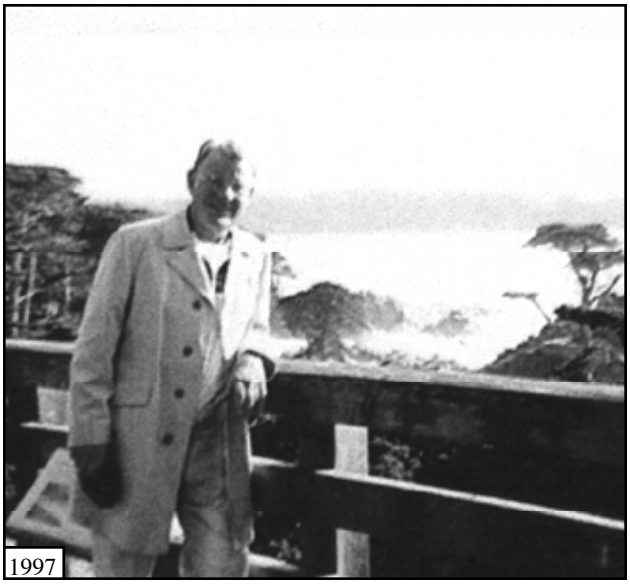
(8) In 1952 flew as "Lead Solo" in the Blue Angels flying the F7U-1 (Cutlass).

(9) As the Development Officer in VX-3 was a participant in the longest non-stop, round trip flight from a carrier flying an F2H-2B with a weapon delivery at the mid-point of the flight (2,873 miles).

(10) Also participated in a similar non-stop, weapon delivery round-trip, from a carrier, low level flight of 18 hours in an AD-3.



1956


1997

## James Roger Foster, Captain, USN (Ret.)

"Jim"

Date of Designation: November 1950

Dates of Active Duty: 30 June 1945 - 30 June 1980

Total Flight Hours: 8,000+

Carrier/Ship Landings: Fixed wing: 868

Approximate Flight Hours:
Jet: 5,800 Prop: 2,500 Helo: 10 VF/VA: 6,000+
VR/VP: 200 VT: 200 Other: Lt Planes/Gliders: 200+

Combat Tours:
Korea: VF-53 (F4U), USS *Essex, (*CVA-9), Dec. 1950 - May 1953, and VF-53 (F9F-2/5), USS *Valley Forg*e (CVA-45), 187 missions.
Vietnam: USS *Bon Homme Richard* (CVA-45, Air Boss), 1967 - 1968, 2-F8 missions.

Aviation Commands:
CO, VF-13 (F8E), Apr. 1965 - Jun. 1966.
CO, VX-4 (All Fighters, T-33, F4, F8, Migs.), Apr. 1969 - Apr. 1971.
CO, NAS Dallas (VF, VR, Helo..), Jun. 1976 - Jun. 1978.

Combat Awards:
2 Legion of Merit
5 Air Medals
9 Air Medals (Strike/Flight)
Navy Commendation Medal

### Duty Assignment Chronology

| | |
|---|---|
| 6/45-6/49 | U.S. Naval Academy (Midshipman). |
| 6/49-9/49 | USS *Midway* (CVB-41), Gunnery Dept. |
| 10/49-11/50 | Navy flight training. |
| 12/50-6/53 | VF-53 (F4U and F9F-2/5). Two Korean deployments. |
| 6/53-6/56 | U.S. Naval Postgraduate School, Monterey, CA., and CALTECH. |
| 6/56-6/58 | VF-33 (FJ-3M,F11-F), USS *Intrepid*, *Saratoga* and others. |
| 6/58-6/60 | COMFAIRJAX Staff (Maintenance and /Flag Lieutenant). |
| 6/60-6/63 | VX-4 (many VF/VA types) |
| 6/63-4/65 | CVW-10 (Operrations Officer). |
| 4/65-4/66 | CO, VF-13 (F8E). |
| 4/66-4/68 | USS *Bon Homme Richard* (Air Boss). |
| 4/68-6/69 | COMOPTEVFOR Staff (Head of Fighter Air Warfare Section), Norfolk, VA. |
| 6/69-6/71 | CO, VX-4, Point Mugu, CA. |
| 6/71-4/76 | OPNAV (OP-506/OP-50W). |
| 4/76-4/78 | CO, NAS Dallas, TX. |
| 4/78-6/80 | CNAVRES Staff (Chief of Staff/Director Naval Air Logistics). |
| 7/1/80 | Retired from active duty. |
| 7/80-9/92 | Planning Research Corporation/Computer Sciences Corporation. |

### Summary of Significant Career Events

(1) Early Jet Pilot and MIG-Pilot.

(2) Pioneered developments of aerial towed targets

(3) Test Pilot (Altitude and Speed Records)

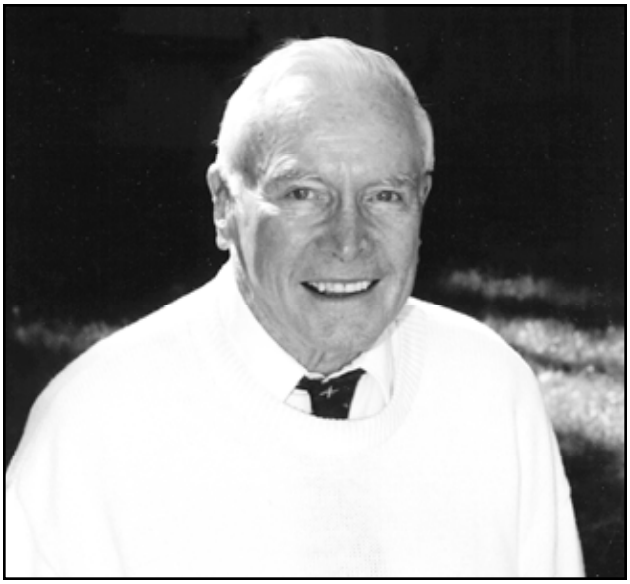
(4) Five years in OP-05 supporting TACAIR (1st Program Coordinator for F-18).

(5) Flown 52 aircraft models ( including all fighters, Naval and USAF, from FM-2 thru F-14.

(6) Retained "Duty Involving Flying" status from start of flight training thru 31-years until retirement.

(7) First to survive an underwater ejection.





**Noel Gayler, Admiral, USN (Ret.)**
"Noel"

Date of Designation: NA # 6879(D)
Jet Pilot # 4

Dates of Active Duty: 1 July 1931 - 31 March 1987

Total Flight Hours: (I believe I have more total carrier fighter hours and carrier landings than anyone - prop, jet and rotary. Unfortunately, flight log is adrift and not currently available).

Combat Tours:
WW II: Central Pacific (VF)
Coral Sea battle.
Terminal strikes against Japan (Ops Officer, CTF).

Aviation Commands:
CO, VF-2
CO, VF-3
CO, VF-8
CO, VF-12
CO, VX-3
CO, USS *Greenwich Bay*
CO, USS *Ranger*
COMCARDIV 20

Combat Awards:
3 Navy Crosses
2 Distinguished Service Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1930-1931 | Private, U. S. Army, assigned to Schofield Barracks, HI. |
| 1931-1935 | Midshipman, U. S Naval Academy. |
| 1935-1940 | Pacific fleet - battleships and destroyers. |
| 1940-1987 | - Navy flight training<br>- VF-3, USS *Saratoga* (WW II)<br>- VF-2, USS *Lexington*. Battle of Coral Sea.<br>- Special Devices Center (Earliest mainframe)<br>- Naval Air Test Center (Anacostia and Patuxent River, MD. Evaluated German ME-109 and FW-190, British Spitfire, Japanese Zero and many other U. S. and foreign fighters.<br>- BuAer (Head, Fighter Design Branch)<br>- Operations Officer for CTF VADM John S. McCain. Witnessed Japanese surrender on USS *Missouri* and visited Hiroshima six days or more after bomb drop.<br>- Operations Officer, PACFLT.<br>- Aide, SECNAV(Tom Gates).<br>- CO, VX-3.<br>- CO, USS *Greenwich Bay* (Bahrein).<br>- COMCARDIV 20.<br>- OPNAV Staff (OP-55).<br>- Selected VADM. Assigned as Director, National Security Agency (NSA).<br>- Deputy, Joint Strategic Targeting (JSTPS).<br>- Commander-in-Chief, Pacific (CINCPAC). |
| 3/31/87 | Retired from active duty. |
| Post 1987 | Board of Directors - various air lines/ Institute Defense Analysis/Committee, E.W. Accord/ Arms Control (especially nuclear) |

Admiral Gayler spent a total of 46 years in the U. S. Navy and served during three wars. He has been a combat carrier pilot and a test pilot, evaluating contemporary American and foreign fighters, including British, German and Japanese. He flew the Japanese Zero fighter over the U. S. Capitol, with the original red "Meat Ball" painting in place, because of the urgent need to compare.

He has been a post-war airborne witness to the destruction of Hiroshima by a "small" atomic weapon, and an official observer of nuclear explosive testing at Eniwetok atoll.

- Continued -

He was present at the Japanese surrender on the deck of the Missouri, and immediately after interviewed Japanese military, including designated "Kamikaze" pilots, clearly glad that the war was over. Admiral Gayler has variously been Deputy Director of the Joint Strategic Target Planning Staff (JSTPS), responsible to the JCS for "strategic" nuclear targeting, Director of the National Security Agency, and Commander in Chief of the United States forces in the Pacific.

After retirement from the Navy and from Joint Command, Admiral Gayler has been active in international security affairs, focusing particularly on relations with the then-existing Soviet Union through the American Committee on East-West Accord, the Arms Control Association and like entities.

Gayler has been closely identified with technology as assistant Chief of Naval Operations for Research and Development and on a personal basis.

He may well have more acquaintances with nuclear effects than anyone without slant eyes, and accordingly is basically devoted to eliminating those weapons everywhere. Proud that he took that stance while still on active duty as CINCPAC - while enhancing our military capability. Can be done!

## Summary of Significant Career Events

(1) As a test pilot, flew all USA and foreign single-seat fighter and attack aircraft, except Italian, for test and evaluation purposes -- e.g., all models of Spitfire, Fockawolf 190, Messerschmitt 109 and the Japanese “Zero”.

(2) As CO, VX-3, flew low level cross-country flight from launch east of Norfolk, Virginia to Denver, Colorado and return nonstop -- all below 200 feet to demonstrate feasibility of low level penetration and attack. Lots of astonished cattle!

(3) As Navy representative at annual all-services demonstration for Joint Chiefs of Staff.

(4) As Naval Attache London, evaluated British-devel oped angle-deck carrier and the mirror landing system. (Recommended plus for deck, negat for mirror).

(5) As Commander, Carrier Division 20, flew single-seat day and night carrier landings on straight and angle deck CVs to demonstrate ease of change-over. (Both in my CarDiv).

(6) Extraordinarily fortunate in my skippers: Jimmey Thach (CO, VF-3); Trap Trapnell (NATC); Tom Gates (SECNAV) and many others. Also, wonderful dep-ties - Pierre Charbonnet, Whitey Feightner (VX-3), Lewis Tordella, “Doctor T” (NSA) and many, many others!!!


1943


1997 Annie

## John H. Glenn, Colonel, USMC (Ret.)

"John"

Date of Designation: March 1943

Dates of Active Duty: March 1943 - 1965

Combat Tours:
WW II: Pacific theater flying F4U Corsairs. Marshall Islands campaign - 59 combat missions.
Korea: Patrolling MiG Alley (F-86 Sabrejets) - 90 combat missions and 3 Soviet MiG-15 victories.

Aviation Commands:
Mercury capsule Friendship 7

Combat Awards:
6 Distinguished Flying Crosses
18 Air Medals

### Duty Assignment Chronology

John Herschel Glenn, Jr., was born on July 18, 1921, in Cambridge, Ohio. Before he started school his family moved to nearby New Concord, where after graduating from New Concord High School, he enrolled in Muskingum College. He had already learned to fly in a Navy program for civilians at the small New Philadelphia airfield and was a licensed pilot before enlisting in the Naval Aviation Cadet Program shortly after Pearl Harbor. He earned his wings and was commissioned in the Marine Corps in March 1943. He was first assigned to the Pacific theater flying the F4U Corsair. Participating in the Marshall Islands campaign, he completed 59 missions, during which he helped develop bombing tactics that were used to great advantage later in the war. He returned to the Pacific in 1947, serving two years on North China patrol, later flying out of Guam. After the war Glenn was reassigned to Corpus Christi, Texas where he served as a flight instructor.

Glenn requested combat duty in the Korean conflict and was sent to Korea in February 1953, flying 90 combat missions. Patrolling "MiG Alley" in F-86 Sabres, he caused something of a stir by claiming 3 Soviet-built MiG-15 victories in 11 days - an accomplishment exceeded by only one other Marine during the entire conflict. For his service in 149 missions in two wars, he received many honors, including six Distinguished Flying Crosses and eighteen Air Medals.

After Korea, he experienced a rigorous year at the Navy Test Pilot School at the Naval Air Test Center, Patuxent River, MD., and subsequently worked in the Flight Test Division. Glenn served several years as a test pilot on Navy and Marine Corps jet fighters and attack aircraft, setting a transcontinental flight in 1957 in the single-engine F8U Crusader. Dubbed "Project Bullet," the flight began in Los Angeles, California, and ended over Floyd Bennett Field, New York. It lasted just over 3 hours and 23 minutes, beat the previous official record by 21 minutes, and was the first flight to average supersonic speeds from Los Angeles to New York.




In 1959, eight days after promotion to Colonel, John Glenn was selected to be one of the first seven Mercury astronauts in the U. S. Space program. After nearly 3 years

- Continued -

Duty Assignment Chronology continued

of exhaustive training and ten postponed launches, on February 20, 1962, he made history as the first American to orbit the earth. He piloted the Mercury space capsule "Friendship 7" for three successive earth orbits. This historic five-hour flight more than accomplished its major objectives of investigating human capabilities in space and testing the spacecraft supporting systems, for which he received the Space Congressional Medal of Honor. Colonel Glenn continued working on NASA missions before retiring from the Marine Corps and NASA in 1965. Following a successful business career as an executive with Royal Crown International, he won his Senate seat in 1974, carrying all 88 counties of Ohio, and was reelected in 1980 with the largest margin in Ohio history. Ohioans returned him to the Senate for a third term in 1986, again with a substantial majority. In 1992, John Glenn again made history by being the first popularly elected Senator from Ohio to win four consecutive terms.

He is considered one of the Senate's leading experts on technical and scientific matters, and is widely respected for his work to prevent the spread of weapons of mass destruction. He continues to serve his country in his position today and has made significant contributions to aviation and military airpower development.

John Glenn and Anna Margaret Castor were married in 1943. They have a son, Dave, and a daughter, Lyn, and two grandchildren. Annie and John Glenn have homes in Columbus, Ohio and Washington D. C.

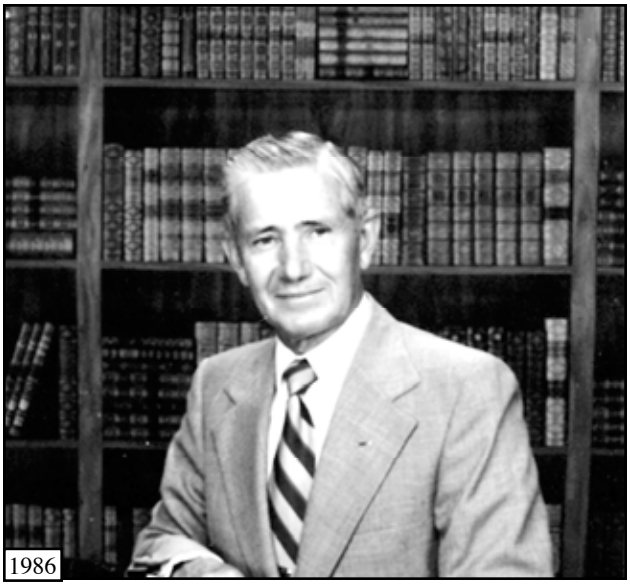
## Summary of Significant Career Events

(1) First American to orbit the earth in Mercury space capsule Friendship 7.

(2) Three MiG-15 victories in Korea.

(3) Set transcontinental speed record in F8U Crusader , July 1957 - Project Bullet.




**William M. Gortney, Captain, USN (Ret.)**
"Bill"

Date of Designation: 16 February 1945 NA # C-25280

Dates of Active Duty: April 1942 - 1 June 1970.

Total Flight Hours: 6,000+

Carrier/Ship Landings: Fixed wing: 600+

Approximate Flight Hours:
Jet: 2,500 Prop: 3,500 Helo: 150 VF/VA: 4,000
Other: 30 Different types (Props, Jets & Helos).

Combat Tours:
Korea: VF-51 in USS *Valley Forge,* Jul. 1950 - Dec. 1950 - 48 combat missions.
Vietnam: USS *Midway* (Air Boss), Jan. 1965 - Aug. 1965.

Aviation Commands:
CO, VA-93 (A-4), Aug. 1962 - Jan. 1964.

Combat Awards:
4 Air Medals
Legion of Merit (non combat)

## Duty Assignment Chronology

| | |
|---|---|
| 4/42-12/43 | Enlisted. |
| 12/43-2/45 | Flight Training (Olathe and Corpus Christi). |
| 2/45-5/45 | VF-6, Sanford, Florida (FM-SBD). |
| 6/45-8/45 | VF-97, Grosse Ile. (F6F Hellcat). |
| 8/45-9/46 | VF-3, NAS Oceana, VA. (F6F Hellcat). |
| 10/45-6/48 | Northwestern University, Five Term Program. |
| 6/48-8/48 | All-weather flight training, Corpus Christi, TX |
| 8/48-4/49 | VF-211, Seattle, WA. (F6F-5N). |
| 4/49-5/49 | VF-52, Jet Transition (F-80). |
| 5/49-2/52 | VF-51, North Island, USS *Boxer* and USS *Valley Forge* (FJ-1/F9F-3/F4U-4). |
| 2/52-12/52 | Line School, Monterey, CA. |
| 12/52-6/53 | NARTC St Louis, MO., VF Training Officer. (F8F, F2H, and AM aircraft). |
| 6/53-7/55 | USS *Boxer,* CCA Officer and Assistant Navigator. |
| 7/55-7/57 | VF-114, NAS Miramar, CA., USS *Essex* and USS *Hancock* (F2H-3 Banshee). |
| 7/57-8/59 | NATC Patuxent River, Test Pilot Class 21. |
| 8/59-6/60 | Naval War College, Newport, RI. |
| 7/60-6/62 | COMSEVENTHFLT Staff on CA-73, CLG-5 and CLG-6 (Strike Operations and Nuclear Deployment Officer). |
| 6/62-8/62 | VA-125, NAS Lemoore, CA. (A4 Skyhawk) |
| 8/62-1/64 | CO, VA-93, NAS Lemoore, USS *Ranger* and USS *Hancock* (A-4 Skyhawk). |
| 1/64-8/65 | USS *Midway,* Air Boss. |
| 8/65-6/66 | Industrial College of the Armed Forces (ICAF), Ft. McNair, Washington, D. C. |
| 6/66-3/69 | CNO Staff - Aviation Requirements. |
| 3/69-6/70 | CNO Staff - Aviation Plans. |
| 6/1/70 | Retired from active duty. |

## Summary of Significant Career Events

(1) National Air Races-Acrobatic Team, 1946.

(2) Early jet pilot and experimental ejection seat dummy, 1949-50.

(3) First U. S. Military Strike into North Korea on 3 July 1950.

(4) Early nuclear weapons delivery pilot. Helped develop low level pilot training for weapons delivery, 1954.

(5) Patuxent River (Test Pilot School, Class 21), 1957.

(6) VFAX coordinator. Led DOD fight on Air Force FX/VFAX, 1968.

(7) Author of first long range Naval Aviation Plan, 1969.







**Edwin W. Harper, Col, USMC, (Ret)**
"Ed"

Date of Designation: February 1942

Dates of Active Duty: 10 Feb. 1942 - 10 Sept.1969

Total Flight Hours: 4,245

Carrier/Ship Landings: Fixed wing: 123

Approximate Flight Hours:
Jet: 457 Prop: 3,400

Combat Tours:
WW II: VMA-214, May 1942 - May 1944, Solomon Islands, 97 combat missions, twice wounded.
Korea: Assigned to 1st Marine Division, Sept. 1951 to Sept. 1952, flew 21 combat missions.
Vietnam: Assigned to 2nd Air Division, Saigon, Oct. 1965 - Mar. 1966, 14 combat missions.

Aviation Commands:
CO MA-225, Jun. 1962 - May 1963.
CO MAG-13, Apr. 1966 - Aug. 1966.

Combat Awards:
3 Distinguished Flying Crosses
7 Air Medals
1 Bronze Star
2 Purple Hearts

## Duty Assignment Chronology

| | |
|---|---|
| 2/42-1/43 | Naval Aviation Cadet. |
| 1943-1944 | Marine Attack Squadron VMA-214 (Blacksheep Squadron), Solomon Islands, 87 combat missions. |
| 1945-1952 | Various operational duties, including leading evaluation of a radar bombing system during the Korean War; and Project Officer, Naval Air Missile Test Center, Point Mugu. |
| 1952-1955 | Project Engineer, Bureau of Aeronautics. Responsible for the development and production of the MPQ-14 Radar Bombing System. |
| 1955-1957 | Executive Officer VMA-332, Miami, Florida and Iwakuni, Japan. |
| 1957-1960 | Marine Corps Liaison Officer, Litton Industries, Beverly Hills, CA. Responsible for a major development program, (Marine Tactical Data System). |
| 1960-1961 | Student, Amphibious Warfare College. |
| 1961-1962 | Air Group Operations Officer, MAG-14. |
| 1962-1963 | CO VMA-225. |
| 1963-1965 | Chief, Command Center, U.S. European Command. |
| 1965-1966 | 1965 Senior Marine Corps Liaison Officer for Air to MACV Staff, and 2nd Air Division, Saigon, Vietnam. CO MAG-13, Second Half of Vietnam Tour. |
| 1966-1969 | Project Manager for the A-4 Skyhawk, and AV-8A Harrier at the Naval Air Systems Command. |
| 1969-!987 | VP General Manager, AV-8 Harrier Program, McDonnell Aircraft Co. |
| 1987-1997 | Non Executive Director - Smith Industries, England. |

## Summary of Significant Career Events

(1) Member of Pappy Boyington's Black Sheep Squadron.
(2) Major role in the development of the MPQ-14 Radar Bombing System.
(3) Major role in development of the Marine Tactical Data System.
(4) Led the First Marine tactical Translant from Cherry Point to Rota, Spain.
(5) Received CMC Award for Attack Squadron of the Year while serving as CO, VMA-225.
(6) Developed the design criteria for a New Command Center for the U.S. European Command.

Summary of Significant Career Events continued

(7) Deputy Director of a special 2nd Air Division Task Force, charged with North Vietnam route interdiction.
(8) At the Naval Air Systems Command, developed the A4-M Skyhawk and the TA-4 Skyhawk.
(9) Initiated initial procurement of the AV-8A Harrier by the USMC.
(10) Managed the McDonnell Douglas Harrier program from the concept to full production (1969 to 1987).



2nd Lt. H. W. Hise, USMCR, San Diego, CA 1942



2001 Fran

## Henry W. Hise, BGen, USMC (Ret.)

"Hank"

Date of Designation: 24 April 1942 NA # 12904

Dates of Active Duty: 1 July 1941 - 31 October 1971

Total Flight Hours: 3,700

Carrier/Ship Landings: Fixed wing: 228 Rotary: 12
Carrier Qualified SBD, TBF, F6F, F4D, F-8,A-4, H-34, T-28

Approximate Flight Hours:
Jet: 650 Prop: 2,730 Helo: 120 VF/VA: 2,400
VR/VP: 200

Combat Tours:
WW II: 1st Tour. VMSB-232, MAG-23, 1st MAW, 5 Jul. 1942-27 Dec. 1942 (SBD-2).
WW II: 2nd Tour. (All in TBMs)
VMTB-232, MAG-11, 2 Jul. 1943-1 Dec. 43
VMTB-143, MAG-11, 1 Dec. 43-14 Mar. 44.
VMTB-242, MAG-11, 14 Mar. 1944-20 Apr. 1944
VMTB-232, MAG-11, 21 Apr. 1944-23 Jun. 1944
WW II: 3rd Tour. VMTB-132, AirGrp-4, USS Cape Gloucester (CVE-104), 16 Oct. 1944-9 Nov. 1945 (TBM)
Korea: 4th Tour. VMF-311, MAG-33, K-3, 28 Mar 1952-26 Jun. 1952 (F9F-2)
MGCIS-1, MACG-2, 1st MAW, 17 Aug. 1952-15 Oct. 1952
Vietnam: 5th Tour. 1st MAW, Danang. Jan. 1968-Feb 1969 (A-4)

Aviation Commands:
VMSB-232, 28 Dec. 1942-15 Feb. 1943 (SBD)
VMTB-143, 2 Dec. 1943-13 Mar. 1944 (TBF)
VMSB-943, 3 Sep. 1944-15 Oct. 1944 (TBF)
VMTB-132, 16 Oct. 1944-9 Nov. 1945 (TBF)
VMF(N)-114, 12 Jul 1951-31 Jan 1952 (F4U)
VMF-311, 28 Mar. 1952-26 Jun 1952 (F9F-2)
MGCIS-1 (Air Control), 17 Aug. 1952-15 Oct. 1952
VMF(AW)-531, Jul. 1958-Jul. 1960 (F4D)
MAG-13, Jul. 1963-Jul. 1964 (F-8, A-4, H-34)

Aviation Commands continued:
3rd MAW, Asst. Wing CG, Jul. 1967-Jan. 1968
1st MAW, Asst. Wing CG, Jan. 1968-Feb. 1969
COMCABS (West) CG, Mar. 1969-Nov. 1971

Combat Awards:
Distinguished Flying Cross (August 1942)
Air Medal (January 1944)
2 Legion of Merit (JCS 1967 and 1st MAW 1969)
Foxworth Medal 1952 (See Career Event #9)

### Duty Assignment Chronology

| | |
|---|---|
| 7/41-5/42 | Under Instruction, NAS Dallas, Jacksonville, Pensacola and Opalocka, FL. |
| 6/42-12/42 | VMSB-232, MAG-23, 1st MAW. Pilot. |
| 12/42-2/43 | VMSB-232, MAG-23, El Toro, CA. CO. |
| 2/43-7/43 | VMTB-232, MAG-23, El Toro. Ops. Officer. |
| 7/43-12/43 | VMTB-232, MAG-11, Pacific. Ops. Officer. |
| 12/43-3/44 | VMTB-143, MAG-11, Pacific. CO. |
| 3/44-4/44 | VMTB-242, MAG-11, Pacific. Flight Officer. |
| 4/44-6/44 | VMTB-232, MAG-11, Pacific. XO. |
| 8/44-9/44 | VMSB-943, MAG-48, Santa Barbara. Pilot. |
| 9/44-10/44 | VMSB-943, MAG-48. CO. |
| 10/44-11/45 | VMTB-132, Air Group-4, Santa Barbara and USS *Cape Gloucester* (CVE-109) CO. |
| 10/46-1/47 | VMF-122, MAG-14. Cherry Point. XO. |
| 2/47-7/47 | AWS-JC (Under Instruction), Quantico, VA. |
| 7/47-7/48 | AES-46 (Station Training Off.) Cherry Pt. |
| 7/48-9/49 | VMF(N)-114, MAG-11, Cherry Point. XO. |
| 9/49-10/49 | Air Intel. Officer Course, Lowry AFB, CO. |
| 11/49-3/50 | CasCO, HQBN, HQMC. |
| 3/50-7/50 | Asst. Chief of Staff, HQ, FMFLant, Norfolk. |
| 7/50-10/50 | Assistant G-2, HQ, FMFLant, Norfolk, VA. |
| 11/50-3/51 | VMF(N)-114, MAG-24, Cherry Pt. Ops. Off. |
| 3/51-7/51 | VMF(N)-114, MAG-24. Acting XO. |
| 7/51-1/52 | VMF(N)-114, MAG-24, Cherry Pt. CO. |
| 3/52-7/52 | VMF-311, MAG-33. Ops. Off., XO, CO. |
| 7/52-8/52 | MGCIS-3, Air Control Off./ Logistics Off. |
| 8/52-10/52 | MGCIS-1, MACG-2. CO. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 11/52-9/54 | Head, Intelligence Branch, Div. AVN, HQMC. |
| 10/54-7/55 | Asst. Organization & Trng Off. "C" CO, HqBn, HQMC, Washington, D.C. |
| 7/55-7/56 | AWS Senior Course, Quantico. |
| 7/56-7/58 | CNABATRA, Pensacola. Asst. Basic Trng Officer. Qualified as helo pilot 26 May 1958. |
| 7/58-7/60 | CO, VMF(AW)-531. (F4D). Cherry Point, Atsugi, Japan, Cubi Pt.-15 months in WestPac. |
| 7/60-7/61 | Naval war College, Newport, RI. |
| 7/61-7/63 | FMFPAC, Camp Smith, HI. Assistant S-1. |
| 7/63-7/64 | CO, MAG-13, Kaneohe, HI (A-4, F-8, H-34). |
| 7/64-7/66 | Div. Adj. HQMC. Head Inst. & Log. Branch. |
| 7/66-7/67 | JCS Action Officer, Pac. Div. (Current Ops.) |
| 7/67-1/68 | 3rd MAW, Asst. Wing CG. El Toro, CA. |
| 1/68-2/69 | 1st MAW, Asst. Wing CG, Danang, Vietnam. |
| 3/69-11/71 | CG, COMCABS (West), MCAS El Toro. |

## Summary of Significant Career Events

(1) My first ever catapult shot was a gunpowder catapult in an SBD off the midships, port side of the carrier *Long Island* on 20 Aug. 1942. We were launching first flight of aircraft into Guadalcanal - MAG-23, composed of VMSB-232 and VMF-223. I remember how surprised I was to see each side of the gravel strip lined with ground Marines. They were very happy to see us due to having been bombed every day. The only mechanic for VMF-232 was SSgt. Walt Kavalege, who rode in my back seat. So began Marine air at Guadalcanal. VS-5 off the USS *Enterprise* flew in two days later. I remember their pilots Fink and Buell.

(2) My next memorable flight was on 25 August 1942 on the first strike flown from Henderson Field, Guadalcanal. VS-5 and VMSB-232, led by Maj. Richard Mangrum and without any of our three Midway veteran pilots, launched to intercept a Japanese Task Force composed of aircraft carriers, warships and troop transports. We went out on a Northerly heading until John L. Smith and the escorting F4Fs had to return due to low fuel. Mangrum continued the flight without cover and found the Jap bombardment force and troop transports. Had he found the Jap carriers, I would probably not be telling this tale. We hit the cruiser of Adm. Tanaka and a transport. We were all elated that we hit the Japs and survived.

(3) My next most memorable mission was as CO of VMTB-143 in Jan. 1944 against Lakuani Air Field at Rabaul. It was the first good weather in a month. Expected to encounter up to 80 Zeros and 220 occupied gun positions around the harbor. We only lost one aircraft and very fortunately recovered the crew who sailed their rubber boat back almost to Bouganville.

(4) The Korean war produced my next most memorable mission. I was in VMF-311 flying F9F-2s with Slim Irwin as CO. I was Ops. Officer and was assigned to lead VMF-311 and VMF-115 aircraft loaded with VT fuzed bombs in max effort against the airfield East of Pyongyang, North Korea (Our first and last use of VT fuses). On climb-out from K-3 a VT fuzed bomb malfunctioned, killing the pilot and destroying two aircraft. I considered aborting the flight but decided to continue since we were suppressing flak for other aircraft. I ordered the flight to open up so if one exploded it would not get the wingman. All but one of the VMF-311 F9Fs went with me and a few from 115 aborted. It was an uncomfortable ride to Pyongyang.

(5) My most stressful flight was my first night carrier landing in World War II on a blacked-out CVE during a light rain.

(6) My most enjoyable flight of World War II was landing a TMB on the Japanese airfield at Omura two days after the war ended. I went there to pick up my CAG, LtCol Don Yost, who had made an emergency landing there after flying his F4U thru a high power line while sightseeing. To see a hundred or so disabled Jap fighters and to know that we had beaten Japan was a great pleasure.

(7) My Vietnam memory is from the time I was in JCS as an Action Officer in 1967. I was assigned to go to Vietnam to all services flying aircraft to study loss rates. I discovered the Air Force flying out of Thailand was losing 33 pilots of every one hundred flying their 100 required missions into North Vietnam, and essentially getting nothing accomplished due to restricted targeting. My report put the Air Force HQ there on report for their loss rate, as I reported to AirPac and JCS. My report plus the subsequent trip of JCS staff to Vietnam finally helped get rid of Robert McNamara.

(8) Over my 30 years, I was never in a transport squadron nor was I a "log-hog" so my total hours are low. Being by nature cautious, I made it a career long practice to never fly an unnecessary flight. I deliberately tried to avoid all risks except those necessary to accomplish the assigned mission. I think the policy accounted for my survival, for of the 27 Second Lieutenants I went to Eva with in 1942, seven of us survived the war. The twenty all died separately and by every means such as accidents, lost in the weather, friendly fire, and being shot down. All of us survivors, at one time or another, were downed at least once in the Pacific, except one who quit flying in September 1942.

(9) Foxworth Medal 1952. For services set forth in the following CITATION: For phenomenal agility and outstanding ingenuity while serving as a driver of a hopped-up Bunsen Burner and later as Senior Blip Jockey with various friendly units engaged in an unadmitted war and unrecognized training exercise conducted against an unofficial enemy on unfriendly shores during the period 21 March 1952 to 10, 11, 12, 13, 14, 15, 16, ad infinitum, October, 1952. Major HISE, by exercising phenomenal agility in moving from Group to Group, Squadron to Squadron, and job to job within a Marine Aircraft Wing, and by further exhibiting outstanding ingenuity in coming up with conference provoking ideas during the times that he was in a particular job, successfully kept all hands in such a mental state that he was able to complete his tour with his posterior in the same configuration as when he entered the area. Major HISE'S actions at all times were in the highest traditions of the FOXWORTH MEDAL. (Medal is rusty washer suspended by a white string from a crimson and white striped ribbon.)

*Signed* - COL Jack R. Cram, USMC. 16 Oct. 1952.







**James L. Holbrook, Captain, USN (Ret.)**
"Jim"

Date of Designation: October 1945

Dates of Active Duty: 9 June 1943 - 31 August 1971

Total Flight Hours: 4,000

Carrier/Ship Landings: Fixed wing: 400

Approximate Flight Hours:
Jet: 2,000 Prop: 2,000 Helo: 1 VF/VA: 4,000

Combat Tours:
WW II: USS *Bunker Hill* (CV-17), WestPac.
Vietnam: CO, *USS Point Defiance* (LSD-31).

Aviation Commands:
CO, VF-21 (F11F-1), Jan. 1957 - Mar. 1958.
Commander, CVG-6, May 1961 - Jun. 1962.
CO, USS *Point Defiance* (LSD-31), Oct. 1965 - Aug 1967.
CO, NAS Alameda, Jun. 1969 - Aug. 1971.

## Duty Assignment Chronology

| | |
|---|---|
| 9/40-6/43 | Midshipman, U. S. Naval Academy. |
| 8/43-8/44 | USS *Bunker Hill* (CV-17), Gunnery Officer. WestPac deployment. |
| 10/44-10/45 | Navy Flight Training, Ottumwa, Iowa and Corpus Christi, TX. |
| 11/45-4/46 | Operational Training, Jacksonville and Miami. |
| 6/46-8/46 | VF-98, Replacement Pilot. Los Alamitos and North Island, CA. |
| 9/46-9/48 | VF-81 (VF-13A), Squadron Gunnery Officer. USS *Princeton* (CV-37) and NAS North Island, CA. WestPac deployment. |
| 10/48-5/51 | Naval Air Test Center (NATC), Patuxent River, MD. Test Pilot School and then Flight Test Division. |
| 6/51-10/52 | COMNAVAIRLANT Staff, Attack Aircraft Material Officer, NAS Norfolk, VA. |
| 11/52-12/53 | VF-81, Operations Officer. USS *Coral Sea* (CV-43) and NAS Oceana, VA. |
| 1/54-12/56 | BuAer, CV Suitability Test Coordinator, Washington, D. C. |
| 1/57-5/57 | CO, VF-21, Fleet Introduction Program of F11F-1 at NATC Patuxent River. |
| 6/57-8/58 | CO, VF-21, USS *Intrepid* (CVA-11) and USS *Forrestal* (CVA-59). |
| 9/58-12/58 | COMNAVAIRLANT Staff, Assistant War Plans Officer. |
| 1/59-7/59 | Armed Forces Staff College, Norfolk, VA. (Student). |
| 8/59-4/61 | Replacement Air Group 4 Staff, Fighter Training Officer. NAS Cecil Field, FL. |
| 5/61-7/62 | Commander, CVG-6, USS *Intrepid* (CV-11). |
| 8/62-8/63 | Naval War College (Student). |
| 9/63-10/63 | OPNAV (OP-60), Continental Defense Planner. |
| 11/63-9/65 | CNO Staff, Secretary to CNO for JCS Matters. |
| 10/65-8/67 | CO, USS *Point Defiance* (LSD-31), Long Beach, CA. WestPac deployment. |
| 10/67-5/69 | Naval Air Systems Command, Director, Organization and Manpower Management. Washington, D. C. |
| 6/69-8/71 | CO, NAS Alameda, CA. |
| 8/31/71 | Retired from active duty. |

## Summary of Significant Career Events

(1) 1950 - First successful bailout from a jet fighter (F6U-1 Pirate) after ejection seat failed to function. Flight Test Division project pilot at NATC Patuxent River.

(2) 1951 - Made the initial constant glide slope carrier landings aboard USS *Coral Sea* (straight deck) in an F2H-2 Banshee. Flight Test Division project pilot at NATC Patuxent River.

- Continued -

Summary of Significant Career Events continued

(3) 1953 - Instrumental in successful validation of angled deck operations with CVG-8 aboard USS *Antietam*. Was one of only two jet-qualified pilots in the five embarked squadrons. (F9F-5 Panther) Operations Officer, VF-81.

(4) 1955 - Originated concept and arranged with RCA for the first closed-circuit TV coverage of carrier landings aboard USS *Saratoga*. Carrier Suitability test coordinator in Bureau of Aeronautics.

(5) 1957 - Conducted F11F-1 Fleet Introduction Program at NATC Patuxent River. Commanding Officer of VF-21.

(6) 1961 - Received the annual CNO Aviation Safety Award as COMCVG-6 aboard USS *Intrepid*.







## James L. Holloway III, Admiral, USN (Ret.)

"Jim"

Date of Designation: 31 January 1946

Dates of Active Duty: 17 June 1942 - 31 June 1978

Total Flight Hours: 2,700*

Carrier/Ship Landings: Fixed wing: 202

Approximate Flight Hours:
Jet: 1,000* Prop: 1,700 VF/VA: 2,300
VR/VP: 200 VT: 200

Combat Tours:
WW II: USS *Ringgold* (DD-500), 1942 - 1943.
USS *Bennion* (DD-662), 1943 - 1945.
Korea: VF-52 (F9F-2) 1951 - 1953 - 55 missions.*
Vietnam: USS *Enterprise* (CVAN-65), 1965 - 1967.
COMSEVENTHFLT, 1970 - 1972.

* Lost log books. Figures are best estimate.

Aviation Commands:
CO, VF-52, 1953. (Took command as XO when CO shot down).
CO, VA-83, 1956 - 1958.
CO, USS *Salisbury Sound* (AV-13), 1962 - 1963.
CO, USS *Enterprise* (CVAN-65), 1965 - 1967.
COMCARDIV SIX, 1970 - 1972.
CTF-60, 1972
COMSEVENTHFLT
CNO, 1974 - 1978

Combat Awards:
Distinguished Flying Cross
Bronze Star (Combat "V")
3 Air Medals
2 Navy Commendation Medals (Combat "V")

## Summary of Significant Career Events

(1) Gunnery Officer of destroyer USS *Bennion* in WW II battle of Surigao Straits when Bennion credited with sinking Japanese battleship with torpedoes and destroyer with gunfire, and shooting down three Japanese fighters.

(2) Took command of VF-52 (F9F-2) in Korea when CO was shot down.

(3) Flew lead aircraft in Paramount Film "The Bridges at Toko Ri".

(4) Commanded VA-83 (A4D-2) on extended single 11 month deployment to Sixth and Seventh Fleets (January 1958-December 1958) which included covering Lebanon landings, Middle East border patrols, Suez transit in USS *Essex* and assigned 7th Fleet in Formosa Straits during Kemoy-Matsu crisis.

(5) Executive Assistant to VADM Pirie (DCNO - Air).

(6) Commanded USS *Enterprise* (CVAN-65) in Vietnam for two full combat deployments. First nuclear powered warship in combat. Won PACFLT "E" for carriers and 6 of 7 departmental "E"s.

(7) As Director, Strike Warfare Division in OPNAV (1968), created CV Concept and Functional Base Loading Plan (all VF at one base all VA at another, etc.). Appointed first Nuclear Powered Carrier Program Coordinator (1969) as additional duty.

(8) As COMCARDIV SIX and CTF-60, commanded forces in Eastern Mediterranean (1970) responding to Syrian invasion of Jordan. Covered evacuation of MASH unit from Amman.

- Continued -

Summary of Significant Career Events continued

(9) As Commander, Seventh Fleet (1970-1972), directed carrier strikes in joint air operations which led to cease fire. Subsequently conducted mine clearing operations in Haiphong Harbor as condition of permanent cease fire.

(10) As CNO (1974-1978), responsible for F-18 Hornet.

(11) Chairman, Defense Task Force investigating Iran hostage rescue operation.

(12) Association of Naval Aviation:
President - 1980
Chairman - 1987

(13) Technical Advisor (in credits) of movie "TOP GUN"' (1985).

(14) Director, Presidents Task Force on Terrorism (1985).

(15) Modern American Patriot Award (Triennial) from Sons of the American Revolution (1995).

(16) National Award for Outstanding Civilian Leadership - Navy League (1997).







## James A. Homyak, Captain, USN (Ret.)

"Jim"

Date of Designation: 28 August 1943 NA # C-9715

Dates of Active Duty: 23 December 1942 - 1 July 1974

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 406

Approximate Flight Hours:
Jet: 2,000 Prop: 3,500 VF/VA: 3,000

Combat Tours:
WW II: VC-85, Leyte, Luzon, Iwo Jima, Okinawa. USS *Lunga Point*. 1 aerial kill - 70 combat missions.
Korea: USS *Sicily* Jan. 1951 - Oct. 1951
Vietnam: CO, USS *Monticello* (LSD-35), Oct 1868-Oct. 1969

Aviation Commands:
CO, VA-56, Jan. 1962 - Mar. 1963
CO, NAS Pensacola, Jun. 1970 - Mar. 1972
Commander Training Wing 6, NAS Pensacola, Mar. 1972 - Jul. 1972.
Commander, ComFair Lemoore/Commander, Light Attack Wing, U. S. Pacific Fleet, Jul. 1972 - Jul. 1974

Combat Awards:
Legion of Merit (non-combat)
Bronze Star with combat "V"
4 Air Medals
2 Presidential Unit Commendations
Navy Unit Commendation

## Duty Assignment Chronology

| | |
|---|---|
| 1942-1943 | Aviation Cadet. |
| 1/44-8/45 | VC-85 (Pilot and Asst. Communications). |
| 9/45-2/46 | NAAS Ream Field (Asst. Operations). |
| 7/46-8/47 | NAS Puuenne Maui & NAS Kaluli Maui, T.H. (Operations, Ship Service and Personnel Officer) |
| 9/47-8/48 | NAS Midway Island (Asst. Operations). |
| 9/48-1/50 | USC Los Angeles. (Student, 5-term program2/ |
| 50-12/50 | Line School, Monterey (Student). |
| 1/51-10/51 | USS *Sicily* (CVE-118) (Asst. Air Operations, Nuclear Weapons). |
| 11/51-12/52 | USS *Point Cruz* (CVE-119) (Air Operations, Operations Officer). |
| 1/53-2/54 | CNABATRA, Flight Instructor. |
| 3/54-12/54 | BUAER Maintenance Representative, Central District, NAS Pensacola, FL. (Field Maint). |
| 1/55-3/55 | Naval Aviation Safety Course, USC (Student). |
| 4/55-6/57 | VA-104 (Operations, Executive Officer). |
| 7/57-3/59 | VA-44 (Executive Officer, Training Officer). |
| 4/59-5/60 | ATU-222, NAAS, Kingsville, TX, (Asst. O-in-C). |
| 5/60-8/61 | VT-23, NAAS Kingsville, TX (Executive Officer). |
| 9/61-1/62 | VA-125, Replacement Pilot. |
| 1/62-3/63 | VA-56, (Commanding Officer) |
| 5/63-1/64 | USS *Franklin D. Roosevelt* (CVA-42) (Operations Officer). |
| 1/64-1/65 | USS *Franklin D. Roosevelt* (CVA-42) (Executive Officer). |
| 2/65-9/66 | OPNAV 03 (Executive Assistant & Senior Aide). |
| 9/66-9/67 | George Washington University (Student). |
| 9/67-9/68 | Industrial College of the Armed Forces (Student). |
| 10/68-10/69 | USS *Monticello* (LSD-35) (Commanding Officer). |
| 12/69-6/70 | COMPHIBPAC (Staff). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 7/70-3/72 | NAS Pensacola, FL (Commanding Officer). |
| 4/72-6/72 | Training Wing 6, NAS Pensacola, FL. (Commander). |
| 7/72-7/74 | ComFair Lemoore/Light Attack Wing, U. S. Pacific Fleet (Commander). |
| 7/1/74 | Retired from active duty. |

## Summary of Significant Career Events

(1) Combat experience as a Fighter Pilot in WW II flying Wildcats. Shot down a Jap Zeke in Okinawa.

(2) As Commander, Light Attack Wing, U. S. Pacific Fleet was privilidged to welcome home the Light Attack POW's returning from Vietnam to be with their families.

James Alex Homyak was born in Denver, Colorado, on December 17, 1923, son of Alex James and Vera Fern (Hartwell) Homyak. He attended Huntington Park (California) High School, prior to enlisting in the U. S. Naval Reserve on August 8, 1942. He was appointed Aviation Cadet, USNR in December 1942 and after pre-flight training he completed flight training at the Naval Air Station, Corpus Christi, Texas. He was commissioned Ensign and designated Naval Aviator on August 28, 1943 and subsequently progressed in rank to that of Captain, to date from August 1, 1964, having transferred from the Naval Reserve to the U. S. Navy on June 10, 1946.

After receiving his “Wings” in 1943, he had further training at the Naval Air Station, Miami, Florida and with the Carrier Qualification Training Unit at the Naval Air Station, Glenview, Illinois. In January 1944 he joined Composite Squadron EIGHTY-FIVE and while attached to that squadron participated in operations at Leyte, Luzon, Iwo Jimi, and Okinawa. He was awarded the Air Medal with Gold Stars in lieu of the Third and Fourth Air Medals for completing five missions each during the period February 16 to April 25, 1945. The citation for the Gold Star in lieu of the Second Air Medal follows in part:

Gold Star in lieu of the Second Air Medal: “For meritorious achievement…as a Pilot in Composite Squadron EIGHTY-FIVE, attached to the USS *Lunga Point*, in action against enemy Japanese forces in the Okinawa Area, April 6, 1945. Displaying outstanding courage and skill, in shooting down an enemy plane in aerial combat, (he) contributed materially to the success of his squadron.

He is also entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the USS *Lunga Point*.

In September 1945 he was assigned to the Naval Auxiliary Air Station, Ream Field, Imperial Beach, California, where he served as Assistant Operations Officer.

From July 1946 be had duty as Operations Officer, and Personnel Officer at the Naval Air Stations, Puuenne Maui and Kaluli Maui, Territory of Hawaii. In September 1947 he reported as Assistant Operations Officer at the Naval Air Station, Midway Island and in August 1948 was detached to attend (under the five-term program) the University of Southern California at Los Angeles. Between February and December 1950 he was a student at the General Line School, Monterey, California, after which he served as Assistant Air Operations Officer on board the USS *Sicily* (CVE-118), which was operating in the Korean area of hostilities. From November 1951 to December 1952 he continued duty afloat as Air Operations Officer and Operations Officer of the USS *Point Cruz* (CVE-119).

In January 1953 he reported as a Flight Instructor at the Naval Air Basic Training Command, Pensacola, Florida, where he remained until February 1954. The next month he became Field Maintenance Officer in the Office of the Bureau of Aeronautics Maintenance Representative, Central District, with headquarters at the Naval Air Station, Pensacola, Florida, and during the period January to March 1955 attended the Naval Aviation Safety Course at the University of Southern California. He next served as Operations Officer and Executive Officer of Attack Squadron ONE HUNDRED FOUR and in July 1957 joined Attack Squadron FORTY-FOUR for duty as Executive Officer and Training Officer.

He was Assistant Officer in Charge of Advanced Training Unit TWO HUNDRED TWENTY-TWO at the Naval Auxiliary Air Station, Kingsville, Texas, from April 1959 until May 1960, then continued duty at the Kingsville Station, serving as Executive Officer of Training Squadron TWENTY-THREE. In September 1961 he joined Attack Squadron ONE HUNDRED TWENTY-FIVE as a Replacement Pilot and in January 1962 assumed command of Attack Squadron FIFTY-SIX. In May 1963 he reported as Operations Officer on board the USS *Franklin D. Roosevelt* and in January 1964 became Executive Officer of that attack aircraft carrier. Detached in January 1965, he next headed the Fleet Operations Branch in the Office of the Chief of Naval Operations, Navy Department, Washington, D. C., and in July that year was designated Executive Assistant and Senior Aide to the Deputy Chief of Naval Operations (Fleet Operations and Readiness).

Awarded Bronze Star with combat "V" for duty as Commanding Officer, USS *Monticello* (LSD-35) on combat tour in Vietnam, and awarded Legion of Merit as Commander Light Attack Wing, U. S. Pacific Fleet. In addition to the Air Medal with three Gold Stars, the Presidential Unit Citation Ribbon with star, and the Navy Unit Commendation Ribbon, Captain Homyak has the Asiatic-Pacific Campaign Medal with four operations stars; American Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal; National Defense Service Medal; Korean Service Medal; United Nations Service Medal; and the Philippine Liberation Ribbon. He also has the Korean Presidential Unit Citation Badge.

He is married to the former Mary Jo Anderson of Huntington Park, California, and they have three children, Linda Louise, William Alex, and James Donald Homyak.



1952


1996 Betty Lou*

* Betty Lou passed away on May 16, 1997.

## William D. Houser, Vice Admiral, USN (Ret.)

"Bill"

Date of Designation: 6 March 1946

Dates of Active Duty: 19 December 1941 - 1 May 1976

Total Flight Hours: 4,350 (approx.)

Carrier/Ship Landings: Fixed wing: 278

Approximate Flight Hours:
Jet: 1,300 Prop: 3,000 Helo: 25 (demo flights) VF/VA: 3,500 (approx) Other: 25

Combat Tours:
WW II: Deck Officer in USS *Nashville* (CL-43) for three years, principally in the Pacific.
Korea: CO, VF-44 flying F4U Corsairs from USS *Boxer* and *Lake Champlain*.
Vietnam: CO, USS *Constellation* (CVA-64) in combat deployment in 1966 in the Tonkin Gulf.

Aviation Commands:
CO, VF 44, Nov. 1952 - Jan. 1954
CO, VF-124, Sep. 1959 - Aug. 1960
CO, USS *Constellation* (CVA-64), Jan. 1966 - Dec 1966 (selected for RAdm in middle of tour)
COMCARDIV TWO, Jun. 1970 - Jul. 1972

Combat Awards:
Bronze Star with Combat "V"
2 Air Medals (Korea)
4 Legion of Merit (non-combat)
2 Distinguished Service Medals (non-combat)

## Duty Assignment Chronology

| | |
|---|---|
| 1/42-1/45 | Shipboard officer aboard cruiser Nashville with duties in Gunnery and CIC departments. Participated in engagements from the Aleutians to the South Pacific and westward to the Philippines. |
| 2/45-8/46 | Navy flight and operational training. |
| 9/46-6/48 | Operations Officer and then XO of VF-58, (redesignated VF-1L) flying F6F's and F8F's, operating from CVL. Flew FD-1 (Later FH-1) Phantom I, the Navy's first jet, for two months before leaving squadron. |
| 7/48-8/51 | Duty in OpNav with joint USN/USAF air target intelligence. |
| 9/51-1/54 | XO and the CO of VF-44 with deployments to the Mediterranean and Korea, flying F4U-4's. |
| 2/54-2/56 | Duty in OpNav. |
| 3/56-5/56 | Fleet All Weather Training Unit jet instrument course in TV-1 and all weather jet intercept course in F-3D. |
| 6/56-7/58 | Air Development Squadron 3 (VX-3). Engineering, Operations and Executive Officer. Developed tactics for new jet aircraft coming into the fleet: F3H, F8U, F4D, F11F and FJ3. Established and conducted Fleet Introduction Programs for the new aircraft for fleet squadrons. My speciality was in the F4D developing night and all weather tactics using rocket pods. Also had personal participation in the first fleet firings of the new Sidewinder missiles against live targets (KDU missiles) flying FJ3 and F4D aircraft. I shot down 3 or 4 during this period. Captain Bob Dosé, another Golden Eagle and then the squadron commander of VX-3, personally established the Sidewinder project, accelerating the introduction and acceptance signifi cantly. Also, conducted the mirror landing project. |

- Continued -

Duty Assignment Chronology (continued)

| | |
|---|---|
| 8/58-6/59 | Naval War College, Senior Course. |
| 7/59-8/60 | CO, VF 124, the fleet replacement squadron for the F8U Crusader and instrument training squadron for the Pacific Fleet. Had 40 F8U's and 32 F9F-8T's and 750 men. |
| 9/60-2/62 | Joint Staff, Joint Chiefs of Staff. Member of the Atomic Energy and Guided Missiles Branch. |
| 2/62-8/63 | Military Assistant to the Deputy Secretary of Defense. |
| 9/63-12/63 | Advanced Management Program. |
| 1/64-1/65 | CO, USS *Mauna Loa* (AE-8). |
| 1/65-10/65 | Member of the Net Evaluation Sub-Committee Staff of the National Security Council. |
| 1/66-12/66 | CO, USS *Constellation* (CVA 64) with a combat deployment to the Tonkin Gulf. A tough year! |
| 1/67-10/68 | Director, Strategic Plans Division, Joint Staff, responsible for the short range and long range war plans for the JCS. |
| 11/68-6/70 | Director of the Aviation Plans and Requirements Division of OP-05, OPNAV. Responsible for developing the requirements, plans and budgets for all of naval aviation. New aircraft started: F-14, S-3, EA-6B, H-53 and others. |
| 6/70-7/72 | Commander, Carrier Division TWO, U. S. Atlantic Fleet. Had two major deployments to European waters and many lesser ones. Sent on an emergency sortie to the Mediterranean for the Jordanian crisis in 1970. Was embarked Flag Officer in 5 of the 6 Atlantic Fleet carriers with major deployments on *Kennedy* and *Independence*. |
| 8/72-5/76 | Deputy Chief of Naval Operations (OP-05). Principal deputy for all aviation matters. Established requirements and policies for aircraft, pilots, training, weapons, reserves, carriers and other aviation ships, and avia tion bases. Aircraft started: A-6E, MH-53, T-2B and F-18. Major accomplishment and most difficult: saving the F-14 from its many enemies and detractors in the Congress, Office of the Secretary of Defense and within vari ous offices of the Navy. |
| 6/76 | Retired status. Have served on various committees for the Navy and have been instrumental in getting some element of justice for Tailhook victims. |

## Summary of Significant Career Events

(1) All tours were good but were characterized by different things:

Best flying - VX-3 with its smorgasbord of new aircraft and interesting projects.

Most satisfying

- Leading VF-44 in combat in Korea. We were there through the closing days when the fighting heated up as each side fought to get the most advan tageous territory for defenses.
- Saving the F-14 from cancellation. (See OP-05 above.)

Toughest but most rewarding - Commanding USS *Constellation* during the Vietnam War. Going without sleep for a year. Year of superlatives: tiredest, happiest, saddest, proudest, etc. Under direct orders from ComNavAirPac, had the first successful night and all weather combat cruise for the A-6. It was going to be discontinued by OSD if it served just as a big A-4. It had to be proven to be worth the big investment and large price differential between it and the A-4. We developed the combat operating procedures for it to prove its merit and thus saved it from cancellation.

Most pleasant - ComCarDiv. Dueled with the Russian Navy and Air Force and bested them on many occasions. Evaded their snoopers and sea going follow ers. Developed procedures for continuous single carrier operations. Demonstrated for 96 hours but could have maintained for much longer periods.



1960


1999 Nancy

## Edward Iglesias, Captain, USN (Ret.)

"Ed"

Date of Designation: 8 January, 1944

Dates of Active Duty: September 1943- October 1969

Total Flight Hours: 14,098

Carrier/Ship Landings: Fixed wing: 752

Approximate Flight Hours:
Jet: 5,110 Prop: 6,940 VF/VA: 7,200 VR: 1,100

Combat Tours:
WW II: South Pacific: 2/45-8/45, VF-47, *USS Bataan (CVL 29)* Japanese Mainland, Okinawa, Philippine Sea , (F6F-5), 52 combat missions.
WW II: 9/45-10/45 POW missions and Occupation combat patrols, *USS San Jacinto (CVL 27},* F6F-5.
Vietnam: CO. *USS Pictor (AF 54),* (Market time Operations)

Aviation Commands:
CO, VF 103, 11/60-01/62 (F8U-2).
CO, VF 174, 01/62-7/63 (F8U-E).

Combat Awards:
Distinguished Flying Cross
6 Air Medals
Vietnam Service Medal
Bronze Star w/Combat "V"
1963 CNO Safety Award (VF 103)
1961 COMNAVAIRLANT "E' Award (VF 103)
1968 Commander Seventh Fleet, Meritorious Award to *USS Pictor (AF 54)*

## Duty Assignment Chronology

| | |
|---|---|
| April 1943 | Georgia Pre-flight Training. (V-5 cadet). |
| June 1943 | USNAS Olathe, Kansas Primary Flight Training. (V-5 Cadet). |
| Sept. 1943 | USNAS Corpus Christi, TX Basic and Advanced Flight Training. (V-5 Cadet). |
| Jan. 1944 | Designated Naval Aviator. |
| Jan. 1944 | Operational Flight Training, USNAS Cecil Field. |
| Apr. 1944 | Carrier Qualified in (SBD), *USS Sable,* Lake Michigan. |
| May 1944 | Assigned to VF 47, (F6F) Initial Carrier landings CVE *USS Wake Island,* Quonset Point , Rhode Island. |
| Nov. 1944 | Deployed to NAS Punene Maui, Hawaii, CVE *Macasser Straits, (F6F).* |
| Jan. 1945 | Deployed aboard *USS Bataan CVL 29,* (F6F). |
| Mar, 1945 | Commencement of Combat Cruise. |
| Mar. 1945 | First Aerial Combat-two kills over Okinawa, 1 Zeke and 1 Tojo. |
| Apr. 1945 | Invasion of Okinawa, two kills, 1 Tojo and 1 Zeke. |
| Apr. 1945 | Fighter Sweep, Tokuno - 3 Japanese A/C burned. |
| Apr. 1945 | Fighter Sweep in support of invasion of Okinawa, 2 Japanese A/C burned, 1 on the was taking off. |
| May 1945 | Approximately 10 Japanese A/C destroyed on the ground. |
| Jun/Jul. 45 | Sortied with 3rd Fleet from Leyte Gulf, Philippines. TG 38.3 enroute for missions against installations in Toyko, Honshu, Hokkaido, Kyushu, Kure. |
| Aug. 1945 | Enroute to Tokyo when recalled due to end of hostilities. |
| Aug. 1945 | VF 47 transferred to *USS San Jacinto (CVL).* Commenced initial POW missions and Japanese occupation combat air patrols. |

- Continued -

| | |
|---|---|
| Nov. 1945 | Assigned to VF 6 (F6F) Combat Flight Instructor, USNAS Miami, FL |
| Nov. 1946 | Assigned to VN18A Latin American Flight Training Program (N2S, SNJ, SNB, R4D, R5D). and Instrument Flight School. |
| 6/47 | Assigned to 5 term Program at George Washington University, Wash. D.C. (SNJ, SNB). |
| 6/48-12/50 | Assigned to Fleet Service Squadron, FASRON (109), USNAS Roosevelt Roads, Puerto Rico. (SNB, R4D-6, F6F-5). Designated Plane Commander R4D. |
| 10/49-11/49 | All Weather Flight School, NAS Corpus Christi, TX, (SNB-5) |
| 01/51-12/51 | General Line School. Monterey, CA. (SNJ, SNB). |
| 01/52-8/53 | Assigned to VF Type Training Dept. NAS Floyd Bennett Field, Brooklyn, NY (F6F-5, SNB, R4D). |
| 9/53 | Assigned to VF 84, NAS Oceana, VA. *USS Lake Champlain (CVA 39)*. Bombing and Strafing Compex, won Individual "E'.(TV-2, F9F-5) |
| 9/54-4/55 | VF 84 aboard *USS Lake Champlain (CVA 39)* deployed on Med. Cruise. (F9F-5). |
| 6/55-9/57 | Assigned to *USS Forestal (CVA-59)* Initial Commissioning Crew as Assistant Air Operations Officer. (SNB-5, TV-2, F7U-3M, TF, AD-4, F9F-8) |
| 10/57-3/58 | Assigned to ATU 101/ ATU 201 NAS Corpus Christi, TX, (SNB, TV-2, F9F-5). |
| 3/58-8/59 | Asst. Staff Operations, Chief of Advanced Training Command, Corpus Christi, TX, (F9F-5, F9F-8T, TV-2). |
| 8/59-8/60 | Student, Naval War College, Senior Course, Newport, RI. (TV-2, SNB-5, JRB-6, F9F-8T). |
| 8/60-11/60 | Assigned to VF 174, NAS Cecil Field, FL. (F9F-8T, F8U, T2V, SNB-5). |
| 11/60-1/62 | CO, VF 103, *USS Forestal (CVA-59)* Med. Cruise, (F8U-2). |
| 2/62-8/63 | CO, VF 174, NAS Cecil Field, FL. (F8U-2N, F8U-1T). |
| 8/63-1/65 | Assigned to Staff, Naval War College, Newport RI, (SNB-5, S2E, TC45J, UC45J, U-11A). |
| 2/65-6/67 | Assigned to Staff, Commander Carrier Division Two aboard *USS America (CVA-66)*. Operations Officer, Med. Cruise. (TF-1, TC45). |
| 7/67-9/68 | CO *USS PICTOR (AF54),* Vietnam war. Deployed to WestPac, (TF9J, TC45J). |
| 9/68-7/69 | Assistant Chief of Staff to the Chief of Naval Aviation Basic Command, NAS Pensacola, FL (TC45J, T2B, U11-A, T34B, TH57, T28B, TT-1, Lockheed Jet Star). |
| 7/31/69 | Retired From U.S, Navy. |
| 2/70-9/86. | Aviation Consultant, Aircraft Accident Investigator and Aviation Insurance Adjuster, for Aero Loss Adjusters, Inc., Los Angeles, CA. In this capacity he worked in South America, Central America and Mexico, mainly investigating general aviation accidents, retrieval of damaged aircraft and stolen aircraft used for trafficking of narcotics. During his 16 years as an aviation consultant, etc. he flew the Cessna 150, 140, 172, 182, 210, 310, Aztec, Cessna 420, Cherokee, Cessna 206, Beechcraft, and commercial rotor craft (Bell 47D1). |

Ratings Attained:

Airline Transport Pilot - Rating.
Special Instrument Pilot Rating.
Designated Plane Commander in R4D.

| | |
|---|---|
| 7/12/86 | Last A/C flown Beaver RX550 Ultralight, Perris Valley, CA. |
| 6/21/87 | Hot Air Balloon, Ecstasy, Perris Valley, CA. |

## Summary of Significant Career Events

(1) Perhaps my most interesting and challenging flight was off the coast of Okinawa when our Division of four Hellcats encountered a flight of 12 Japanese aircraft. We not only disrupted their intended mission but on that day in March 1945, I shot down my very first and second enemy aircraft. One Zeke and one Tojo.

(2) Another interesting event was the "Victory Parade" over Tokyo Harbor in September 1945. Upon the signing of the Japanese Surrender aboard the *USS Missouri (BB45)*. We flew over at the time of the signing by Fleet Admiral C.W. Nimitz.

(3) I am also a member of the following organizations:

The Tailhook Association.
Life Member of VFW ( 7142 San Clemente).
Association of Naval Aviation.
Naval Aviation Museum Foundation.
Naval War College Foundation.
*USS Bataan (CV 29)* Association.
U.S. Navy Memorial Founation.
U.S. Navy and Marine Corps etirement Home.


1943


1992 Lucille

Editors note: Lucille passed away on 2/25/03

## Robert P. Keller, Lt. General, USMC (Ret.)

"Bob"

Date of Designation: 5 July 1941 NA # 7830
October 1958 Helo Pilot # 4383

Dates of Active Duty: 15 July 1940 - 13 August 1940;
30 December 1940 - 31 August 1974

Total Flight Hours: 6,260

Carrier/Ship Landings: Fixed: 111 Rotary: 28

Approximate Flight Hours:
Jet: 475 Prop: 5,400 Helo: 385 VF/VA: 2,000
VT: 1,500

Combat Tours:
WW II: VMF-223, Nov. 1943 - Jun. 1944, Northern Solomon Islands - 110 missions.
Korea: VMF-214, Aug. 1950 - Dec. 1950, USS *Sicily* and Wonsan - 65 missions.
Vietnam: Asst. Commanding General, 1st MAW, Apr. 1967-Apr. 1968 - 28 missions.

Aviation Commands:
CO, VMF-223, Feb. 1944-Jun. 1944
CO, VMF-214, 16 May-Jul. 1950 and Sep-Nov. 1950
CO, VMF(N)-531, Apr. 1945 - Jun. 1945
CO, VMF(N)-533, Aug. 1945 - May 1946
Commander, Air Amphibious Troops, Exercise "Saddle-Up", British North Borneo, Jun. 1959
CO, MAG-15, Jul. 1964-Jun. 1965
Asst. CG 1st MAW, Mar. 1967-Apr. 1968
CG, Air-Ground Task Force "KILO", Vietnam, Aug. 1967
CG, 4th MAW-MARTC, Apr. 1968-Feb. 1971
CG, MCDEC, Jul. 1972-Aug. 1974

Combat Awards:
Legion of Merit with combat "V"
Silver Star
3 Distinguished Flying Crosses
10 Air Medals
Purple Heart (for wounds from Japanese fire in 1944)

### Duty Assignment Chronology

| | |
|---|---|
| 7/40-8/40 | Flight Training, USNRAB, Oakland, CA. |
| 12/40-5/41 | Flight training, NAS, Jacksonville, FL. |
| 5/41-7/41 | Fighter training, NAS, Miami, FL. |
| 7/41-3/43 | Instructor, NAS, Pensacola, FL. |
| 4/43-7/43 | Pilot, VMF-212, MCAS, El Toro, CA. |
| 7/43-8/43 | Pilot, VMF-212, Midway Island. |
| 8/43-6/44 | XO, then CO, VMF-223, Midway Island and then South Pacific. |
| 9/44-11/44 | Headquarters Squadron, MAG-53, MCAS, Cherry Point, NC. |
| 10/44-2/45 | Night fighter training, NAS, Vero Beach, FL. |
| 2/45-6/45 | XO, then CO, VMF(N)-531 (F7F-2N's) MCAS, Eagle Mountain Lake, TX. |
| 8/45-5/46 | CO, VMF(N)-533, Okinawa and North China. |
| 7/46-11/46 | Headquarters Squadron, MAG-53, MCAS, Cherry Point, NC. |
| 11/46-1/47 | XO, VMF(N)-531, Cherry Point, NC. |
| 2/47-7/47 | Student, Amphibious Warfare School, Quantico, VA |
| 7/47-12/48 | Aviation Safety Officer, CNATRA, Pensacola. |
| 1/49-6/49 | Student, Air Command and Staff School, Maxwell AFB, Montgomery, AL. |
| 8/49-11/50 | XO, then CO, VMF-214, El Toro, then Korea aboard USS *Sicily,* and later Wonsan. |
| 11/50-12/50 | 1st MAW Liaison Officer, 8th Army-5th Air Force JOC, Seoul, Korea |
| 12/50-6/52 | Air Support and Helicopter Operations Officer, Tactics and Techniques Board, Marine Corps Development Center, Quantico, VA. |
| 6/52-6/53 | Close Air Support and Helicopter Operations Officer, Joint Landing Force Board, Camp LeJeune, NC. |

(- Continued -)

Duty Assignment Chronology continued

| | |
|---|---|
| 6/53-1/56 | Organization Plans Officer, Division of Aviation, HQMC, Washington, D.C. |
| 1/56-7/56 | Student, Armed Forces Staff College, Norfolk, VA. |
| 7/56-8/58 | Maneuver and Exercises Officer, Staff, Allied Forces Southern Europe, Naples, Italy. |
| 8/58-10/58 | Helicopter training, Ellyson Field, Pensacola. |
| 11/58-11/59 | XO, MAG-16, Oppama, Japan (Helicopters). |
| 11/59-2/60 | Assistant Chief of Staff, G-3, 3d MAW, Iwakuni, Japan. |
| 3/60-6/63 | Faculty Advisor, Armed Forces Staff College, Norfolk, VA. |
| 7/63-6/64 | Assistant Chief of Staff, G-5 (Plans), AIRFMFPAC, El Toro, CA. |
| 7/64-6/65 | CO, MAG-15, MCAS, El Toro (F-4 and A-4) |
| 7/65-2/67 | Head, Joint and Special Plans Team, Office of Deputy Chief of Staff, Plans and Programs, then to Director, Joint Planning Group, HQMC. |
| 4/67-4/68 | Assistant Wing Commander, 1st MAW, Vietnam. |
| 5/68-2/71 | CG, 4th MAW/MARTC, NAS, Glenview, IL. |
| 2/71-6/72 | Assistant Chief of Staff for Operations (J-3) CINCPAC, Honolulu, HI. |
| 7/72-8/74 | CG, Marine Corps Development and Education Command, Quantico, VA. |



1992

## Summary of Significant Career Events

(1) Member of initial AVCAD class to commence program at NAS Jacksonville, on 30 Dec. 1940. Became first fighter trained naval aviator to have graduated from that source.

(2) Assumed command of Marine Fighter Squadron in South Pacific at age 23. Shot down one Japanese Zero and damaged two others over Rabaul, New Guinea.

(3) Led first Marine air strike of Korean War from CVE-118 (USS *Sicily*) on 3 August 1950, which also constituted initial expenditure of ordnance by any Marine unit in that conflict.

(4) Flew with elder son in Vietnam war on two occasions (Both sons became Marine officers and Naval Aviators, and flew in combat there - one in helos and the other in F-4's).

(5) Flew the 1930's Boeing "F4B-4" at NAS Miami as AVCAD in 1941. Flew McDonnell Phantom jet "F4B" as Colonel in 1964-65.

(6) Amongst many other aircraft, have flown Grumman's F2F, F3F, F4F, F6F, F7F, F8F and F9F (the F5F was experimental only).

(7) Deployed first F7F2(N)'s to Pacific theater in 1945 to participate in planned invasion of Japan. Wound up in Beijing area of North China in Oct. 1945 to cover operations to ensure swift and complete re-deployment of Japanese forces to their home islands.

(8) Charles Lindbergh flew three combat missions with my squadron VMF-223 from Green Island, Northern Solomons in Corsairs, 22 and 24 May 1944 and 7 Jun. 1944. He emptied his gun pans!



CAG-2, USS *Ranger* 1967



1982

## George E. R. Kinnear II, ADM, USN (Ret.)

"Gus"

Date of Designation: 8 September 1948
Date of Commission: 28 December 1948

Dates of Active/Reserve Duty: 15 Jan. 1945 - 1 Oct. 1982

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 950+

Approximate Flight Hours:
VF/VA Jet: 3,200 Prop: 2,000
Other prop & jet: C-5, C-130, C-131, KC-135, KC-137, C-141 - 800 hours

Combat Tours:
Korea: VA-155, USS *Princeton* and VA-45, USS *Lake Champlain* , 1953 (AD-4B)
Vietnam: USS *Kitty Hawk* (A4, A6, E2) and CAW-2 in USS *Ranger* (A4, A6, A7, F4), 1967 - 1968

Aviation Commands:
CO, VA-106, Aug. 1963 - Aug. 1964 (A4C).
Commander, Carrier Air Wing TWO, Mar. 1967 - Aug. 1968 (A4, A6, A7, F4, RA5, E2, A3T, A3EW).
CO, NAS Miramar, Jun. 1971 - Jun. 1972
Commander, Carrier Group ONE, Apr. 1974 - Apr. 1975.
Commander, Naval Air Force, Atlantic Fleet, May. 1978 - Jul. 1981.

Combat Awards:
Korea: 2 Air Medals (1 Individual and 1 Strike Flight)
1 Navy Commendation Medal with combat "V"
Vietnam: Legion of Merit with combat "V"
4 Distinguished Flying Crosses
12 Air Medals (2 Individual & 10 Strike Flight)
3 Navy Commendation Medals with combat "V"
Non Combat Awards
2 Distinguished Service Medals
3 Legions of Merit

## Duty Assignment Chronology

| | |
|---|---|
| 1/45 | Enlisted S2C Combat Air Crew Program. |
| 3/45-4/45 | Recruit Training, NATTC Memphis, TN. |
| 5/45-7/45 | AMM "A" School, NATTC Norman, OK. |
| 8/45-8/46 | V-5 Program, Missouri Valley, Miami University and University of Florida.. |
| 9/46-12/46 | Selective Flight, NAS Dallas. |
| 1/47-5/47 | Preflight, NAS Ottumwa (Aviation Midshipman). |
| 6/47-9/48 | Flight Training, NAS Corpus Christi, NAS Pensacola, NAS Jacksonville. |
| 10/48-1/49 | ATU-1, Flight Instructor. |
| 1/49-3/50 | VF-173. |
| 3/50-9/50 | VF-742 (Discharged as Ensign USN. Sworn in Ensign USNR 3/31/50). |
| 10/50-2/54 | VA-45 (Recalled 10/50). |
| 2/54-10/54 | FASRON-6, IFTU. |
| 10/54-1/56 | Bureau of Aeronautics, Washington, D.C. |
| 1/56-8/57 | George Washington University (BA Physical Science and Math, MA Personnel Management). |
| 8/57-6/58 | Navy Postgraduate School, Monterey, CA (Line School). |
| 7/58-7/60 | USS *Antetium* (CV-36). |
| 8/60-6/61 | Naval War College, Newport, RI. |
| 6/61-12/61 | VA-44 (A4 RAG). |
| 12/61-8/63 | VA-12. |
| 8/63-8/64 | VA-106. |
| 8/64-8/66 | Stanford University (MS Industrial Engineering and PhD Engineering Management). |
| 8/66-3/67 | Carrier Air Wing 12. Pre-CAW training. |
| 3/67-7/68 | Commander, Carrier Air Wing 2. |
| 8/68-1/70 | OPNAV (OP-090). |
| 1/70-8/70 | Office of the Assistant Secretary of the Navy (Financial Management). |
| 9/70-5/71 | Commanding Officer, USS *Spigel Grove* (LSD-32). |
| 6/71-6/72 | Commanding Officer, NAS Miramar, CA. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 6/72-5/74 | BUPERS, Assistant Chief, Plans & Policy. |
| 6/74-5/75 | Commander, Carrier Group ONE. |
| 6/75-4/78 | Chief of Legislative Affairs, Department of the Navy, Washington, D.C. |
| 4/78-6/81 | Commander, Naval Air Force, Atlantic Fleet, Norfolk, VA. |
| 7/81-9/82 | U.S. Military Representative NATO, Headquarters Brussels, Belgium. |
| 10/1/82 | Retired in grade of Admiral. |

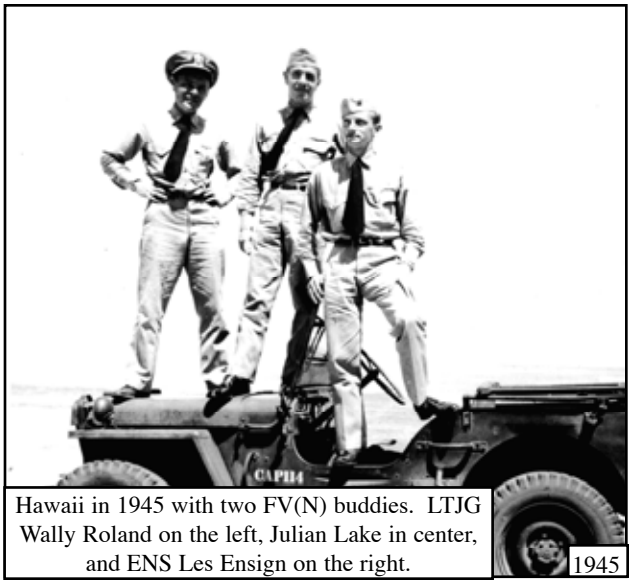
## Post-retirement activities

| | |
|---|---|
| 10/82-10/88 | Grumman Aerospace Corporation, Bethpage.<br>Corporate Senior Vice President (Washington)<br>Corporate Vice President (Washington)<br>Vice President International (Washington) |
| 10/88-2/92 | University of New Hampshire, Durham, NH.<br>Interim President<br>Executive Vice President/CFO. |
| 4/92-7/92 | New England Digital Corp., Lebanon, NH.<br>Vice Chairman and CEO. |
| 10/92-10/94 | The Retired Officer's Association, Washington, D.C.<br>Chairman, Board of Directors. |
| 10/94-Pres. | Kinnear Associates & Kinnear Associates NH<br>President. |
| 5/99-Pres. | eVelocity Corporation, Portsmouth, NH.<br>Chairman |

Current Boards
Compaq Computer Corporation (Emeritus 4/98)
The Aerospace Corporation (Emeritus 12/99)
Precision Standard Corporation (Emeritus 7/99)
Center for Study of the Presidency
U.S. Naval Heritage Center Foundation
Naval Aviation Museum Foundation
Whittemore School of Business & Economics UNH
Strawbery Bank Museum

## Personal

Married Mary E. Cundari Kinnear.
Children George III, D. Kevin, Kandace Kinnear Watkins, P. Kimberley, Holly Kinnear Murray, Douglas A., Stephen G. Cundari, Christina M. Cundari-Vieglais, and David F. Cundari.



Hawaii in 1945 with two FV(N) buddies. LTJG Wally Roland on the left, Julian Lake in center, and ENS Les Ensign on the right. 1945



1992

## Julian S. Lake, Rear Admiral, USN (Ret.)

"Julian"

Date of Designation: 10 April 1944

Dates of Active Duty: 3 October 1942 - 1 September 1976

Total Flight Hours: 7,780 hours flight time in 69 different aircraft models.

Carrier/Ship Landings: Fixed wing: 751

Combat Tours:

| | |
|---|---|
| WW II: | VFN-91, Strike on I-Shima, NCAP over TF-38. |
| Korea: | OinC, VFN Detachment, ,USS *Boxer*, Korea West Coast, Jun. - Dec. 1950. |
| Korea: | OinC, VFN Det, USS *Essex,* Korea East Coast, Jun. - Dec. 1951. |
| Vietnam: | CO, USS *Hassayamp*a, Aug. 1967 - Sep. 1968 |

Aviation Commands:
CO, VF-74, Jun. 1960 - Dec. 1962
CAG-8, Jul. 1963 - Mar. 1964
CO, USS *Hassayamp*a (AO-145), Aug. 1967 - Sep. 1968
CO, USS *John F. Kennedy* (CVA-67), Sep 1968 - Oct. 1969.
Commander, NAVELEX, Jul. 1975 - Aug. 1976

Combat Awards:
3 Air Medals (WW II)
Bronze Star (Vietnam)
Navy Commendation Medal (Korea)

### Duty Assignment Chronology

10/42 Joined the Navy.
4/44 Commissioned Ensign USNR and designated Naval Aviator.
4/44 VF Operational Training, FM-2, Sanford, FL. VFN Operational Training, F6F-5N, NAS Vero Beach, FL.
1/45 VFN-91 (F6F-5N), NAS Charleston, RI. Deployed to NAS Barbers Point, HI. Jan. 1945. Embarked in USS *Bon Homme Richard* (CV-31), May 1945. Strike on I-Shima. Flew CAP over surrender ceremonies. Awarded Air Medal.
12/45 NACTU LANT, NAS Key West, FL. (F6F-5N, F7F-1, TBF, SNB).
7/46 VFN Det, USS *Randolph*, Mediterranean.
1/47 VFN Det, USS *F. D. Roosevelt*, Caribbean.
7/47 PNS&T, University of Missouri, Columbia, MO.
7/48 Naval Line School, Newport, RI.
7/49 VC-4 (F4U-5N, F6F-5N), NAS Atlantic City, NJ. Deployed VFN Det, USS *Midway*, Mediterranean, Jan 1950. Deployed VFN Det, USS *Boxer*, Korea, Jun. 1950.
12/51 VC-3 (F4U-5N, F3D-1), NAS Moffett Field.
4/52 Deployed, OinC VFN Det, USS *Essex*, Korea. Awarded Navy Commendation Medal.
1/53 NATC Patuxent River, MD. TPS Class #9. Assigned Tactical Test and later Service Test. Major Projects: F2H-3/APG-41, F2H-4/E-4 Radar Eval., Counter Pointer Altimeter, 5" Attitude Indicator, 3 Mini-flight instruments, Flight Characteristics in Turbulent Air (thunderstorms) of new model aircraft (FJ-3, F9F-8, F7U-3), and TACAN Instrument Flight Procedures.
4/55 USAF Training Command, Moody AFB, GA. Interceptor Weapons Instructor School and later as OinC, R&D Section. Published IWS Newsletter, Instructed in F-89D & F-94C, T-33 for target towing and B-25 for cross country. Participated in development of towed targets, tow reels, target launching procedures and scoring systems for 2.75" rockets. Awarded USAF Commendation Medal.
8/56 VF-101 (F2H-2 transition to F4D-1), NAS Cecil Field, FL. Taught lead collision intercepts with 2.75" rockets. Developed a scope cam era, DART tow reels, DELMAR target system installation on the F4D-1 and a radar/ camera scoring sytem. Initiated live rocket firing at 50,000 feet for F4D squadrons. Deployed in USS *Saratoga* on STRIKEBACK and in USS *Forrestal* for extended fleet exercises. (- Continued -)

1/58 COMNAVAIRLANT, VF Training Officer. Drafted initial NATOPS procedures for F4D aircraft. Developed revised fleet competitive exercises for VF squadrons. Assisted in organizing annual Fleet Gunnery Meet at NAS El Centro, CA. Flew the aircraft assigned to LANT VF squadrons. Assigned responsibility of equipping two F4D and two F3H squadrons with special electronic warfare equipment for the upcoming "WEXVAL II" to defend USS *Forrestal* in attacks by USAF SAC B-47's at night and with heavy use of ECM. The program was on a crash basis for both the equipment and training. Squadron pilots knew nothing about ECM. The exercise was successful, the Navy won! (I was in War College). BUWEPS pulled all of the ECCM fixes at the end of WEXVAL.

7/59 U. S. Naval War College, Newport, RI. (Naval Warfare Course). Maintained currency in high performance aircraft at Raytheon Flight Facility at Hascom AFB, Bedford, Mass., in F4D and F3H flying radar test flights. Flew rear seat in the F4H-1. Attended Ground School in St. Louis, MO., over the Xmas holidays and flew F4H as pilot in Feb.1960.

6/60 CO, VF-74, NAS Oceana, VA. Further reported to OinC, VF-101 Det A, for transition from F4D's to the F4H Phantom II. OinC of Project "LANA" (50th Anniversary of Naval Aviation), a 5 F4H Bendix race from Los Angles, CA., to NAS Floyd Bennett, NY. We verified the MacDonald engineer's flight plan, worked up in-flight refueling rendezvous and procedures with the supporting A3D tankers and flew practice profiles. The race success fully broke the transcontinental record by the three aircraft that finished. There were several close calls but no incidents. Award: Air Medal.
Directed Project Highspeed, a direct comparison of the Navy F4H and the Air Force F-106. There was heavy emphasis on EW and ECM (SAC again). EW still not generally understood in the Navy. With help of a brilliant NAVAIR Engineer, Mr. Bob Golding, we managed to assemble all of the Navy's ECM jamming assets at NAS Oceana for training. Devised tactics and procedures for training (i.e. scope camera, ready room film processor, long wire towed targets for Sidewinder and Sparrow missile firing in the VACAPES Op area. Finally developed an ECCM suit for the otherwise defenseless F4H, which gave us a fighting chance against the well designed F-106. The F4H's kept the ECCM fixes. Completed first F4H day/night CARQUALS.

11/61 TAD, CARDIV FOUR to develop comprehensive briefing on electronic warfare (ESM, ECM, ECCM). Made extended road tour to many audiences. Made a few believers and many passed the final test: "How do you spell EW?"

1/62 RCVG-4 for check-out/refresher in F8U, A4D, A3B and AD-1 including CARQUALS.

7/62 Reported as Commander, CAG-8, USS *Forrestal* in Mediterranean. In addition to normal ops, developed ZIPLIP. Initiated two training missions for day VFR recoveries, initiated low-level (200 ft) flight refueling for LO-LO-LO missions. Integrated AD-4Q EW "Spads" into air wing ops. Required A3D's to carry ECM equipment. As a result of our beat up in strikes against French and Spanish air defense, started targeting radar sites as the initial targets by VF & VA vectored by AD-4Q aircraft with understanding that radars ceased reporting after first flyover. Developed radar homing capability for A4D aircraft which eventually became the APR-24 radar warning system. Led Navy contingent of 24 F4H in JFK funeral flyover.

3/64 XO, USS Saratoga, Mayport, FL. Installed the "JANUS" ELINT receiver (with Mr Bob Golding). This permitted radar going passive on a 5:1 ratio.

4/65 OPNAV (OP-352) in anticipation that EW was going to play a major role in upcoming Vietnam war, began daily NRL/OSD/NAVAIR/NAVINT skull sessions on FANSONG radar & GUIDELINE missile. Started Project SHOEHORN installation of ECM equipment in Navy aircraft

6/67 Completed BA in International Affairs, GWU.

8/67 CO, USS *Hassayamp*a (AO-145). Completed 1 and 1/2 deployments to Vietnam. Award: Bronze Star.

9/68 CO, USS *John F. Kennedy* (CVA-67). Installed borrowed ASW sonobouy tracking and readout equipment (with Bob Golding's help). Deployed sonobuoys from helos off JFK.Detected sub tracking JFK from astern. Reported contact to SIXTHFLT. Five hours later a Soviet DD who had detached around 2100 came barreling into our formation and took station 1,000 yards astern JFK. After 10 minutes of underwater communication, he charged off and soon afterwards we lost contact with the sub. SIXTHFLT was interested, the SUBRON Commander aghast and NAVSEA outraged. After a stormy meeting the NAVSEA Rep left with the equipment.

10/69 Reported to CHNAVMAT as PM-7 REWSON. Locost Short Stop EW suite from '66, now over engineered, over cost behind schedule EW White Elephant. It was canceled after OPEVAL ($100M in R&D). Ititial production contracts for WLR-8 EW Receiver and SLO-17 ECM set were let. Evaluated alternatives for EW suite for DD-963 class.

3/73 Vice Commander, NAVELEX. Major projects: ELF Comm tower at Annapolis, Lualualei VLF "Omega" Nav System, WLR-6 "Sea Nymph" SSN SIGINT system. Became Director of Joint EW Test to compare Navy/USAF EW tractics & equipment.

7/75 Commander, NAVELEX. Major projects: "High Boy" U-2 integrated sensor development, "Outlaw Hawk" CV Integrated Sensor Demo. Appointed Director ACEVAL/AIMVAL joint test to evaluate Navy/USAF large expensive fighters when faced with cheaper unsophisticated fighters and USN/USAF missile concepts. Awarded DSM.

9/76 Retired from active duty.



**L. Scott Lamoreaux, Captain, USN (Ret.)**
"Scotty"

Date of Designation: November 1953

Dates of Active Duty: 1944 - 1946 and 1951 - 1974

Total Flight Hours: 7,250

Carrier/Ship Landings: Fixed wing: 852

Approximate Flight Hours:
Jet: 5,000 Prop: 2,250 VF/VA: 5,000

Combat Tours:
Vietnam: CO, VF-84 (F-4), Jul. - Nov. 1965.
- 200 missions.

Aviation Commands:
O-in-C, VF-101 DET A, Jul. 1960 - Jun. 1962.
CO, VF-84, 1965 - 1967.
COMFAIR Miramar, 1972 - 1974.
COMFITAEWWINGPAC, 1974.

Combat Awards:
Legion of Merit
Distinguished Flying Cross
Bronze Star with Combat "V"
12 Air Medals
Navy Commendation Medal with Combat "V"

## Duty Assignment Chronology

Lewis Scott Lamoreaux was born September 22, 1926 in Pittsburgh, Pennsylvania. He entered the U.S. Navy V-5 Program (Aviation Cadet) in September of 1943 and was placed on inactive duty in September of 1945 after receiving instruction at Dartmouth College, Harvard University and the U.S. Naval Pre-Flight School, Chapel Hill, North Carolina.

Upon graduating from Harvard University in 1947, Mr. Lamoreaux then worked in the advertising field prior to being recalled to active duty in January 1951. He served in various squadrons, including VX-4 (air development testing of first airborne early warning aircraft/systems), VC-4 (then one of two fleet night fighter squadrons) and VF-41 a fighter squadron. Completing three years with the Bureau of Aeronautics Representative, McDonnell Aircraft Corpora-tion, St. Louis, Mo., as head of Navy Flight Test, he then became Assistant Officer-in-Charge and subsequently, Officer- in Charge of VF-101 Detachment Alfa and transitioned the F4H-1, Phantom II, into the U.S. Navy Atlantic Fleet. In May of 1961, Mr. Lamoreaux participated in the Bendix Trophy Race; Los Angeles to New York and placed 2nd with an average speed of 822 MPH in the McDonnell F4H-1. Mr. Lamoreaux then returned to fleet aviation in Fighter Squadron 41 again, and in April of 1964 became the Executive Officer of Fighter Squadron 84. In April of 1965 he assumed command of the Jolly Rogers of VF-84.

From May 1965 to December 1965, Commander Lamoreaux, participated in combat operations against communist insurgency forces in Vietnam. He holds the Legion of Merit, Distinguished Flying Cross, Bronze Star (with Combat V), Air Medal (twelve times}, Navy Commendation Medal (with Combat V) and the Navy Unit Commendation Medal.

In March of 1966, Commander Lamoreaux assumed command of Fighter Squadron 121 at NAS Miramar, California and in July 1967 was assigned to the Staff of Commander Seventh Fleet as Air Warfare Officer. In August of 1968 he became the VFX Program Coordinator in the Office of the Chief of Naval Operations, Washington, D. C. The VFX became the F-14 Tomcat. After completing four years in the Pentagon assuring that the F-14 would successfully enter the fleet, then Captain Lamoreaux became; Commander Fleet Air Miramar and finally the first, Commander, Fighter & Airborne Early Warning Wings, Pacific Fleet. Captain Lamoreaux retired from the U.S. Navy in August of 1974 after thirty years and confident that the F-14 Tomcat would be as successful as it had been planned.

- Continued -

Mr. Lamoreaux joined Hughes Aircraft Company in late August 1974 and continued to assure that the F-14 would be adequately supported in the fleet. In April of 1977, Mr. Lamoreaux went to Iran to head up the Hughes support of the Iranian Air Force F-14's. He remained in Iran till after the Shah had departed and assured that all of Hughes interests were safely and adequately relocated in 1978.

Upon his return to the United States he assumed duties in Advanced Programs at Hughes in El Segundo, California. Advanced needs for future tactical aircraft were his focus until his retirement from Hughes in October 1988. Mr. Lamoreaux retired to Sequim, Washington.


1974


1994 Barbara

## Robert W. Lewis, COL, USMC (Ret.)

"Snake"

Date of Designation: 29 August 1952 NA# T-2442

Dates of Active Duty: March 1951 - August 1980

Total Flight Hours: 4,751

Carrier/Ship Landings: Fixed wing: 156

Approximate Flight Hours:
Jet: 3,235 Prop: 1,560 Helo: 8 VF/VA: 1,700
VT: 1,750 Other (VMCJ): 725

Combat Tours:
Vietnam: 1st MAW, CO, VMCJ-1, Jun. 1967 - Jun. 1968 (RF-4B, EA-6A, A-6A, EF-10B) - 175 combat missions

Aviation Commands:
CO, VMCJ-1, October 1967 - April 1968
MAG-12, May 1974 - May 1975

Combat Awards:
Legion of Merit
Bronze Star with combat "V"
2 Distinguished Flying Crosses
13 Air Medals

### Duty Assignment Chronology

1950-1952 Entered Naval Aviation Cadet (NAVCAD) program in Aug. 1950. Assigned to inactive reserve and ordered to flight training at Pensacola in Mar. 1951. Graduated from flight training in Aug. 1952.

1952-1953 2d Marine Aircraft Wing, MCAS Cherry Point, NC and assigned to VMF-122 . Attached to CAG-8 in USS *Coral Sea* which was assigned to the 6th Fleet from Mar.-Oct. 1953. Day and night carrier operations, CVA-20 and CVA-43 (F9F-5).

1954-1955 First Marine Aircraft Wing in Japan in 1954 with VMF-223 and VMF-314. Returned to CONUS, with VMF-314 aboard the USS *Yorktown* in 1955 (F9F-5).

1955-1958 Third Marine Aircraft Wing at MCAS El Toro, (F9F-5, TV-2, AD-5). Transferred to Aviation Officer Procurement duty at Dallas, TX in 1956. At NAS Dallas (F9F-6, T-34, SNB, SNJ, TV-2 and AD-5).

1958-1961 Second Marine Aircraft Wing at MCAS Beaufort, SC (FJ-3, F8U) with VMF-235. Day carrier qualifications in the F8U aboard CVA-62. Attended the Naval Aviation Safety Officers Course at the University of Southern California Oct.-Dec. 1961.

1962-1963 Aviation Safety Officer for Marine Aircraft Group-11, NAS Atsugi, Japan (F8U, F4D, F9F-8, R4D). F8U-2N re-quals aboard CVA-34.

1963-1964 Air Liaison Officer for the 6th Marines at Camp Lejuene, NC. (T-28, C-45).

1964-1966 Second Marine Aircraft Wing at MCAS Cherry Point, NC. Served as the Executive Officer of Marine Composite Reconnaissance Squadron-2 (VMCJ-2) until 1966 (EF-1OB, RF-8A, RF-4B and EA-6A).

1966-1967 Student at the Marine Corps Command and Staff College, MCB, Quantico, VA.

1967-1968 Commanding Officer of Marine Composite Reconnaissance Squadron-1 (VMCJ-1) in Vietnam (EF-10B, EA-6A, RF-4B). Flew 175 combat missions.

1968-1971 Airborne ECM and Reconnaissance System Program Manager at Headquarters Marine Corps., managing aircraft and systems programs for the RF-4B, EA-6A, and the OV-10A

1972-1974 Senior Marine at the North American Air Defense Command, Colorado Springs, CO. Assigned as Director of the Live Exercise Division for that joint command.

- Continued -

| | |
|---|---|
| 1974-1975 | Commanded Marine Aircraft Group-12, Iwakuni, Japan( A-6A, TA-4F, A-4E, AV-8A). |
| 1975-1976 | U. S. Army War College. |
| 1976-1979 | Plans and Operations Director for the NATO Naval Strike Forces Southern Europe, Naples, Italy. |
| 1979-1980 | Chief of Staff, 4th Marine Aircraft Wing at New Orleans, LA. |
| 9/1/80 | Retired from the U. S. Marine Corps. |

## Summary of Significant Career Events

(1) Entered the U. S. Marine Corps in Aug. 1950, retiring with the rank of Colonel on 1 Sep. 1980. Served in combat in Korea as a fighter/attack pilot and in Vietnam as the Commanding Officer of a Marine Corps Photo Reconnaissance and Electronic Warfare squadron. Has been qualified to fly 30 different types of military aircraft, flew 175 combat missions in Vietnam and has made 156 carrier arrested landings.

(2) While assigned to VMF-235 at MCAS Beaufort, SC, earned “E”s in 20,000 ft. gunnery, 30,000 ft gunnery and Sidewinders. Member of the Marine Corps East Coast Weapons team which competed in the first Navy/Marine Corps “Top Gun” Weapons Meet at Yuma in Nov./Dec. 1959.

(3) While Executive Officer of Marine Composite Reconnaissance Squadron-2 (VMCJ-2) in 1965/1966, was responsible for the fleet introduction of the EA-6A. That particular time marked a period of intense electronic surveillance operations over Cuba and numerous electronic intelligence missions were flown on the Cuban periphery in 1966.

(4) While the Commanding Officer of Marine Composite Reconnaissance Squadron-1 (VMCJ-1) in 1967/1968, flew 175 combat missions. At that time ECM escort tactics were being developed for the EA-6A in support of deep North Vietnamese bombing missions. During the first two years of EA-6A deployment, there were no Navy or Marine Corps bombers lost to radar directed enemy gunfire or missiles, when an EA-6A was providing ECM support.

(5) In June 1969, established the World point-to-point distance record in 14,000 lb. class turboprop aircraft This record was set in an OV-10A “Bronco” on a flight from Newfoundland to London, an unrefueled distance of 2,450 naut. miles. This record flight was supported by North American Rockwell Aircraft Co. and resulted in the display of the record-setting aircraft at the 1969 Paris Air Show. Awarded a Distinguished Flying Cross for this flight.

(6) While Commanding Officer of Marine Aircraft Group-12 at Iwakuni, Japan in 1974-75, directed the first overseas deployment and the introduction of the AV-8A “Harrier" to the First Marine Aircraft Wing. This initial deployment enjoyed international visibility and VMA-513 operated for the entire year without an aircraft accident or serious incident.

(7) Continued a close association with Naval Aviation by joining McDonnell Douglas Corporation in 1981 and managing the initial fleet introduction of the AV-8B “Harrier II”. Later assigned as the Integrated Logistic System Program Manager for allied Harrier programs, managing the successful delivery and support effort for the EAV-8B “Matador” into the Spanish Navy. Retired from McDonnell Douglas in 1995.

(8) Active in the Marine Corps Aviation Association, Tailhook Association and the Association of Naval Aviation. Commanding officer of the St. Louis Gateway Squadron, of the ANA for 3 years.

(9) 5000 hours of military Fight time, 175 combat missions and 156 arrested carrier landings. Personal decorations include the Legion of Merit, Bronze Star with combat ‘V’, two Distinguished Flying Crosses, 13 Air medals and the Joint Service Commendation Medal.

(10) Married to the former Barbara Helen Kenyon, who was a Braniff Airline hostess when I met her in 1956. Have two sons, David and John, and one daughter, Sherri.





## Vernon L. Micheel, Captain, USN (Ret.)

"Mike"

Date of Designation: 10 September 1941 NA # 8861

Dates of Active Duty: 16 December 1940 - 1 July 1972.

Total Flight Hours: 3,367

Carrier/Ship Landings: Fixed wing: 205

Approximate Flight Hours:
Jet: 371 Prop: 2,996 VF/VA: 2,972 VT: 350

Combat Tours:

WW II: VS-6, VB-6 (SBD), Apr 1942 - Dec. 1942, USS *Enterprise*, Midway Island, Guadalcanal, Santa Cruz. Cactus Airforce VB-6 (Sept, Oct, Nov. 1942) - 27 combat missions.

WW II: VB-2 (SB2C and F6F), Mar. 1944 - 0ct. 1944, USS *Hornet*, New Guinea, Truk, Guam, Saipan, Jimas, Philippine Sea and Philippines. - 39 combat missions.

Vietnam: Operations Officer, COMCARDIV-3/CTF 77 Yankee Station, Oct. 1964 - May 1965.

Aviation Commands:

CO, ATU-3, Advanced Training Command (FG-1D), Oct. 1946 - Oct. 1947.
CO, VF-43, (F9F-5), Nov. 1952 - Jul. 1954.
CO, Naval Station, Mayport FL., Aug. 1967 - Aug.1969.

Combat Awards:

Navy Cross
Legion of Merit with "V"
2 Distinguished Flying Crosses
6 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 12/40-10/41 | Flight Training, NAS St. Louis, Pensacola, and Miami. |
| 11/41-4/42 | Advanced Carrier Training Group, NAS San Diego, CA. |
| 4/42-6/42 | VS-6, USS *Enterprise*. |
| 6/42-9/42 | VB-6, USS *Enterprise*. |
| 1/43-6/43 | VB-6, USS *Yorktown* (May & Jun 1943). |
| 6/43-11/44 | VB-2, USS *Hornet* (Feb - Nov. 1944). |
| 12/44-3/45 | Adv. Trng. Command, NAS Melbourne, FL. |
| 4/45-10/45 | Adv. Trng. Command, NAS Kingsville, TX. |
| 10/45-11/45 | Adv. Trng. Command, NAS Vero Beach, FL. |
| 11/45-6/46 | Adv. Trng. Command, NAS Miami, FL. |
| 6/46-9/46 | Adv. Trng. Command, NAS Ft. Lauderdale, FL. |
| 10/46-9/47 | Adv. Trng. Command, NAS Cecil Field, FL. |
| 10/47-6/49 | USS *Kearsarge*. |
| 7/49-5/50 | General Line School, Newport, RI. (Student). |
| 6/50-6/52 | Staff, NROTC., University of Oklahoma. |
| 7/ 52-8/52 | NAAS Kingsville, TX (Student). |
| 9/52-11/52 | Staff, Air Group 10 (temporary duty). |
| 11/52-7/54 | VF-43, USS *Tarawa* (Oct. 1953 - Jul. 1954). |
| 8/54-1/55 | Armed Forces Staff College Norfolk, VA. |
| 2/55-4/57 | Bureau of Aeronautics, Washington, D. C. |
| 5/57-10/58 | USS *Boxer*, NAS San Diego, CA. |
| 11/58-7/60 | Staff, ComFairHawaii, Barbers Pt. Oahu, HI. |
| 8/60-8/63 | Naval War College, Newport, RI. (Student and staff). |
| 10/63-4/65 | Staff, Commander Carrier Division-3 (USS *Coral Sea*, *USS Ranger*). |
| 6/65-8/67 | Office of the Joint Chiefs of Staff (OJCS), Washington, D. C. |
| 8/67-8/69 | Naval Station, Mayport, FL. |
| 9/69-6/72 | Staff, ComFairJax, NAS Jacksonville, FL. |
| 7/1/72 | Retired from active duty. |





**Ross S. Mickey, Colonel, USMC (Ret.)**

"Ross"

Date of Designation: 12 July 1940 NA # 6553

Dates of Active Duty: July 1939 - 31 December 1965

Total Flight Hours: 5,000

Approximate Flight Hours:
Jet: 500 Prop: 4,4850 Helo: 15 VF/VA: 1,500
VR/VP: 800 HS/HC/HL: 15 VS: 50 VU/VFP: 200
VT: 2,435

Combat Tours:
WW II: CO, VMF(N)-534 (F6F-3N), Mariannas, Mar. 1944 - May 1945.
Korea: CO, VMF(N)-513 (F3D-2N) and CO, Tactical Air Control Squadron-2 (MTACS-2), Mar. 1953 - Jan. 1954.

Aviation Commands:
CO, VMF(N)-532 (F4U-2N), May 1943 - Sep. 1943
CO, VMF(N)-534 (F6F-3N), Sep. 1943 - May 1945
CO, VMF(N)-544 (F7F-3N), May 1945 - Sep. 1945
CO, VMF(N)-513 (F3D-2N), Mar. 1953 - May 1953
CO, MTACS-2, Sep. 1953 - Jan. 1954
CO, MAG-12 (A4Ds, F3DQs, F4HPs), Apr. 1962 - May 1963

Combat Awards:
Bronze Star
Air Medal

## Duty Assignment Chronology

| | |
|---|---|
| 9/39-8/40 | AVCAD Flight Training, Pensacola, FL. |
| 9/40-2/41 | USMC Basic School, Philadelphia, PA. |
| 2/41-12/41 | Flight Instructor, Pensacola, FL. |
| 1/42-11/42 | MCAS Cherry Point, NC. |
| 11/42-5/43 | VMF(N)-531, MCAS Cherry Point, NC. |
| 5/43-9/43 | VMF(N)-532 (F4U-2N), Cherry Point NC. |
| 9/43-5/45 | VMF(N)-534 (F6F-3N), Pacific. |
| 5/45-9/45 | VMF(N)-544, (F7F-3N), Eagle Mt. Lake, TX. |
| 9/43-8/48 | BUAER, Fighter Desk. |
| 9/48-5/49 | Senior Amphibious Warfare School. |
| 6/49-5/51 | COMAIRPAC Staff, San Diego, CA. |
| 5/51-1/53 | Joint Amphibious Warfare Board |
| 2/53-1/54 | VMF(N)-513 & MTACS-2, Korea. |
| 1/54-12/55 | MCAS Kaneohe, HI. |
| 1/55-8/59 | Headquarters, U.S. Marine Corps, Washington, D. C. |
| 9/59-5/60 | Student, National War College, Washington, D. C. |
| 6/60-4/62 | Air FMFPAC Staff. |
| 4/62-5/63 | MAG-12, Pacific. |
| 7/63-12/65 | National War College staff. |
| 1/66-6/80 | Grumman Aerospace Corp. Bethpage, LI. |
| 6/80-6/85 | Grumman St. Augustine Corp. |
| 6/85-6/87 | Flagler Health Systems. Industrial Development Authority, St. Augustine, FL. |

## Summary of Significant Career Events

(1) Charter member VMF(N)-531 first USMC night fighter squadron (PV-1s).

(2) CO, VMF(N)-532, first USMC single place, night fighter squadron (F4U-2N's).

(3) BUAER. Fighter Desk F9F Project Officer. Supervised program from its initial design through development and delivery of first production aircraft (Sep. 1945-Aug. 1948).

(4) Deployed MAG-12 to Udorn, Thailand, June 1962. First Marine tactical unit deployed to Asian mainland at beginning of Vietnam conflict.

- Continued -

Summary of Significant Career Events continued

(5) 1966-67. Director, A6 Intruder programs, Grumman Aerospace Corp. Revitalized program, developed A6E, A6E TRAM and KA6D

(6) 1969. Vice President, Grumman Aerospace Corp. Director of Grumman aircraft programs for A6E, KA6D, EA6B, E2C, C2A, F-111B, TC4C, OV-1D. Plus High Speed Train and Flagstaff hydrofoil.

(7) 1974. Senior Vice President, Grumman Aerospace. Director of all Grumman programs - aircraft, space, ground transportation and marine. Included all of above aircraft plus F-14, EF-111, all space programs including the shuttle trainer aircraft, the TACRV air cushioned train and Israeli 100 ton hydrofoil. All devel opment pro grams were under my overall management supervision.

(8) 1978. Vice President, Grumman Corporation (in addition to being Senior Vice President of Aerospace) Director International Affairs. Coordinated efforts to promote overseas procurement of F-14s and E2Cs.

(9) 1980. President, Grumman St. Augustine Corporation. Founded this new division of Grumman dedicated to the remanufacturing and complete modernization of existing aircraft. Initial projects were conversion of HU-16s to commercial amphibious transports; com- plete modernization of 44 A4Ds for Malaysia; rework of S-2s for Peru, Uruguay and others. This organiza tion now has a $1 billion plus business base.

(10) 1983-1987. Member, Florida's Aviation Advisory Council; Chairman, Flager Health Care System and associated hospitals; Chairman, St. John's Industrial Development Authority.







**Joseph P. Moorer, Vice Admiral, USN (Ret.)**
"Joe"

Date of Designation: 1 July 1948 NA # J-1414

Dates of Active Duty: 7 June 1944 - 1 October 1980

Total Flight Hours: 4,924

Carrier/Ship Landings: Fixed wing: 436

Approximate Flight Hours:
Jet: 3,011 Prop: 1,999 Helo: 4 VF/VA: 3,973
VR/VP: 160 VS: 85 VU/VFP: 172 VT: 634

Combat Tours:
WW II: USS *Columbia*, Pacific Surface Officer, Aug. 1944 - Aug. 1945
Vietnam: Ops. Officer, Seventh Fleet, Jul. 1966 - Mar.1968
CO, USS *Camden* (AOE-2), May 1968 - Jun. 1969
CO, USS *Ranger* (CVA-61), Jul. 1969 - Jul. 1970

Aviation Commands:
CO, VF-62, May 1961 - Jun. 1962
CAG-10, Aug. 1962 - Aug. 1963
CO, USS *Ranger* (CVA-61), Jul. 1969 - Jul. 1970
Commander, Carrier Group SIX, Jun. 1972 - Oct. 1973

Combat Awards:
Legion of Merit (COMSEVENTHFLT Staff)
Bronze Star with Combat "V" (CO, USS *Camden* (AOE-2))
Legion of Merit (CO, USS *Ranger*)

## Duty Assignment Chronology

| | |
|---|---|
| 8/44-8/46 | USS *Columbia* (CL-56), Pacific Surface Officer. |
| 8/46-6/48 | Flight Training. |
| 7/48-5/51 | VF-62. |
| 6/51-9/53 | NAS Patuxent River, Test Pilot School and Service Test. |
| 10/53-8/57 | VF-174, NAS Cecil Field, FL. |
| 8/57-1/58 | Armed Forces Staff College, Norfolk, VA. |
| 2/58-10/60 | NAS Pax River, Test Pilot School-Operations. |
| 11/60-5/61 | VF-174 (F8U) Transitional Training. |
| 5/61-6/62 | CO, VF-62. |
| 6/62-8/62 | VA-43 (A4) Transitional Training. |
| 9/62-10/63 | CAG-10. |
| 11/63-7/65 | COMNAVAIRLANT Staff (Air Group Training). |
| 8/65-6/66 | Naval War College. |
| 7/66-3/68 | COMSEVENTHFLT Staff, Deputy Chief of Staff (Operations). |
| 5/68-6/69 | CO, USS *Camden* (AOE-2). |
| 7/69-7/70 | CO, USS *Ranger* (CVA-61). |
| 8/70-6/72 | OPNAV, Deputy Director and Director, Strategic Plans and Policy. |
| 7/72-9/73 | Commander, Carrier Group SIX. |
| 11/73-3/75 | Vice Chairman Military Staff Committee, United Nations. |
| 4/75-7/77 | OPNAV, Deputy CNO, Plans, Policy and Operations. |
| 8/77-10/80 | CINCUSNAVEUR, London, England. |
| 10/1/80 | Retired from active duty. |

## Summary of Significant Career Events

(1) F2H Squadron, August 1950.

(2) Graduate Class 7, Test Pilot Training.

(3) F9F Project Officer, Service Test, 1952-53.

(4) Conducted air restart and dead stick landing tests in F9F-6-7 aircraft, 1952.

(5) Instructor and Operations Officer, Test Pilot School, 1958-1960.

(6) Made second arrested landing on USS *Enterprise* (CVN-65) during initial sea trials, February, 1962.






## Owen H. Oberg, Rear Admiral, USN (Ret.)

"Obie"

Date of Designation: 2 April 1946 NA # P 23837

Dates of Active Duty: 1 August 1943 - 1 September 1977

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 600 Rotary: 50

Approximate Flight Hours:
Jet: 4,000 Prop: 2,000 VF/VA: 4,000
VU/VFP: 1,000 VT: 1,000
Other: USAF Otis AFB, 437th Fighter Interceptor Squadron

Combat Tours:
Korea: VF-11 (F2H), USS *Kearsarge*, 1952 - 70 missions
Vietnam: CO, USS *Caliente* (AO-53), 1969 - 1971.
Vietnam: CO, USS *Kitty Hawk* (CVA-63), 1971 - 1972.
Vietnam: Chief, Fleet Coordinating Group, Saigon, Vietnam and Nakhon Phanom, Thailand, 1972 - 1973.
Vietnam: CINCPACFLT Rep. for Operation "Frequent Wind" (Evacuation of South Vietnam), Saigon, 1975.

Aviation Commands:
CO, VF-41, 1962 - 1963.
Commander, Carrier Air Group 7, 1973 - 1975.
Commander, Carrier Air Group 8, USS *Forrestal* (CVA-59). and USS *Shangri La* (CVA-38), 1965 - 1966.
CO, USS *Kitty Hawk* (CVA-63), 1971 - 1972.

Combat Awards:
2 Legions of Merit
Bronze Star
3 Air Medals

## Duty Assignment Chronology

Rear Admiral Oberg was born in Athol, Massachusetts, on February 3, 1925 and entered the Naval Aviation Cadet Program from Holy Cross College in 1944. He received his wings and was commissioned an Ensign in March 1946.

After operational training in torpedo bombers, he served two and one-half years in VJ-16, a utility squadron based in Guantanamo Bay, Cuba, followed by two years as a flight instructor in Pensacola, Florida. He reported to VF-11, NAS Jacksonville, Florida in 1951 for a two year tour, which included a deployment of USS *Kearsarge* to the Sea of Japan, and 70 jet fighter missions over Korea. He was then assigned to the Air Force as a flight leader with the 437th Fighter Interceptor Squadron at Otis AFB, Cape Cod.

He graduated from test pilot school in December 1954 and served as a test pilot at Naval Air Test Center, Patuxent, Maryland. He then attended Stanford University where he received his Bachelor degree in March 1957. After two years as a development project officer and pilot of VX-3, he spent two years as a Fighter Training Officer on the staff of Commander Naval Air Force, U.S. Atlantic Fleet.

Graduation from the Armed Forces Staff College was followed by two years aboard USS *Independence* (CVA-62) as Executive Officer and Commanding Officer of Fighter Squadron 41 (VF-41). Fifteen months as Air Officer on USS *Forrestal* (CVA-59) led to assignment as Commander, Carrier Air Wing Eight aboard USS *Forrestal* in 1965 and USS *Shangri La* (CVA-38) in 1966. He then served as Electronic Warfare Officer in the Office of the Chief of Naval Operations.

Upon graduation from the National War College in July 1969, he received the degree Master of Science in International Affairs from George Washington University. He was Commanding Officer, USS *Caliente* (AO-53) from September 1969 to January 1971, and Commanding Officer,

- Continued -

USS *Kitty Hawk* (CVA-63) from April 1971 to June 1972. On 10 June 1972, he reported for duty as Chief, Fleet Coordinating Group, Saigon, which subsequently moved to Nakhon Phanom, Thailand, where he served until 14, June 1973. After serving as Commander Carrier Group Seven from 21, July 1973 until 7, February 1975, he reported to Pacific Fleet Headquarters as Deputy Chief of Staff for Operations and Plans, and acted as the Commander-in-Chief's representative in Saigon during Operation "Frequent Wind" (the evacuation of South Vietnam).

Rear Admiral Oberg's promotional history is: Lieutenant (junior grade) on 1, April 1949; Lieutenant on 1, July 1952; Lieutenant Commander on 1, December 1957; Commander on 1, July 1962; Captain on 1, July 1967; and Rear Admiral on 1, June 1972. His awards include two Legions of Merit, Bronze Star, three Air Medals, and numerous unit, service and foreign decorations.

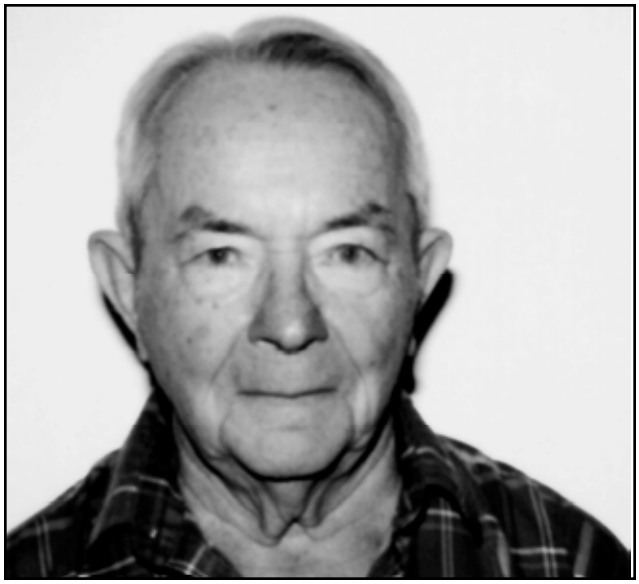
He completed his tour at Pacific Fleet Headquarters in September 1977 and retired from the U.S. Navy to pursue a career in industry,. He was first a program manager for Hughes Aircraft Company, Los Angeles until July 1981 and then Product Line Manager of Cubic Corporation, San Diego, California. He retired from industry in 1987 and now resides in a grove in Pauma Valley, California with his wife of 47 years, the former Margaret L. Owens of Wyandotte, Michigan. They have four children, Sandra, Owen, Michael and Elizabeth and eight grandchildren.

## Summary of Significant Career Events

(1) Graduate of the Navy Test Pilot School, Naval Air Test Center, Patuxent River, MD.

(2) Sidewinder missile Project Officer, VX-3, NAS Atlantic City, NJ., 1957-58.





## Frederick R. Payne, BGEN, USMC (Ret.)

"Fritz"

Date of Designation: 1 September 1936 NA # 4286

Dates of Active Duty: May 1935 - July 1958.

Total Flight Hours: 4,720

Carrier/Ship Landings: Fixed wing: 25 Rotary: 30

Approximate Flight Hours:
Jet: 32 Prop: 4, 233 Helo: 455 VF: 730 VA: 120
VT: 10

Combat Tours:
WWII: POA, USS *Saratoga*-Hawaii (Infamous relief of Wake Island), 8 - 25 Dec. 1941.
Midway, Dec. 1941 - Feb. 1942.
WWII: South Pacific, Hebrides-Guadacanal, Apr. 1942 - Dec. 1942.
Northern Pacific, Aleutians-Kiska , Jul.-Nov. 1943
Central Pacific, Kwajalein-Roi Namour, Jan. 1944 - Feb. 1944. (Air Officer, Amphib Group-3).
Southwest Pacific, Aitape-Hollandia, Mar.-Apr 44.
Central Pacific, Guam, May 1944 - Aug. 1944.
Korea: Air Control Group ONE, Feb. 1952 - Oct. 1952.

Aviation Commands:
CO, VMF-212, Nov. 1942 - Jan. 1943.
CO, MAG-23, Jan. 1943 - May 1943.
OINC, ASTU-7.
CO & AO, MATU, NAS Jacksonville, FL, Feb. 1950 - Feb. 1952.
CO, MACG-2, 21 Mar. 1952 - May 1953 (Korea).
CO, MAG-36, NAS Tustin, CA, Dec. 1955 - Jul. 1957.

Combat Awards:
Navy Cross
Distinguished Flying Cross
Legion of Merit with combat "V"
6 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1936 | Commissioned 2nd Lt (7/36) and designated a Naval Aviator (9/36). |
| 9/36-40 | Basic School and VMF-9M at Quantico, VA. |
| 1940-11/42 | VMF-2 at NAS North Island, later stationed in Hawaii. Returned to the States to form VMF-221. |
| 11/42-11/42 | VMF-221. Embarked for Midway aboard the USS *Saratoga*, Dec. 8, 1941. Hawaii-Midway, Feb. 1942. Combat operations: New Hebrides - Guadalcanal and Aleutians-Kiska, Apr. 1942-Nov. 1942. |
| 11/42-1/43 | CO, VMF-212. |
| 1/43-5/43 | CO, MAG-23. Combat operations: Kwajalein, Jan. 1944 - Feb. 1944. Aitape-Hollandia, Mar. 1944 - Apr. 1944. Guam, May. 1944 - Aug. 1944. |
| 8/44-2/50 | Served with "Joint Exercise "MIKI" and in various assignments HQMC and OPNAV. |
| 2/50-2/52 | CO + AO MARTU, NAS Jacksonville, FL. |
| 3/52-5/52 | XO & CO MACG-1 (Korea). |
| 6/52-11/55 | Liaison officerr with the 5th Air Force. |
| 12/55-7/57 | CO, MAG-36, MCAS Tustin, CA. |
| 7/57-7/58 | Tactical Air Commander for the Fourth Atomic Exercise Brigade. Responsible for planning and control of land and air elements in atomic weapons tests during 1957. |
| 7/58 | Retired from active duty. |

## Summary of Significant Career Events

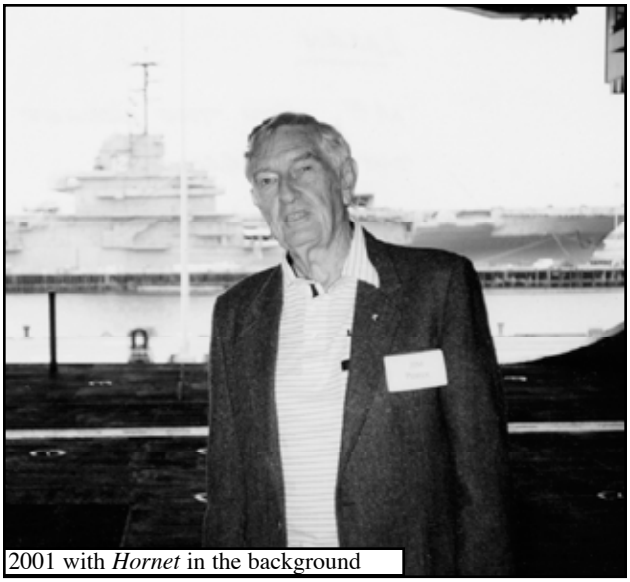
(1) Designated "Marine Corps Ace" with 5 1/2 confirmed aerial victories.

(2) Landed first fighter aircraft Eastern Midway Island.

(3) 1st Marine pilot to land on actual LPH (USS *Thetis Bay*).



Jim with VF-17 on USS *Hornet* (Flush with 2 victories) 1944



2001 with *Hornet* in the background

## James L. Pearce, Lieutenant, USN

"Jim"

Date of Designation: August 1942

Dates of Active Duty: 1 July 1941 - 28 August 1948

Total Flight Hours: 8,000

Carrier/Ship Landings: Fixed wing: 215

Approximate Flight Hours:
Jet: 5,000 Prop: 3,000 VF/VA: 4,000
VR/VP: 500 VS: 400 VT: 50
Other: Homebuilt experimental - 125 hours

Combat Tours:
WW II: VS-52 Based on Bora Bora in the Society Islands, 12/42-7/43. Flying OS2U's on floats.
WW II: VF-18 USS *Bunker Hill*, 8/43-3/44. Flying F6F-3's.
WW II: VF-17 USS *Hornet*, 4/44-7/45. Flying F6F-5's.

Combat Awards:
Distinguished Flying Cross with two Gold stars
Air Medal with five Gold stars.
2 Presidential Unit Citations

### Duty Assignment Chronology

| | |
|---|---|
| 7/41-8/42 | Flight Training, Kansas City and Corpus Christi. |
| 9/42-7/43 | VS 52 Bora Bora, Society Islands. |
| 8/43-3/44 | VF-18, USS *Bunker Hill*. |
| 4/44-7/45 | VF-17, USS *Hornet*. |
| 8/45-12/45 | XVF-200, NAS Brunswick, ME and NAF Fentress, VA. |
| 1/46-6/46 | O&R, Corpus Christi, TX. |
| 7/46-8/48 | NATC, Flight Test Division, Carrier Branch, Patuxent River, MD. |
| 8/48-2/49 | Resigned commission to work for Grumman as an Engineering Test Pilot. |
| 3/49-8/51 | North American Aviation, Los Angeles Division. Engineering Test Pilot. |
| 8/51-1/62 | North American Aviation, Columbus Division, Chief Engineering Test Pilot and Manager of Engineering Flight Test. |
| 1/62-3/66 | North American Aviation, Space & Information Systems Division, Downey, CA. Director, Apollo Test and Operations |
| 3/66-8/67 | North American/Rockwell, Kennedy Space Center, FL. Director, Apollo Command and Service Module Test Operations. |
| 8/67-11/67 | Rockwell Corp., Downey, CA. Assistant Program Manager, Apollo Program. |
| 11/67-8/75 | J.L.Pearce & Associates, Inc., Cocoa Beach, FL. Aerospace Consultants |
| 6/72-8/75 | Flight Systems, Inc. Newport Beach & Mojave, CA. Director, Aircraft Programs |
| 11/67-12/96 | American Marine, Inc., Cocoa, FL. Chief Executive Officer. |
| 1/97-4/02 | Pearce Properties, Inc., Alajuela, Costa Rica. Chief Executive Officer. |

### Summary of Significant Career Events

(1) March 1945 - Forced to join a very exclusive club consisting of Naval Aviators who have been catapulted off the athwartship hangar deck catapult while underway and launching aircraft from the flight deck (pre-dawn and scary!)
(2) 1946 - Graduation in Class 0, Test Pilot's School at Flight Test, NATC, Pax River.
(3) 1955 - Joined the American Fighter Aces Association.
(4) 1956 - Joined the Society of Experimental Test Pilots.
(5) 1958 - Awarded a Fellowship in the Society of Experimental Test Pilots.
(6) 1964 - Awarded an Associate Fellowship in the American Institute of Aeronautics and Astronautics
(7) 1965 - President, Society of Experimental Test Pilots

- Continued -

(8) 1966 - Awarded the first SETP James H. Doolittle Award for management accomplishments by a test pilot.



Receiving original J. H. Doolittle award from Jimmy Doolittle

Summary of Significant Career Events continued

General

- Performed contractor first flights on 10 each North American and 1 each Grumman aircraft models during a 15 year testing career
- Log books show flights in 89 different aircraft
- Built and am currently flying a Velocity experimental aircraft.
- Probably am one of very few one legged Mach 2 Naval Aviators (lost my left leg below the knee in 1953).



Jim Pearce and Jaquiline Cochran after her first trip to Mach 2






## James D. Ramage, RADM, USN, (Ret.)

"Jig Dog"

Date of Designation: 19 March 1942 NA # 11956

Dates of Active Duty: 1 June 1939 - 1 January 1976.

Total Flight Hours: 5,220

Carrier/Ship Landings: Fixed wing: 499

Approximate Flight Hours:
Jet: 2,200 Prop: 3,000 VF/VA: 3,000

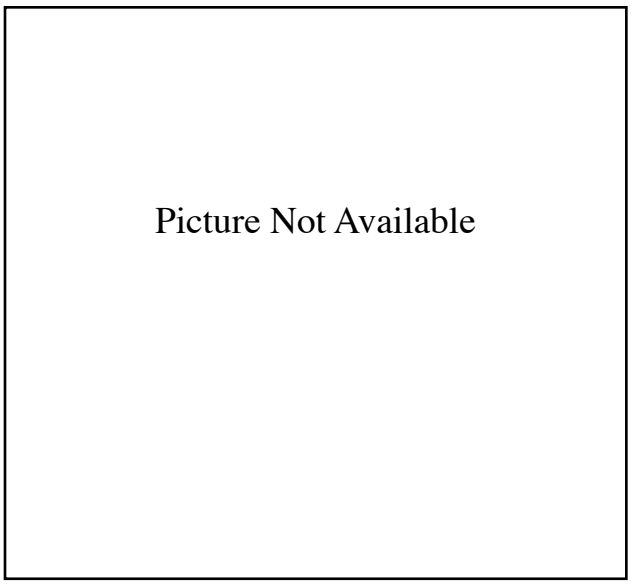
Combat Tours:
World War II: (1/1/43-9/1/44) Marshalls, Truk, New Guinea, Palau, Yap, Marianas, Battle of Philippine Sea - 94 combat missions.
Tonkin Gulf: (1/1/66-3/1/67) Chief of Staff CTF-77.
Tonkin Gulf: (6/1/70-4/1/72) COMCARDIV 7 (Two Tours).

Aviation Commands:
Bombing 10, USS *Enterprise*, 3/1/44 - 9/1/44.
Bombing 98, 10/1/44 - 6/1/46.
Carrier Air Group 19, USS *Oriskany*, 12/1/52 - 6/1/54.
VC-3 (Night Fighters,) 6/1/54 - 7/1/55.
Commander, Heavy Attack Wing One, 7/1/58 - 7/1/60.
USS *Salisbury Sound* (AV-13), 8/1/60 - 9/1/61.
USS *Independence* (CVA-62), 8/1/63 - 8/1/64.
COMFLEET AIR WHIDBEY, COM MEDIUM ATTACK WING PAC, 7/67 - 9/67
COMCARDIV SEVEN, 6/1/70 - 5/1/72.
Commander, Naval Air Reserve, 5/1/72 - 6/1/74.

Combat Awards:
Navy Cross
3 Distinguished Flying Crosses
6 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/39-9/41 | USS *Enterprise* (CV-6). |
| 10/41-4/42 | Flight Training, NAS Pensacola, FL. |
| 5/42-10/42 | VO/VS training and patrols, Pearl Harbor, HI. |
| 11/42-12/42 | USS *Pensacola*, Senior Naval Aviator. |
| 1/43-8/44 | XO/CO, VB-10, USS *Enterprise* (CV-6). |
| 10/44-5/46 | CO, VB-98, Replacement pilot training. |
| 6/46-5/47 | Naval War College, Newport, RI - Student. |
| 6/47-6/48 | Navigator, USS *Bairoko* (CVG-115). |
| 7/48-5/50 | Staff, COMNAVAIRPAC. |
| 6/50-8/52 | Armed Forces Special Weapons Project, Albuquerque, NM. |
| 10/52-5/54 | Commander, Air Group 19, USS *Oriskany.* |
| 6/54-6/55 | CO, VC-3, Night Fighters. |
| 6/55-6/57 | CNO (OP-05W), Washington, D. C. |
| 6/57-6/58 | National War College, Washington, D. C. - (Student) |
| 6/58-6/60 | Commander, Heavy Attack Wing 1, Sanford, FL. |
| 6/60-7/61 | CO, USS *Salisbury Sound* (AV-13). |
| 8/61-6/63 | CNO (OP-604) Nuclear Weapons Plans. |
| 7/63-8/64 | CO, USS *Independence* (CVA-62). |
| 9/63-12/65 | JTF-2, Low Altitude Attack Tests, Albuquerque, NM. |
| 1/66-4/67 | Chief of Staff, CTF-77 (Tonkin Gulf). |
| 5/67-7/67 | COMNAVAIRPAC Staff, San Diego, CA. |
| 7/67-9/67 | Commander, Fleet Air Whidbey, WA. |
| 9/67-5/70 | Deputy Chief of Staff Operations and Plans, CINCPACLFLT. |
| 6/70-5/72 | COMCARDIV 7. |
| 5/72-6/74 | Commander, Naval Air Reserve, Chief of Naval Reserve, Commander 10th Naval District. |
| 6/74-8/75 | Commander Naval Forces Caribbean, Commander Antilles Defense Command, Commander Fleet Air Caribbean. |
| 1/1/76 | Retired from active duty. |




**John Thorpe Richards, CDR USNR**
"Thorpe"

Active Duty: World War II
Korea

Combat Tours:
WWII: Carrier Flight Operations Atlantic
Carrier Flight Operations Pacific
Korea: Carrier Flight Operations over North and South Korea from off the coast of Korea

John Thorpe Richards was born in Manila, Philippine Islands, on January 8, 1922. After combat service in the U. S. Navy during World War II as a Navy carrier pilot aviator he obtained a B.A. at the University of Virginia in 1948 and a L.L.B. at the University of Virginia in 1950. Recalled to active duty he served as a Naval aviator and Legal Officer during combat operations off the coast of Korea. In 1953 he attended the Naval School of Military Justice.

Thorpe Richards practices law in Alexandria Virginia.


1971


1993

## David Charles Richardson, VADM, USN (Ret.)

"Dave"

Date of Designation: 1 April 1940 NA # 6328

Dates of Active Duty: 4 June 1936 - 1 July 1972

Total Flight Hours: 3,231

Approximate Flight Hours:
Jet: 100 Prop: 3,130

Combat Tours:
WW II: VF-5, USS *Wasp* (CV-7), South Atlantic, 7 Dec. 1941 - 10 Dec. 1941.
VF-5, USS *Wasp* (CV-7), North Atlantic, 26 Dec. 1941 - 17 Feb. 1942.
WW II: VF-5, USS *Saratoga* (CV-3), Guadalcanal, 10 Jun. 1941 - 21 Oct. 1942.

Aviation Commands:
CO, Advanced Training Squadron, Vero Beach, FL., Jan. 1944 - Mar. 1944.
CO, Advanced Training Squadron, Daytona Beach, FL., Mar. 1944 - Sep. 1944.
CO, VF-1, Sep. 1944 - Jan. 1945
Commander, Air Group 13, Aug. 1948 - Sep. 1949
CO, USS *Hornet* (CVS-12), Sep. 1960 - Sep. 1961
COMCARDIV 7, Feb. 1966 - Aug. 1966.
COMCARDIV 5 (CTF-77), Aug. 1966 - Jun. 1967
COMSIXTHFLT, Aug. 1968 - Sep. 1970.

Combat Awards:
Legion of Merit
Distinguished Flying Cross
Air Medal
Purple Heart

## Duty Assignment Chronology

| | |
|---|---|
| 6/32-6/36 | Midshipman, U. S. Naval Academy. |
| 6/36-6/38 | USS *Tennessee*. |
| 6/38-2/39 | USS *Downes*. |
| 2/39-4/40 | Flight Training, NAS Pensacola, FL. |
| 4/40-12/42 | Fighter Squadron VF-5. |
| 1/43-1/44 | Operational Training Command. |
| 1/44-3/44 | CO, Advanced Training Squadron, Vero Beach, FL. |
| 3/44-9/44 | CO, Advanced Training Squadron, Daytona Beach, FL. |
| 9/44-1/46 | CO, VF-1. |
| 1/46-6/46 | Royal Navy Staff College. |
| 6/46-6/48 | Naval War College. |
| 8/48-9/49 | Commander, Air Group 13. |
| 10/49-5/52 | Joint Strategic Plans Group, JCS. |
| 5/52-6/53 | XO, USS *Badoeng Strait*. |
| 6/53-11/54 | Assistant Plans Officer, COMNAVAIR-PAC Staff. |
| 12/54-6/57 | CNO, Air Weapons Analysis Staff. |
| 7/57-7/59 | Operations/Intel, ComStrikeForSouth, Naples, Italy. |
| 9/60-9/61 | CO, USS *Hornet* (CVS-12). |
| 11/61-2/64 | CNO (OP-60), Navy's "planner" to JCS. |
| 2/64-2/66 | ComFairNorfolk. |
| 2/66-8/66 | Commander, CARDIV SEVEN. |
| 8/66-6/67 | Commander, CARDIV FIVE (CTF-77). |
| 7/67-7/68 | Assistant DCNO (Air). |
| 8/68-9/70 | COMSIXTHFLT. |
| 9/70-6/72 | Deputy CINCPACFLT. |
| 7/1/72 | Retired from active duty. |

## Summary of Significant Career Events

(1) Shot down first Jap plane while under intercept control of USS *Saratoga*, a "MAY" seaplane; a first for both ship and me.

- Continued -

Summary of Significant Career Events (continued)

(2) Operations Officer of first Navy fighter squadron based on Guadalcanal. Wounded and hospitalized 4 weeks, returned to get three more kills. Departed 21 October 1942.

(3) As COMSIXTHFLT, created Mediterranean wide area surveillance information net, later expanded to Ocean Surveillance Information Net. It was the first to:

- Succeed in getting satellite photo support for tactical exploitation. (CINCPACFLT had tried for KOREA coverage, but was denied.)

- Request (and obtain) satellite sensor systems support for wide area surveillance, including SAM systems locations and electronics for strike planning.

- State need for, provide test support of and exploit operationally the resultant nuclear weapons sensor for determining which Soviet ships had such weapons aboard, what kind and which SSN-3 missiles were so armed.

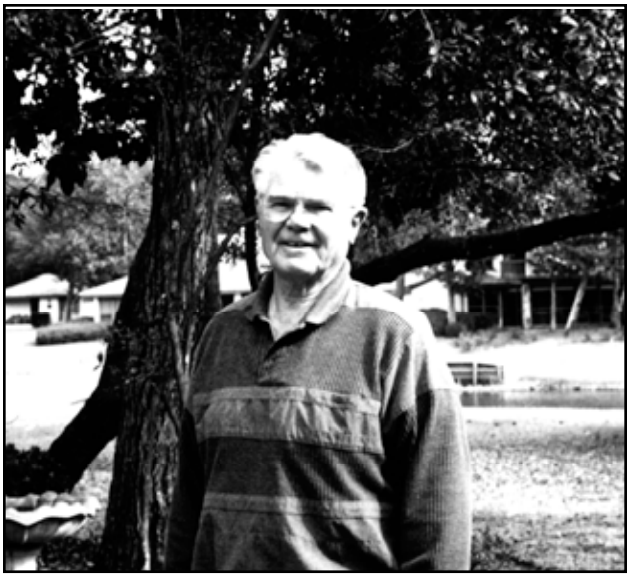
- Operationally exploit Soviet underwater communications tactically.

- Create “National Week” series of exercises for Mediterranean, purpose to test surveillance effectiveness, expanded at urging of Jerry O'Rourke to carrier-vs-carrier encounters, and this led to first "hiding" from Soviet surveillance of our carriers by placing them inside three miles of shorelines. (We saw Soviets do that, to defeat us, so copped the idea.)

- Exploit CIA offer to "put a Mercedes on my masthead" by getting leased private boat support for multiple tasks where no other access to Soviet controlled areas was possible. Included underwater communications intercepts. Admiral Tom Moorer, CNO, provided me a direct communications link to him to be used to identify surveillance and intelligence needs. We had complete coverage with positional accuracies measured in minutes of Soviets in Operation OKEAN-70.

(4) Post retirement consultant in all aspects of computer exploitation for command and control of naval forces. OUTLAW HAWK, OUTLAW SHARK, the TALLEY-MAN series and TFCC. C3 countermeasures development and space systems support to deployed tactical forces.





**Thomas J. Ross, Colonel, USMC, (Ret.)**
"Tom"

Date of Designation: 1 April 1943 NA # C-4584

Dates of Active Duty: 11 May 1942 - 1 December 1970.

Total Flight Hours: 5,730

Carrier/Ship Landings: Fixed wing: 12 Rotary: 300+

Approximate Flight Hours:
Jet: 2,500 Prop: 2,100 Helo: 1,100 VF/VA: 4,000
VR/VP: 400 VS: 200

Combat Tours:
WW II: Gilbert & Marshalls (SBD & F4U), 1943 - 1944, 120 combat missions.
WW II: Philippine Islands/Okinawa, 1945 - 1945, 45 combat missions.
Korea: 1952 - 1953, 93 combat missions.
Vietnam: HMM-361 (H-34), 1963-64, 141 combat missions

Aviation Commands:
OinC, ATU-201 (F9F/T-33), NAS Corpus Christi, 1954 - 55.
CO, HMM-361 (H-34), Sep. 1962 - Sep. 1964.
CO, SLF (LPH-8), 1964.

Combat Awards:
2 Legion of Merit with Combat "V"
5 Distinguished Flying Crosses
26 Air Medals
Navy Commendation Medal with Combat "V"
2 Purple Hearts

## Duty Assignment Chronology

1943 Designated Naval Aviator. Joined VMSB-331 flying SBDs - participated in Gilberts & Marshalls operations - transitioned to F4Us.

1944 Returned CONUS Nov. 44 to MCAS Cherry Point and trained in SB2C.

1945 Returned to Pacific for operations in Philippines and Okinawa, thence to North China after Japanese surrender.

1946 Flight Instructor, F4U operational training at Miami & Cecil Field, FL.

1947 VMP-254 at El Toro, CA., flying F4U and F7F aircraft.

1948 Navy Flight Test Pilot School, Patuxent River, MD. At Pax , flew F4U, F6F, F8F, F7F, XF9F, XF2H, XBT2D, XAM, XNQ, XOSE, C-45, PBY-6A, PB4Y-2 and P2V.

1949 MCAS Cherry Point O&R as Chief, Inspection Dept., and production test pilot for FH, F2H, F7F & R4D. In October, joined 77th Sqdn, 20th Fighter Group USAF as exchange pilot flying F-84D. Deployed to England for 6 months.

1951 Fighter Maintenance Desk, BUAER. Flew evaluation flights in XF7U and was on mock-up team for FJ, A2J, A4D & Convair "Sea Dart".

1952 Korea in VMF-115, MAG-33 at K-3 flying combat in F9F.

1954 Flight Instructor, NAS Corpus.
OinC of ATU-201, F9F & T-33.

1957-58 Operations Officer, MARTCOM, NAS Glenview, IL. TDY to NAS Pensacola for helo training. Flew C- 45, F9F, HR2S, H-19 and HUS.

1959-60 Headquarters FAA as Aircraft Noise Abatement Project Officer.

1961-62 MAG-36, MCAF Santa Ana, CA. Became CO of HMM-361 embarked in LPH-2. Deployed to Caribbean during Cuban missile crisis.

1963-64 Deployed HMM-361 to Danang, Vietnam with H-34s in support of ARVN. Later embarked in Valley Forge with HM-361 and BLT as Commander, Special Landing Force.

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 1965-66 | Chief, Air Support Division, Marine Corps Development Center, then to MarCorps Command & Staff College as Asst. Director. |
| 1967-68 | U. S. Army War College, Carlisle Barracks, PA. - Student. |
| 1968-70 | Staff Officer U.S. Southern Command, Canal Zone. |
| 1970 | Retired from active duty. |
| 1970-88 | University of Oklahoma as Director of FAA Training Programs. Formed and directed a staff of more than 300 to conduct Air Traffic Controller training following the ATC strike of 1981. |
| 1988 | Retired January 1 from the University as Associate Professor. |

## Summary of Significant Career Events

(1) Marine Corps Aviator of the Year, 1964 (Cunningham Trophy).

(2 In the first class of U.S. Navy Test Pilot School, 1948-49. While at Pax, flew the F4U, F6F, F8F, F7F, XF9F, XF2H, XBT2D, XAM, XNQ, XOSE, C-45, PBY-6A, PB4Y-2 and P2V aircraft.

(3) First Marine exchange pilot with USAF 20th Fighter Group (F-84, T-33), 1949 - 1950.

(4) FAA Award for Extraordinary Service.

(5) Flight time (5,730 hours) in 38 models.

(6) Three hundred ninety-nine (399) combat missions.





**William Mason Russell, Captain, USN (Ret.)**
"Bill"

Date of Designation: 9 December 1949 NA # V-693

Dates of Active Duty: July 1943 - July 1976.

Total Flight Hours: 9,000

Carrier/Ship Landings: Fixed wing: 400

Approximate Flight Hours:
Jet: 5,800 Prop: 1,400 VF/VA: 5,800 VR/VP: 100
Other (Civilian glider & powered aircraft): 1,800

Combat Tours:
Korea: VF-22, *Lake Champlain* (6/53 - 7/53) - 25 Missions

Aviation Commands:
CO, VF-211, June 1962 - July 1963.

Combat Awards:
Legion of Merit
Bronze Star
2 Air Medals

## Duty Assignment Chronology

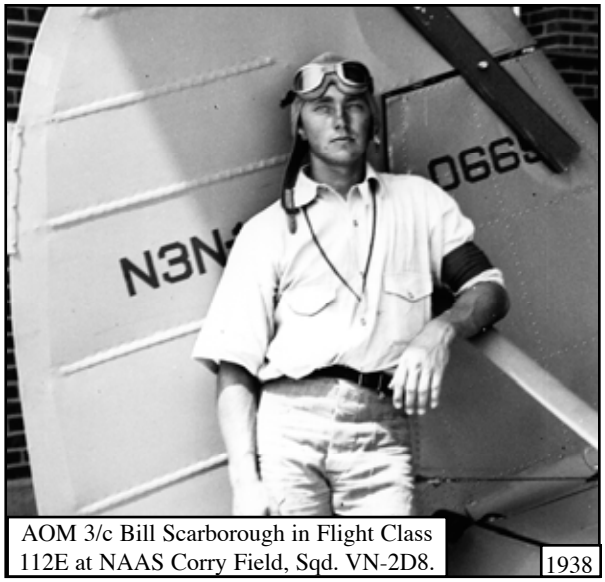
| | |
|---|---|
| 7/43-6/46 | U. S. Naval Academy - Midshipman from Texas. |
| 1946-1948 | USS *Leyte* (CV-32), Junior Officer in various departments. |
| 1948-1949 | Student Naval Aviator. |
| 1950-1952 | Civilian. Assistant Production Manager, Russell-Newman Mfg. Co.<br>Flew F4U Corsairs and FH-1 Phantoms in the Naval Reserve. |
| 1952-1955 | VF-22 squadron pilot. Flew F2H-2 Banshees. |
| 1955-1958 | Project Test Pilot of various carrier aircraft at NATC Patuxent River, MD. |
| 1958-1960 | Fighter & Ground Training Officer of VF-124. Flew F8U Crusaders. |
| 1960-1961 | Naval War College. |
| 1961-1963 | XO and CO of VF-211, flew F8U Crusaders. |
| 1963-1964 | Naval Postgraduate School, Monterey, CA. |
| 1964-1965 | Personal Aide to Vice Chief of Naval Operations. |
| 1966-1967 | Air Officer and Navigator of USS *Kitty Hawk* (CVA-63). |
| 1967-1969 | ODDR&E, Office of Secretary of Defense. |
| 1969-1970 | Industrial College of the Armed Forces. |
| 8/70-11/71 | CO, USS *Camden* (AOE-2). |
| 1972-1973 | ACOS Operations, COMSEVENTHFLT. |
| 1973-1976 | Deputy Commander, NAVAIRTESTCEN. |

## Summary of Significant Career Events

Active Duty:
(1) While assigned to the Armament Test Division of the Naval Air Test Center, performed developmental flight testing of the below listed aircraft.

F7U-3
FJ-4
A4D-1
F11F-1
F3H-2
F8U-1
F4D

Post Active Duty
Built two Schroder HP-1815 Meter Racing Sailplanes.
Built SH-2 Glashir aircraft.
Built LC-20 Lancair aircraft.



AOM 3/c Bill Scarborough in Flight Class 112E at NAAS Corry Field, Sqd. VN-2D8. 1938



1963

## William E. Scarborough, Captain, USN (Ret.)

"Bill"

Date of Designation: 29 March 1939, AOM (NAP) 70-39
21 March 1942, appointed LT(jg), USN(T), NA # 14641

Dates of Active Duty: 9 October 1935 - 31 May 1964
Enlisted as Apprentice Seaman, USN; served in all enlisted grades to ACOM(NAP). Appointed to Regular Navy in temporary commissioned status as LT(jg) 8 November 1944 by BuPers letter 134-46. Retired from active duty as CAPT on 31 May 1964 with 28 years,7 months service.

Total Flight Hours: 6,166 (Navy)

Carrier/Ship Landings: Fixed wing : 11

Approximate Flight Hours:
Jet: 70 Prop: 6,100 VF/VA: 570
VR/VP: 5,000 VU/VFP: 600
Other: 200+ hours in civil aircraft plus additional time in restored Grumman fighters, an F6F-3 and a 1932 FF-1. Organized and supervised Grumman personnel who restored the FF-1 on their own time, with shop and material support by the company. I flew it locally and to air shows, then to Pensacola and delivered it to the National Museum of Naval Aviation, 8 June 1967, where it is now displayed.

Combat Tours:
WW II: VP-72 (PBY-5/-5A), Dec. 1941-Dec. 1942. On 7 Dec. 1941 VP-72 was based at NAS Quonset Point, RI. As checks were completed planes flew West in groups, to San Diego and Alameda joining squadrons preparing to TransPac to Hawaii. VP-72's last two PBY's joined VP-71 at Alameda waiting for favorable weather and departed late on Christmas Day for Pearl Harbor. Severe weather and head winds forced the VP-72 planes to land, out of fuel, west of Hawaii. One was lost as a result of a hard landing but the other plane (mine) landed safely and was located by USS *Hulburt* (AVD-6) and towed to a sheltered area on the SW coast of Hawaii, refueled, and completed the flight to Pearl Harbor. NAS Kaneohe, Hawaii, Dec. 1941-Jan. 1942, deployed a detachment to Noumea, New Caledonia, tender-based on USS *Tangier*, for the Battle of the Coral Sea, 17 to 23 May 1942, then returned to Kaneohe. Early June '42 a detachment deployed to Midway for the Battle of Midway. In Oct. 1942, squadron deployed to Espiritu Santo, New Hebrides, tender-based aboard USS *Tangier*.

WW II: First Tour. VP-91 (PBY-5), Jan. 1943-Apr. 1943, based aboard USS *Curtiss* at Espiritu Santo. Replacement personnel, including then LT W.E.Scarborough, for VP-91 personnel lost in the Solomons in late 1942, were transferred from VP-72 to VP-91 aboard USS *Curtiss*.
(Total - First Tour, 93 missions in VP-72 and VP-91, strikes and patrols).

WW II: Second Tour. VB-144 (Ops.Off.) Jun. 1943-Sep 1944. Hawaiian Area (Midway and Johnston Is.) then to forward areas - Tarawa, Gilberts and Roi Namur, Marshall Islands.
(Total - Second Tour, VB-144 (PV-1 Ventura) -75 Missions -17 strikes - 58 patrols).

Aviation Commands:
CO, VB-144 (PV-1 Ventura), NAS Alameda, Jun.1943.
OinC, 6 plane VB-144 detachment deployed Midway Is. Nov. - Dec. 1943.
CO, VP-10 (P2V-5F Neptune), NAS Brunswick, Jun. 1955 - Jun. 1956.
Inspector of Naval Material, INSMAT, Garden City, NY., Aug. 1961 - Jun. 1964.

Combat Awards:
Distinguished Flying Cross.
2 Air Medals.
Navy Unit Commendation (to VP-91 for Solomons Islands campaign search and attack missions).
3 stars for Asiatic Pacific Campaign ribbon for Coral Sea, Midway and Solomon Island actions.

- Continued -

## Duty Assignment Chronology

| | |
|---|---|
| 10/9/35 | Enlisted in U. S. Navy - Apprentice Seaman. |
| 10/35-1/36 | Recruit Training (NTS Norfolk). |
| 1/36-8/36 | Class A Service School-Ordnance (NTS Norfolk). Completed course No. 1 in Class; transferred to USS *Erie* at request of her Senior Aviator. |
| 8/36-9/37 | USS *Erie* (PG-50) Aviation Unit. |
| 9/1/37 | Promoted to AOM 3/c. |
| 9/14/37 | Transferred to USS *Yorktown*, VS-5 (NAS Norfolk). |
| 3/25/38 | Transferred to NAS Pensacola to Flight Class 112E. |
| 4/14/39 | Completed course in HTA Flight Training. Designated Naval Aviation Pilot,70-39,dtd 29 Mar. 1939. |
| 5/39-12/42 | VP-14 (NAS Norfolk), redesignated VP-52 on 1 July 1939, and VP-72, 1 July 1941 (NAS Norfolk; CGAS Charleston,SC; NAS Quonset Point, RI; NAS Argentia, Nfld; NAS, Kaneohe, HI; Noumea, New Caledonia; E'spiritu Santo, New Hebrides). |
| 12/42-4/43 | VP-91, Espiritu Santo; Tulagi, Solomons. |
| 6/43-9/44 | FAW-8, VB-144, Ops. Officer (NAS Alameda; NAS Kaneohe; Midway Island; Tarawa; Roi Namur). |
| 10/44-3/47 | NOTS, Inyokern/China Lake, Operations Officer/Project Pilot. |
| 3/47-12/48 | Holloway Program, The Ohio State University (Student). |
| 1/49-6/49 | VU-7 Operations Officer (NAS San Diego and Miramar). |
| 7/49 | CARQUAL (NAS Pensacola). |
| 8/49-12/51 | VC-5 Ordnance Officer (NAS Moffett; NAS Norfolk; NAF Pt.Lyautey). |
| 1/52-5/54 | Naval Aviation Safety Activity, Acting O-in-C; later Naval Aviation Safety Center. |
| 5/54-5/55 | XO, VR-31 (NAS Norfolk). |



CDR Bill Scarborough, XO, VR-31 at NAS Norfolk, Sep. 1952. Manning Grumman F9F-5 for ferry flight

| | |
|---|---|
| 6/55-5/56 | CO, VP-10 (NAS Brunswick, NAF Argentia, Nfld.). |
| 6/56-5/59 | DCNO (AIR) OP-57 - Aviation Safety Office. |
| 6/59-8/61 | FAW-6, CSO (MCAF Iwakuni, Japan). |
| 9/61-5/64 | Inspector Naval Material (Garden City, NY). |
| 5/31/64 | Retired from Active Duty. |
| 6/64-11/77 | Grumman Aerospace Corp. as Head Systems Safety Engineer, F-111-B and Lunar Excursion Module (LEM); later Head, System Safety Engineer, Space Programs. |

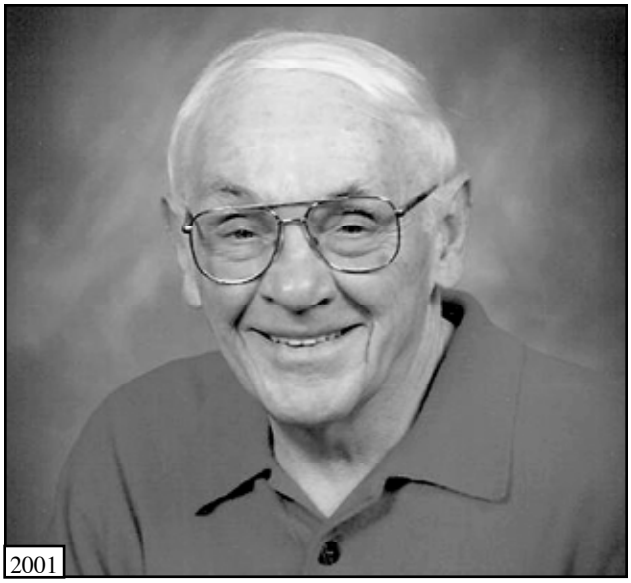
## Summary of Significant Career Events

(1) As a Weapons Systems project pilot, with collateral duty as NAF Operations Officer at NOTS Inyokern, CA., Nov. 1944-Mar. 1947, flew all current models of fleet tactical aircraft, single and twin engine, carrier and shore based, and single and twin engine utilityand transport models in support of NOTS Projects. Weapons Systems projects assigned included Tiny Tim (11.75" aircraft rockets) fired from F7F-3N and PV-2 aircraft, and 5.0" spin-stabilized barrage rocets fired from internal wing launchers on the XBT2D-1 and from 8-round under wing launcher pods on the PV- 2.

(2) In 1952 and 1953, as Head of Safety Literature in the Naval Aviation Safety Activity, (later Naval Aviation Safety Center) developed a report to Fleet and Shore Stations titled, "Weekly Aviation Safety Bulletin" based on aircraft accident reports received by dispatch. The Bulletin summarized reports, including recommended corrective actions and evolved, in 1955, into "APPROACH" magazine. "APPROACH" became, and continues to be, a major factor in the decline in frequency and cost, in lives and material off Navy aircraft accidents.

(3) In 1956, while CO of VP-10 received Commendation from ComAirLant for the highest Reenlistment Rate of AIRLANT squadrons during my tour, Jun. 1955 - May 1956.


1946


2001

**Robert E. Spruit, Captain, USN (Ret.)**
"Bob"

Date of Designation: 21 December 1945 NA# P2323

Dates of Active Duty: 10 Sep. 1943 – 1 Sep. 1975

Total Flight Hours: 6,594

Carrier/Ship Landings: Fixed wing: 612 Rotary wing: 2

Approximate Flight Hours:
Jet: 2,290 Prop: 4,038 VF/VA: 3,687
Helo: 266

Combat Tours:
Vietnam: CVW-16, 10/65-11/65, USS *Oriskany* (A4E)
CVW-16, 6/66-9/66, USS *Oriskany* (A4E)
CTF-116, 9/70-9/71, Binh Thuy, RVN (OV-10A, and UH-11)
Total combat missions: 516 (66 A4E and 450 OV-10A/ UH-1L)

Aviation Commands:
CO, VA-66, 8/63-8/64 (A-4C)
COMCVW-16, 10/65-10/66 (A-4E)
Commander CTF-116, 9/70-9/71

Combat Awards:
Distinguished Service Medal
2 Distinguished Flying Crosses
2 Bronze Stars with combat "V's
8 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 9/43-1/46 | V-5 Flight Training Program (AVCAD),<br>- NAS Pensacola. Navy Indoctrination<br>- Rensselaer Polytechnic Inst., Troy, NY.<br>- Union College, Schenectady, NY, CPT/WTS: Waco (URF-7)<br>- Univ. of North Carolina, Chapel Hill, NC Pre-Flight<br>- NAS Whiting, Bronson, and Saufley Fields, Advanced Flight Training (SNJ, SBD). |
| 1/46-5/46 | NAS Miami, Operational Flt. Training (F6F). |
| 5/46-7/46 | NAS Cecil, FCLP/Carrier Qual USS *Ranger* (CV-4). |
| 7/46-9/46 | VF-98, NAS San Diego, VF Replacement Squadron. |
| 9/46-8/49 | VFB-153, VF-16A, VF-153, NAS Alameda, (F6F, F8F). |
| 8/49-7/51 | Univ. of Michigan, Student, Five Term Program. |
| 7/51-6/53 | USS *F. D. Roosevelt* (CVA-42), Hangar Deck/ Flight Deck Officer. |
| 6/53-2/54 | General Line School, Monterey, CA. (Student). |
| 2/54-4/56 | NAS Whiting, Flight Instructor (SNJ,T-34). |
| 4/56-/8-56 | NAS Memphis, Aircraft Maintenance Officer School (Student). |
| 8/56-10/58 | VA-25, NAS Oceana, VA. (AD-6). |
| 10/58-8/62 | VA-43 NAS Oceana, Instructor (A-4A/B/C) |
| 8/62-8/64 | VA-66, XO/CO (A-4C). |
| 8/64-7/65 | Naval War College, Newport, RI (Student). |
| 7/65-10/65 | RAG-12, Student (F-4B, A-4E). |
| 10/65-11/65 | CVW-16, USS *Oriskany* (A-4E). |
| 10/65-10/66 | CAG-16 NAS Lemoore, USS *Oriskany* (CV-34) (A-4E). |
| 10/66-6/69 | OPNAV, Washington, D.C., Staff O5W/506C |
| 6/69-3/70 | "Boot Strap" Program, George Washington University. |
| 3/70-5/70 | Service Force Atlantic, Norfolk VA., AO Command Training. |
| 5/70-9/70 | CO, USS *Aucilla* (AO-56). |
| 9/70-9/71 | Commander Delta Naval Forces (CTF-116) Senior Advisor, VNN River Patrol (CTF-112) Binh Thuy, RVN. |
| 9/71-9/75 | HdQrts, CINCLANTFLT, Norfolk VA, Director Fleet Ops. |
| 9/1/75 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) As the second T-34B Flight Instructor, conducted first "Safe for Solo" check flight. Demonstrated and checked out T-34B instructors in inverted spin recovery procedures.

(2) Participated in the formation of ATKRON 43 (A-4 RAG Squadron) and served as squadron Attack Training Officer.

(3) During tenure as C.O. of VA-66, the squadron flew more hours and logged more carrier landings than any other A-4 squadron and was awarded the AIRLANT Safety Award.

(4) As Commander Air Wing 16, planned, participated in and led Alpha Strikes over North Vietnam along with road recce and Iron Hand missions. Was a member of an Iron Hand four plane flight that destroyed the radar guidance trailer and four of the six missile launchers of a SAM site.

(5) As Commander Task Fore 116, commanded all in-country U.S. Navy combat units in Vietnam from Sept. 1970 until Sept. 1971, consisting of Game Warden PBRs, SEAL platoons, HAL-3 (UH-1s) and VAL-4 (OV-10s). These forces conducted coordinated complex air and riverine warfare operations in concert with friendly ground forces including major operations which penetrated the W-Minh Forest, a long held Viet Cong stronghold. Personally participated in over 450 aircraft combat missions.



Lt. Paul Stevens,Bombing Squadron 104 - 1944



Joyce
Enroute to Pensacola via the Tombigbee Waterway

## Paul F. Stevens, Captain, USN (Ret.)

"Paul"

Date of Designation: 31 July 1941 NA # 8010

Dates of Active Duty: January 1941 - September 1965.

Total Flight Hours: 17,000

Carrier/Ship Landings: Fixed wing: 379

Approximate Flight Hours:
Jet: 8,000 Prop: 9,000 VF/VA: 3,000 VR/VP: 6,000
Other: 4000 hours (Civilian Corporate Jet: World Wide)

Combat Tours:
WW II: (Dec. 1941-Oct. 1943) Australia & New Guinea
- 64 combat missions.
WW II: (Nov. 1944-May 1945) SW Pacific
- 50 combat missions.

Aviation Commands:
CO, VC-8 ( AJ-1 aircraft), Apr. 1955 - Oct. 1955.
CO, VAH-1 (A3D-1 aircraft), Nov. 1955 - Dec. 1956.
CAG-12 (F8, F4, F3H, F3D, A3, A4, A1, F9F-8T and TF-1 aircraft), Oct. 1961 - Feb. 1963.

Combat Awards:
Navy Cross
2 Silver Stars
2 Distinguished Flying Crosses
2 Air Medals
Presidential Unit Citation.

### Duty Assignment Chronology

| | |
|---|---|
| 9/39-9/40 | College Pilot Training, Primary and Advanced |
| 1/41-8/41 | Aviation Cadet, NAS Pensacola, FL. |
| 9/41-3/42 | VP-21, Pearl Harbor, HI. |
| 4/42-11/43 | VP-101, Australia - New Guinea. |
| 12/43-5/44 | Operational Training PB4Y-1, NAAS Camp Kearney, CA. |
| 6/44-10/44 | Operational Training VPB-104, (NAAS Camp Kearney and Kanehoe). |
| 11/44-5/45 | Combat from Morotai, Tacloban and Clark Field. |
| 7/45-7/46 | Operations Officer, NAS Hutchinson, KS. |
| 8/46-6/47 | Line School, Newport, RI. |
| 7/47-6/50 | VR-1 and VR-3 |
| 7/50-1/51 | Test Pilot School, NATC Patuxent River, MD. |
| 2/51-8/52 | Service Test, NATC Patuxent River, MD. |
| 8/52-6/53 | Naval War College, Newport, RI. |
| 7/53-10/53 | Heavy Attack Training Unit, Norfolk, VA. |
| 11/53-10/55 | VC-8. |
| 11/55-12/56 | VAH-1. |
| 1/57-9/58 | Flight Test, NATC Patuxent River, MD. |
| 10/58-3/60 | USS *Saratoga* (CVA-60), Ops and XO. |
| 3/60-9/61 | OPNAV (OP-60) Pentagon, Washington, D. C. |
| 10/61-2/63 | CAG-12, NAS Miramar, CA. |
| 3/63-3/64 | USS *Procyon* (AF-61). |
| 4/64-9/65 | Second Fleet Staff, Ops and Chief of Staff. |
| 9/65 | Retired from active duty |

Civilian Career

| | |
|---|---|
| 1965-1981 | Corporate Aviation Chief Pilot. |
| 1982-1985 | Token Aviator, Engineering Department, Gulfstream Aerospace Corporation. |
| 1986-1991 | Corporate Aircraft Sales |
| 1992 - ???? | RETIRED |

### Summary of Significant Career Events

(1) Dive bombed with PBY at night off Rabaul to score hits on a Cruiser and Destroyer.

(2) Shot down six Japanese aircraft confirmed (got one by ramming). Destroyed six Japanese aircraft on the ground confirmed (these were much harder).

(3) Destroyed one Maru transport with 2000 Japanese troops onboard. Several Naval Aviators "vacationing" on the Bondoc Peninsula, Philippines, witnessed this low level (50 feet) attack.

- Continued -

Summary of Significant Career Events continued

(4) Credited with downing Vice Admiral Yamagata and entire Staff, March 17, 1945, at Haimen, China.

(5) Scored hits on Japanese Heavy Cruiser Ashigara off Mindoro Island, Philippines, December 26, 1944, individual attack in PB4Y-1.


1972


1995

## George C. Talley, Jr., Vice Admiral, USN (Ret.)

"George"

Date of Designation: October 1945

Dates of Active Duty: 9 June 1943 - 1 March 1975

Total Flight Hours: 4,500

Carrier/Ship Landings: Fixed wing: 628

Approximate Flight Hours:
Jet: 2,800 Prop: 1,700 VF/VA: 3,800
VT: 700

Combat Tours:
WW II: USS *Arkansas*, Jun. 1966 - Sep. 1944. Normandy Invasion, Southern France Invasion.
Korea: VF-11 (F2H-2 Banshee), USS *Kearsarge* (CVA-33), Sep. 1952 - Mar. 1953 - 60 combat missions.
Vietnam: CO, USS *Franklin D. Roosevelt* (CVA-42), Aug. 1966 - Jan. 1967.

Aviation Commands:
CO, VA-34, Oct. 1958 - Mar. 1960.
Commander, Carrier Air Group ONE, Oct. 1961 - Dec. 1962
CO, USS *Chilton* (APA-38), Jun. 1965 - Jun. 1966.
CO, USS *Franklin D. Roosevelt* (CVA-42), Aug. 1966 - Jan. 1967.
Commander, Carrier Division FOUR, Jul. 1970 - Jun. 1971.

Combat Awards:
2 Legion of Merit with combat "V" (Vietnam)
3 Air Medals
WW II Victory Medal with combat stars

### Duty Assignment Chronology

| | |
|---|---|
| 6/40-6/43 | Midshipman, U. S. Naval Academy. Commissioned Ensign, USN at graduation. |
| 6/43-8/43 | Aviation orientation at Florida air bases. |
| 9/43-9/44 | Junior Division Officer, USS *Arkansas*. (European combat theater). |
| 10/44-4/46 | Flight Training (Student). |
| 5/46-5/48 | VA-4B squadron pilot, USS *Franklin D. Roosevelt* (CVA-42). |
| 6/48-2/51 | Test Pilot, Naval Air Test Center, Patuxent River, MD. |
| 3/51-7/53 | VF-11 (F2H-2 Banshee), various CVA's and Korean combat. |
| 7/53-5/54 | Naval War College, Newport, RI. |
| 6/54-6/56 | NROTC, Dartmouth College, Staff - Assistant Professor , Naval Science. |
| 7/56-5/58 | Staff, COMCARDIV SIX. Various CVA deployments. |
| 6/58-9/58 | Refresher training, NAS Jacksonville, FL. |
| 10/58-3/60 | CO, VA-34. Various deployments. |
| 4/60-4/61 | Joint Strategic Target Planning Staff (JSTPS), Offut AFB, Omaha, NE. |
| 5/61-8/61 | Refresher training, NAS Jacksonville, FL. |
| 9/61-12/62 | Commander Carrier Air Group ONE, USS *Enterprise* (CVAN-65) and USS *Franklin D. Roosevelt* (CVA-42). Various deployments. |
| 1/63-5/65 | Staff, COMOPTEVFOR, Norfolk, VA. |
| 6/65-6/66 | CO, USS *Chilton* (APA-38). Various deployments. |
| 8/66-1/67 | CO, USS *Franklin D. Roosevelt* (CVA-42) - Vietnam combat deployment. |
| 2/67-6/70 | Staff, OPNAV, Aviation Plans (OP-54) and Plans and Policy (OP-60B). |
| 7/70-6/71 | COMCARDIV FOUR. Various deployments. |
| 7/71-5/72 | Staff, OPNAV (OP-06B). |
| 6/72-2/73 | CINCPACFLT Staff (Deputy CINCPACFLT). |
| 3/73-2/75 | Staff, OPNAV (OP-06). |
| 3/1/75 | Retired from active duty. |

### Summary of Significant Career Events

(1) Member of Attack Squadron 4B, introducing the AD-1 into Navy squadrons.

- Continued -

(2) As a Test Pilot at NATC Pax River, 1948-51, flew 12 different VA and VF model aircraft including early jets. Developed armament systems/delivery tactics

(3) As a pilot in VF-11, flew in Paris Air Show 7/1/51

(4) As a pilot in VF-11, completed two Mediterranean deployments and a six month Korean combat tour, flying 60 air-to-ground attack missions.

(5) Published Fighter Doctrine for jet VF, Atlantic Fleet.

(6) As CAG-1, made first landing on USS *Enterprise,* our first nuclear powered CVA - then participated in *Enterprise* shakedown cruise.

(7) Served in first JSTP Staff, Omaha, developing first all-service atomic strike plan.


1971


1996

## William G. Thrash, LTGEN, USMC (Ret.)

"Gay"

Date of Designation: 18 March 1942 NA # 11821

Dates of Active Duty: 14 July 1939 - 30 June 1972

Combat Tours:
WW II: MAG-12, 1st MAW, Nov. 1942 - Jan. 1944
Gilbert & Solomon Islands -100 combat missions.
Korea: 1st MAW, Jun. 1951 - Sep. 1953
Vietnam: CG, 1st MAW, Jul. 1969 - Jul. 1970

Combat Awards:
Distinguished Service Medal (Vietnam)
Legion of Merit with Combat "V" (Korea)
Legion of Merit (Korea)
Silver Star (Korea)
Distinguished Flying Cross (WW II)
7 Air Medals (5-WW II, 2-Korea)
Purple Heart

### Duty Assignment Chronology

General Thrash was born in Tifton, Georgia on September 17, 1916. He attended High School and College in Atlanta, Georgia, graduating from the Georgia Institute of Technology in 1939. Commissioned a Second Lieutenant upon graduation, he attended the Basic School in Philadelphia, then served with the First Marine Brigade in San Diego, and was ordered to Pensacola for Flight Training in 1941.

In World War Two he first served with VMD-154 in the Gilbert Solomons Islands, and later in The South Pacific aboard the Aircraft Carrier *Salerno Bay* as the Commanding Officer of Marine Carrier Air Group Five. He was awarded the Distinguished Flying Cross and Five Air Medals.

Between World War II and Korea, Lieutenant Colonel Thrash served in Headquarters Marine Corps, attended the Naval War College, and instructed the Marine Corps Schools, Quantico, Virginia.

He was assigned to Korea in 1951, and served in Marine Aircraft Group Twelve, where he was awarded the Silver Star, Legion of Merit, and the Purple Heart. Lieutenant Colonel Thrash was shot down in combat in December 1951, and remained a Prisoner of War of the Communists until September 1953. For meritorious service as the Senior Officer in the Communist Prison, he was awarded his second Legion of Merit.

Upon his return from Korea, he had a short tour with the Third Marine Aircraft Wing in Miami, Florida, and was then ordered to the Division of Aviation in Headquarters, Marine Corps.

In 1958, Colonel Thrash attended the National War College, and upon graduation was ordered to the First Marine Brigade in Hawaii. He served as the Commanding Officer of Marine Aircraft Group Twelve, and later as Chief of Staff of the Brigade.

In 1962, he was deployed to Thailand as the Chief of Staff of the Second Marine Expeditionary Unit, and upon its return was assigned as the Chief of Staff of the First Marine Aircraft Wing in Iwakuni, Japan.

In March he was promoted to Brigadier General and assigned as the Legislative Assistant to the Commandant of the Marine Corps. In 1967 he was promoted to Major General and ordered to the west coast as the Commanding General, Marine Corps Air Bases West.

In 1969, Major General Thrash was ordered to Vietnam as the Commanding General First Marine Aircraft Wing. General Thrash was awarded the Distinguished Service Medal for his services in this assignment. Upon his return in 1970, he was ordered to Quantico as the Director of Education. In 1971, he was promoted to Lieutenant General and assumed the duties of Commanding General, Marine Corps Development and Education Command.

- Continued -

Duty Assignment Chronology continued

Lieutenant General Thrash retired in 1972 and joined The Presley Companies as Vice President and a member of The Board of Directors. He was subsequently promoted to President and retired from the company to form his own Residential Building and Development Company. He retired from the Building Business in 1993, and moved to Hilton Head, South Carolina, where he currently resides.



1955


1996 Betty

## Frederick C. Turner, VADM, USN (Ret.)

"Fox"

Date of Designation: 21 December 1943 NA # P-8564

Dates of Active Duty: 21 July 1942 - 1 July 1979

Total Flight Hours: 5,315

Carrier/Ship Landings: Fixed wing: 460

Approximate Flight Hours:
Jet: 3,000 Prop: 1,800 VF/VA: 400
VT: 300 Other: Light Aircraft - 500 hours

Combat Tours:
WW II: VF-82, VF-17A, Apr. 1944 - Jul. 1945,
- 28 Missions.

Aviation Commands:
CO, VF-32, Oct. 1961-Jun. 1962
CAG-3, Sep. 1962 - Jul. 1963
CO, USS *America* (CVA-66), Jul. 1967-Oct. 1968
Chief, Naval Air Advanced Training, Nov 1968 - Aug. 1970
COMCARDIV 2 (CTF-60), Jul. 1972 - Jun. 1974
COMSIXTHFLT, Aug. 1974 - Aug. 1976

Combat Awards:
Legion of Merit with Combat "V" (Vietnam)
Distinguished Flying Cross
3 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 9/42-12/43 | Flight Training, Pensacola, FL. |
| 12/43-3/44 | Operational Training, Melbourne, FL. |
| 4/44-6/47 | VF-82, VF-17A |
| 6/47-11/49 | Naval Test Center, Patuxent River, MD. Tactical Test, Test Pilot School. |
| 1/50-12/50 | Empire Test Pilots School, Farnborough, England |
| 1/51-1/52 | VX-3, NAS Atlantic City, NJ. |
| 2/52-8/53 | University of Pennsylvania, Philadelphia. PA. |
| 8/53-4/54 | Navy Line School, Monterey, CA. -Student. |
| 5/54-6/56 | VA-83, NAS Oceana, VA. |
| 7/56-8/58 | CINCLANTFLT Staff, Norfolk, VA. |
| 8/58-2/59 | Armed Forces Staff College, Norfolk, VA.-Student. |
| 2/59-8/61 | Bureau of Naval Personnel, Washington, D. C. |
| 8/61-10/61 | VF-174 Replacement Pilot Training, NAS Cecil Field, FL. |
| 10/61-6/62 | CO, VF-32, NAS Cecil Field, FL. |
| 9/62-7/63 | CAG-3, NAS Cecil Field, FL. |
| 9/63-6/64 | Industrial College of the Armed Forces (ICAF), Washington, D.C. |
| 7/64-6/65 | CARDIV 6 Staff, Mayport, FL. |
| 9/65-6/67 | CO, USS *Sandoval* (APA-194), Norfolk, VA. |
| 7/67-10/68 | CO, USS *America* (CVA-66), Norfolk, VA. |
| 11/68-6/60 | CNAVANTRA, Corpus Christi, Texas |
| 7/70-6/72 | Bureau of Naval Personnel, Washington, D.C. |
| 7/72-6/74 | COMCARDIV-2, CTF 60, Athens, Greece. |
| 7/74-8/76 | COMSIXTHFLT, Gaeta, Italy. |
| 9/76-7/79 | DCNO (Air Warfare), Washington, D.C. |
| 7/79 | Retired from active duty. |

### Summary of Significant Career Events

(1) F2H "Banshee" project test pilot at Tactical Test Division. During B-36 and Navy flap, took pictures of Washington, D.C. from 51,000 feet. Raced the sun (for 1950 issue of LIFE magazine) from coast to coast. The sun won!

(2) Student in the first test pilot class at Patuxent River, MD.

(3) Graduated No. 2 in class at Empire Test Pilots School, Farnborough, England.

(4) Led the AirLant Fleet Introduction Program for the F7U-3 Cutlass. Formed a Cutlass flight demonstration team, "The Dandy Ganders". Performed over the USS *Forrestal* when she was commissioned.

- Continued -

Summary of Significant Career Events continued

(5) Demonstrated the F8U-1 on the French carrier "Clemenceau". Went to Paris and helped sell the F8U to the French Navy.

(6) Led the first TA4-J introductory formation flight into the Advanced Training Command in Corpus Christi, Texas.

(7) In the Pentagon, was the Navy sponsor for the F/A-18.

(8) Was the last Navy WW II carrier pilot to leave active duty: July 1979.


1944


1996

## Stanley W. Vejtasa, Captain, USN (Ret.)

"Swede"

Date of Designation: 14 August 1939 NA # 6020

Dates of Active Duty: 1 June 1938 - 1 July 1970

Total Flight Hours: 5,267

Carrier/Ship Landings: Fixed wing: 478

Approximate Flight Hours:
Jet: 1,023 Prop: 3,786 VF/VA: 4,240
Helo: 22 VR/VP: 123

Combat Tours:
WW II: VS-5, USS *Yorktown* (CV-5);
Makin Island attack (31 Jan. 1942);
Salamoa-Lae attack (10 Mar.1942);
Guadalcanal-Tulagi (4 May 1942).
Attacked and sunk the Japanese carrier SHOHO in the Bismark Sea (7 May 1942);
Battle of the Coral Sea (8 May 1942);
All above action while flying SBD aircraft.
WW II: VF-10 (F4F-4 aircraft), USS *Enterprise* (CV-6);
Battle of Santa Cruz (25-26 Oct. 1942).
Combat Air Patrol (F4F-4s) - shot down a four engine Kawanishi Patrol Plane (13 Nov. 1942).
Active in Guadalcanal area until April 1943.

Aviation Commands:
CO, VF-97, Aug. 1943 - Apr. 1945
CAG-44, May 1945 - Oct. 1945
CO, VF-17, Oct. 1945 - Jun. 1946
CO, VF-10A, Nov. 1947 - Jun. 1949
CO, NAF China Lake, CA, Apr. 1953 - Apr. 1955
CO, USS *Constellation* (CVA-64), Oct. 1962 - Nov. 1963.
COMFAIRMIRAMAR, Aug. 1965 - Sep. 1968

Combat Awards:
3 Navy Crosses
Legion of Merit
Bronze Star
Navy Commendation Medal
Presidential Unit Citation
Meritorious Service Medal

### Duty Assignment Chronology

| | |
|---|---|
| 6/38-7/39 | Flight Training, NAS Pensacola, FL. |
| 8/39-5/42 | Pilot, Scouting Squadron Five, USS *Yorktown* (CV-5). |
| 5/42-7/43 | VF-10 Pilot, USS *Enterprise* (CV-6). |
| 8/43-4/45 | CO, VF-97, NAS Atlantic City (Fighter Training Officer). |
| 5/45-10/45 | Commander Air Group Forty-Four. |
| 10/45-6/46 | CO, VF-17, NAS Fallon, Nevada and NAS Brunswick, Maine. |
| 7/46-5/47 | General Line School (Student), Newport, RI. |
| 5/47-11/47 | Navigator, USS *Sicily* (CV-118). |
| 11/47-1/49 | CO, VF-10 A & VF-92, USS *Philippine Sea* (CV-47). Mediterranean Cruise |
| 2/49-1/51 | Edwards Air Force Base, CA. Navy Liaison Officer & Officer in Charge of NAS Mojave. BuAer Rep at Edwards A.F.B. |
| 1/51-4/53 | Air Officer, USS *Essex* (CV-9). Two Korean Cruises. |
| 4/53-4/55 | CO, NAF China Lake Calif. Ordnance Test & Development. |
| 4/55-7/56 | Staff, Commander Carrier Division Five (Operations Officer). West Pac. |
| 7/56-6/57 | Student - Senior Course, Naval War College, Newport, RI. |
| 6/57-3/59 | Bureau of Ordnance (Air Weapons Officer), Washington D. C. |
| 3/59-8/60 | CO, USS *Firedrake* (AE-14). |
| 8/60-10/62 | Fleet Operations Officer, Commander in Chief, Pacific Fleet Staff. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 10/62-11/63 | CO, USS *Constellation* (CVA-64). First West-Pac Cruise |
| 11/63-8/65 | Office of Chief of Naval Operations (Carrier Readiness). |
| 8/65-9/68 | Commander Fleet Air Miramar, NAS Miramar, CA. |
| 9/6-7/70 | Chief of Staff, Commander 11th Naval District, San Diego, CA. |
| 7/70 | Retired from active duty |

## Summary of Significant Career Events

(1) 7 May 1942. On mission in which the *Shoho* was sunk, I had Cdr. Shindler in my back seat (SBD). He fired at Zeros from that position and took pictures of the sinking of the Japanese carrier.

(2) 8 May 1942. I fought a lengthy action with several Zeros after they had shot down four of our eight SBDs on Anti-VT patrol.

(3) 25 October 1942. Battle of Santa Cruz--I shot down seven-Japanese aircraft--2 Dive Bombers and 5 Torpedo aircraft.

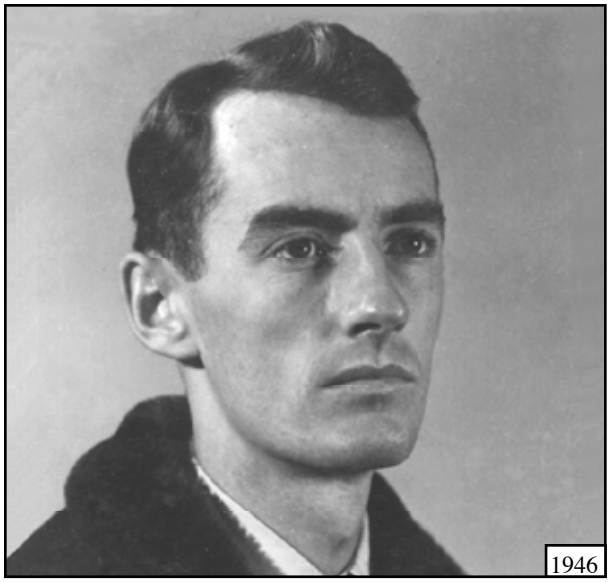
(4) March, 1943. I flew the first F4U-1 aboard the USS *Enterprise* in the combat zone for a short period to obtain operating data on shipboard operations.

(5) 1950. Edwards Air Force Base--BUAER REP on the D-558-2 project which was the Navy Rocker Plane with Jet assist. I flew as co-pilot on the converted drop plane, a B-29.

(6) As CO, USS *Constellation* (CVA-64) on its first WestPac cruise, our fighter aircraft intercepted three Russian Bear Bombers and observed them as they circled the carrier. Our photo planes obtained many new and detailed pictures for intelligence values including the first pics of one bomber with a refueling probe.

(7) 15-18 November 1942. Lost at sea. Flying from Guadalcanal to the USS *Enterprise* to pick up message packet for Admiral Halsey to be delivered to him in New Caladonia. Ltjg. Chip Redding and myself changed F4Fs on the *Enterprise* and were lost at sea while enroute to Noumea. A long story but we landed on Ouvea, a small island and I delivered the messages the next day after contacting a radio station in Noumea. We later took off and flew the fighters to Noumea where we found the magnetic compasses far out of calibration.

(8) 13 November 1942. My F4F-4 division on CAP shot down one four engine Kawanishi Patrol Plane.


1946


1998 Jean

## David T. Williams, CDR, USN (Ret.)

Date of Designation: 13 November 1945

Dates of Active Duty: 14 February 1938-1 April 1968

Total Flight Hours: 17,185
(5,319 Military and 11,866 Commercial hours)

Carrier/Ship Landings: Fixed wing: 597

Approximate Flight Hours:
Jet: 14,938 Prop: 2,246 VF/VA: 4,738 VU: 580

Aviation Commands:
CO, VC-4, Oct. 1964 - Nov. 1965 (F8U, US2C)

## Duty Assignment Chronology

| | |
|---|---|
| 2/38-5/38 | Boot Camp. |
| 6/38-4/42 | USS *Pennsylvania* (BB-38), YN1c. |
| 5/42-12/43 | USS *Chanticleer* (ASR-7), CYN, Salvage Diver. |
| 2/44-6/46 | Flight Training, Student. |
| 7/46-7/48 | VF1E, NAS San Diego, CA. Admin/Material Officer (FR-l, F6F-5N). |
| 8/48-3/50 | VCN-1/FAWTUPAC, NAS Barbers Point, HI Personnel Officer (F6F-5N, F7F-3N, SNB). |
| 4/50 | VC-3, NAS Moffet Field, CA. Awaiting Orders (F4U-5N). |
| 5/50-6/53 | NATC, NAS Patuxent River, MD.<br>Student - Class 7 (graduated)<br>Flight Instructor (F8F, F9F2-5, F2H, AD, AM)<br>Instrument Instructor (XNQ, SNB)<br>Staff. |
| 6/53-6/55 | VF-24, NAS Alameda, CA. Maintenance Officer (F9F-6). |
| 6/55-6/58 | VT-205, NAS Memphis, TN. Instructor Pilot and Scheduling (TV-2). |
| 6/58-9/59 | VF-101, NAS Key West, FL.Assistant Operations Officer and Instructor Pilot (F4D, F3H) |
| 10/59-7/62 | VF-74, NAS Oceana, VA. Operations Officer (F4D, F4H-1). |
| 7/62-7/63 | Naval War College, NS Newport RI.<br>Student C&S (TV2, SNB). |
| 9/63-10/64 | XO, VC-4, NAS Oceana, VA (F8U, US2C) |
| 10/64-11/65 | CO, VC-4, NAS Oceana, VA. (F8U, US2C) |
| 12/65-11/66 | USS *Saratoga,* NS Mayport, FL.<br>Air Operations Officer. |
| 1/67-4/68 | NAVAIRSYSCOM, Washington DC. Director Military Manpower |
| 4/1/68 | Retired from active duty. |

## Summary of Significant Career Events

(1) I was at Pearl Harbor on December 7, 1941 in USS *Pennsylvania* as a Yeoman whose battle station was in Turret 2. As the Rangefinder operator I had a very good view of the battle as it unfolded. As an aside, VADM Bardshar was also aboard as the Turret Officer in Turret 4.

(2) I was an early jet pilot having flown the FR-1 (Ryan Fireball) in VF-1E. Additionally I was an early night fighter/all weather pilot flying the F6F-5N (Hellcat) in VCN1 and made a cruise as such in a detachment with VF-11 in USS *Tarawa* in 1948.

(3) I was in all respects qualified professionally, physically and mentally for combat but I was never in the right spot at the right time. I was on my way to the Fleet during WWII but the enemy surrendered! The same was true of Korea. As a student, the Navy Test Pilot School was a real challenge as was the Command and Staff course at the Navy War College. I completed both successfully.

- Continued -

Significant Career Events continued

(4) Introducing two new airplanes into the fleet was most interesting. The F9F-6 in VF-24 and the F4H-1 in VF-74. In VF-74 we had a competition pitting the F4H RO concept against the Air Force F-106 Sage environment using a F-104 as a target. As a result of the competition the Air Force ordered many F4H aircraft.

(5) Of course Command is the ultimate goal and challenge and one which gave me a real sense of accomplishment. I was able to recycle a few pilots back into carrier aviation from my shore based squadron who went on to great careers in the Navy.



VMF-225, USS *Siboney*/Cherry Point - 1946



1996

## Drury W. Wood Jr, Major, AUS (Ret.)

"Drury"

Date of Designation: 16 April 1944 NA # P12038

Dates of Active Duty: 1944 - 1969

Total Flight Hours: 10,000 hrs.+ 110 types - seaplanes, amphibians, helicopters, hover devices, hybrids, parapont, props and jets.

Carrier/Ship Landings: Fixed wing: 299 traps in F4U's and F6F's (1 barrier).

Combat Tours:

WW II: VMF-123, USS *Bennington* (CV-20), 1945. VMF-123 with CAG-82, part of Task Force 58. Conducted strikes on Ryukus, Okinawa and Japan.

Korea: 1st Marine Division. Ground and air support, 1950-52. Member, Chosin Few.

Combat Awards:

Distinguished Flying Cross
4 Air Medals
Commendation Ribbon with combat "V"
Distinguished Flying Cross (civilian/non-combat). Federal Republic of Germany, 1972

## Duty Assignment Chronology

| | |
|---|---|
| 4/16/44 | Commissioned. Naval Aviator No P12038. |
| 1945 | VMF-123, CAG-82, Task Force 58 aboard USS *Bennington* (CV-20) conducting strikes against targets in the Ryukus, Okinawa and Japan. |
| 1946-48 | VMF-225, USS *Siboney*. |
| 1948-49 | Forward Air Controller (FAC), Second Marine Division. |
| 1950-52 | 1st Marine Division, Korea, ground and air support. Member, Chosin Few. |

## Summary of Significant Career Events

(Military and Civilian)

(1) Navy Test Pilot School (TPS), Class 8, NATC Patuxent River, MD.

(2) Operations Officer, TPS and Test Pilot, NATC Tactical Test.

(3) Seventh President and Fellow, Society of Experimental Test Pilots (SETP).

(4) Fellow and Charter Engineer, Royal Aeronautical Society.

(5) Kincheloe Award, SETP. Test Pilot #1, 1968.

(6) Flight Operations Manager, Douglas Aircraft Test.

(7) Engineering Test Pilot - Douglas, Northrop and U.S. Army.

(8) Chief Engineering Test Pilot, Dornier Ag, Friedrichshafen, Germany.

(9) Mayor Emeritus of Wesport, Washington.

(10) Flight test work included:
- First flight, structural & aerodynamic envelope, A3D-2, 2P and 2T.
- First flight A4D-2, and electronics, ordnance, structural, flutter test, A4D-1.
- First flight (co-pilot) C-133B
- First flight and envelope, Do-28 STOL Skyservant.
- First flight and envelope, D0-14T VTOL Hover rig.
- First flight and envelope, Do-31-1
- First flight and envelope, Do-31-E2 (10 engine VSTOL jet transport).

(11) Five World Records, Do-31-E2, Munich-Paris.





**Eugene J. Zepp, LCDR, USNR (Ret.)**
"Gene"

Date of Designation: 3 August 1943

Dates of Active Duty: 24 June 1942 - 3 February 1946.
26 August 1952 - 29 March 1955.

Total Flight Hours: 18,000 plus

Approximate Flight Hours:
Jet: 2,800 Prop: 16,000 Helo: 25 VR/VP: 8,750

Combat Tours:
None. Flew VR-3, VR-11 Pacific area, VRE evacuation of Marines from Okinawa, VRJ, Pacific Command 1500th Air Transport Group Navigation Officer. Set up flight procedures for first non-stop flight on R7V from Tokyo to Honolulu.

Aviation Commands: Civilian
Director of Aviation General Motors Corp. Certified the C-4 Inertial Navigation System for airlines, Navy and Air Force (Also used by NASA). Chief test pilot for GM and flew 20 different jet and turbo-prop aircraft.

## Summary of Significant Career Events

LCDR Zepp started flying in 1939 at Oshkosh, Wisconsin. In 1942, he enlisted in the U. S. Navy and served with Naval Air Transport Squadrons VR-3 and VR-11 as aircraft commander and check pilot, along with temporary duty to VR-E and VR-J in the south pacific area.

Following his release from active duty, LCDRr Zepp was active with reserve air transport squadrons VR-64 and VR-864 at the Naval Air Station Oakland, California. During this period he was squadron Training Officer. At this time LCDR Zepp worked for the Borden Company and the General Motors Corporation. He was recalled to active Naval service in 1952, and served overseas with air transport squadron VR-8 until 1955. While at VR-8, LCDR Zepp was squadron Navigation Officer and served on the 1500th Air Transport Group navigation staff. He assisted in the development of the Sink Down system of cruise control and navigation for the R7V non-stop Tokyo to Honolulu flights. At the time this was the longest overwater fight flown with passengers.

In 1955, LCDR Zepp returned to General Motors and served as co-pilot, captain, supervisor pilot, Assistant Director and Director of the General Motors Air Transport Section. He was the principal flight test pilot for General Motors and flew some twenty jet and turbo-prop type aircraft and accumulated some 18,000 flight hours. He was also in charge of the purchase and outfitting of all aircraft for General Motors Corporation. He managed the transportation of all GM executives to and from all executive conferences in the US and overseas Directors meetings. He managed a transportation program dealing with a highly classified Navy submarine project.

While at General Motors, Mr. Zepp was a member of the Board of Directors of the National Business Aircraft Association, Corporate Advisory Board of Flight Safety Foundation, Chairman of the NBAA Technical Committee, member of the Aviation Committee-Greater Detroit Chamber of Commerce, member of the Michigan Aeronautics and Space Association, Michigan Airport Planning Committee, SEMCOG Task Force, Wings Club, American Preparedness Association, past President, Stonycroft Hills Club, past President, Fairlane East Association and a member of the Government Industry Advisory Committee. He was elected to the Aviation Hall of Fame in 1965.

Mr. Zepp played a key role in obtaining certification of the Carousel Inertial Navigation System, a GM manufactured system used by most major airlines. Mr. Zepp received the NBAA and MATS million miler Safety Award.

He retired from his position as Director, General Motors Air Transport Section on July 1, 1978.



THE EARLY AND PIONEER NAVAL AVIATORS
ASSOCIATION
*"The Golden Eagles®"*

# Honorary Members






**Frank H. Austin, Jr., Captain (MC), USN (Ret)**
"Frank"

Date of Designation: Flight Surgeon (FS), January 1951; Naval Aviator (NA) 1954; Dual Designated NA/FS T-4155

Dates of Active Duty: May 1948 - Nov. 1978

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 59

Approximate Flight Hours:
Jet: 4,200 Prop: 1,300 VF/VA: 5,100
VS: 150 VT: 250

Combat Tours:
Korea: Jan. 1951-Jun. 1951, Pohang Korea; K3, 1st MAW, VMF-212; Flight Surgeon/ Crew Only. July 1951 - Jan. 1952, VMF-212. Deployed aboard USS *Rendova*, Yellow Sea.
Vietnam: During Vietnam, had four extended ADDU assignments to carriers in Gulf and USMC squadrons ashore at Danang: Special Flight Surgeon missions for DCNO Air (OP-05). Leader of Field Research Aeromed Monitoring Team; Studies to develop Monitoring Indices of Stress & Fatigue. Flew as crew on Marine helo interdiction flights: eight missions in combat areas under fire.

Combat Awards:
Bronze Star with combat "V" (Korea)
Air Medals with 2 stars (Vietnam)

## Duty Assignment Chronology

| | |
|---|---|
| 5/48-7/50 | Medical Corps Internship and Surgery Residency; Naval Hospitals. |
| 6/50-1/51 | Naval Flight Surgeon Training, NAS Pensacola FL. Designated Flight Surgeon. |
| 1/51-1/52 | Flight Surgeon, VMF-212 Korea, ashore and afloat. |
| 1/52-1/53 | Flight Surgeon, MCAS Kaneoe Bay & NAS Corpus Christie, TX. |
| 1/53-8/53 | Training as Naval Aviator, Pensacola & Corpus. Assigned Dual Designator. |
| 8/53-8/56 | Flight Surgeon/Aviator (FS/NA), VX-3, NAS Atlantic City, NJ. |
| 8/56-3/57 | Naval Test Pilot School, Class 17. 1st Flight Surgeon Graduate. |
| 3/57-3/59 | Aeromedical Branch Director, Service Test, NATC Patuxent River, MD. |
| 3/59-7/63 | FS/NA/Instructor Pilot, CAG-4/ VF-174, NAS Cecil Field, Jacksonville, FL |
| 4/60-9/62 | Assigned ADDU to NASA for first thru seventh NASA Project Mercury missions; Medical Monitor in Atlantic & Indian Oceans, Hawaii & Australia. |
| 7/63-8/65 | Senior Medical Officer, USS *Enterprise* (CVAN-65), Atlantic/Med, Nuclear Task Force 1, around the world cruise. |
| 8/65-5/68 | Director, Aeromedical Safety, Bureau of Medicine, Washington, D.C., with ADDU to DCNO Air (OP-05), Pentagon and the Naval Air Systems Command. |
| 5/68-6/70 | Head, Aeromedical Branch, Naval Safety Center, NAS Norfolk, VA. |
| 6/70-7/72 | Force Medical Officer, Naval Air Forces U. S. Atlantic Fleet, NAS Norfolk, VA. |
| 7/72-4/77 | Director, Aerospace Medicine, BUMED; ADDU Naval Air Systems Command |
| 4/77-9/78 | Navy Staff, Director Environmental & Life Sciences, USDRE Pentagon. |
| Oct. 1978 | Retired USN. [Continued in FAA and NASA; SES until retirement 4/30/94]. |

## Summary of Significant Career Events

(1) I deferred my goal of becoming a Cardiac Surgeon when the Korean conflict started, and requested Flight Surgeon Training. Volunteered for 1st. MAW/VMF-212, and had the experience of serving with some of the finest of

- Continued -

Summary of Significant Career Events continued

Naval Aviator Marines. I was unable to convince the Skipper that I could fly the F4U-5, based on my solo in the SNJ during FS training. He was wise, the first of many aviators who saved my life during the next thirty years of flying. However, I set my sights on requesting full Naval Aviator status as soon as possible. Following my tour, I applied for Naval Aviator Training, and was accepted, then designated in 1954.

(2) For my first FS/NA assignment, I was one of three "nuggets" assigned to VX-3; me being the difficult type, a LCDR, and a Flight Surgeon at that. I was mentored by some of the finest; among them Hawley "Monk Russell", Don Engen, Whitey Feightner, and later Bob Dose. I was able to fly all the aircraft in the squadron at the time, including the FJ3, F9F-2/7/8, F3H, F7U, AD4/4N, T2V. Project flying included early TACAN missions, many carrier operations on straight and angled decks, and Mirror Landing evaluations. Many flights were associated with my serving as Project Officer for developmental life support, protective and survival equipment (exposure suits, helmets etc.) I flew numerous 6 hr. long, low level nuclear weapons delivery missions, especially evaluating new sound attenuating helmets. Again, my mentors probably saved my life many times. They certainly saved my flying career on several occasions, like after some unfortunate "mishaps" (read Aircraft Accidents). By their pleas on my behalf to Skippers and others that, "He can hack it". Fortunately, their confidence was rewarded. This accelerated "seasoning" enabled me, even with no formal background in anything approaching Aeronautical Engineering, to applied for and be accepted to Naval Test Pilot School. This opportunity set the stage for my career long efforts in the Human Factors Safety, life-support/survival equipment fields.

(3) Graduated in Class "Boomer 17", Navy Test Pilot School, then assigned as Director of Life Support Branch, Service Test. Numerous projects in all types of newly developed safety and survival equipment, including ejection seats, and particularly the newly mandated Full Pressure Suit. I was project pilot for the final certification of the Goodrich Full Pressure suit, a cumbersome but slimmed down version of the "Mark 1, really gross one, which we rejected. The flights were all conducted in the F8U, both ashore and aboard Carrier. I flew a variety of project aircraft including the F8U, F3D, F4D, S2F, F11F, F3D, FJ4B, S2F, TT-1, T2V, F9F8T, T2J & F101.

(4) CAPT Bob Dose, who had been my last skipper at VX-3, was at the Replacement Training Squadron Four, and requested I to be transferred there, cutting short my fun and gratification at NATC, but offering new challenges at the RAG. I flew the F8U as a VF-174 instructor pilot, and Fam-pilot for introduction of the Full pressure suit. Zoom climbs to above 60,000 feet, and the not infrequent flame-outs which occurred were thrilling; to say the least. I was also able to fly the other CAG aircraft including A4D, F4D and F3H, F4H and others. During this period I was selected for the first group of Flight Surgeon Medical Monitors for NASA's Project Mercury. I was on extended TDY for the flights of Al Shepard (Atlantic Ocean Ship), John Glenn (Indian Ocean Ship), Enos the monkey (Hawaii Station); to prove to the National Academy of Sciences that man would not die in Zero Gravity, then Perth Australia for Scott Carpenter's Mission. Thereafter, my flying was limited to "Proficiency", mostly S2F, except for when I could snivel a flight from my old shipmates; many now COs ashore, including F8U , A7, F4H and others.

(5) My assignment following "Residency Training"; to become Board Certified, was to the USS *Enterprise* (CVAN-65), with Captain Mike Michaelis as Skipper, and CAPT Jack Christianson as CAG. We completed the Med Cruise, then conducted the "Sea Orbit Mission", with Nuclear Task Force One. I flew from the carrier as Co-Pilot in the C2/E2, and was even able to get some F8 time ashore towing the banner for the squadron. The aggregate of these assignments, and the outstanding aviators I was privileged to serve with, were the highlight of my Navy career; particularly the flying part.

(6) During my tour at the Naval Safety Center, and at COMNAVAIRLANT, I was able to fly for the VR Ferry Squadron in a variety of aircraft, including ferry of the last F8 Photo to San Diego. I had to bow to George Watkins as being even a bigger "sniveler" when it came to these missions. I also continued in the F8 which was being overhauled at the NARF Norfolk, my being the rare qualified available F8 pilot on the east coast after the F8s were all moved to NAS Miramar. When on duty in D.C., and when proficiency flying was cut off, I was one of a small number who were given OP-05 authorization to continue beyond the 45 year limit; albeit without Flight Pay. It was worth it. I recall one of us asked a Pay Officer why we weren't allowed to get Flight Pay. He replied, "Oh, you are getting Flight Pay, its just that the rate of pay is zero. " Of course, we willingly continued to fly anyway. I loved it all!!!

(7) My other most gratifying activity was to be able over the years to facilitate the acceptance of a cadre Flight Surgeon/Aviators to be allowed to follow in this dual designation career. Most came from the ranks of Naval Aviators who had gone to medical school after leaving active duty; then chosen to return to become Flight Surgeons. They remain a viable and productive asset to Naval Aviation, particularly in RDT&E, where they have been able to demonstrate the value of this combination. We did not always get support from the Medical Corps, and even find isolated non-support from some of the aviators. The refresher training of the FS/NA has recently been deemed to be too expensive to accommodate; which in tight budget years is understandable from the Bean Counters Mentality, and then some aviators and Medicals feel the Flight Surgeon should be in the dispensary caring for their Dependents; that is until deployment of course. .. .Ah Well, it was a Great Career!!! (I'm still able to associate with aviators in my FAA Medical Examiner role; Simi-Retired we call it!





## Eric M. Brown, Captain, British Royal Navy

Date of Designation: 4 December 1939

Dates of Active Duty: 4 December 1939 - 12 March 1970

Total Flight Hours: 18,000 (includes civil flying)

Carrier/Ship Landings: Fixed wing: 2,407 Rotary: 212

Approximate Flight Hours:
Jet: 7,000 Prop: 7,000 Helo: 4,000 VF/VA: 5, 000
Other: Experimental Test Flying - 8,000

Combat Tours:
WW II: (1940-42) Norway, North Atlantic, Mediterranean.

Aviation Commands:
Chief Naval Test Pilot (UK), 1944-1950.
CO, 804(F) Squadron, Lossiemouth, Scotland, 1953-1954.
Head of British Naval Air Mission to Germany, 1958-1960.
CO, Royal Naval Air Station Lossiemouth, 1967-1970.

Combat Awards:
Member, Officer, Commander of the British Empire.
Distinguished Service Cross.
Air Force Cross.
King's Commendation for Valuable Service in the Air.

### Duty Assignment Chronology

| | |
|---|---|
| 1/40-4/40 | Flying Refresher Course (RNAS Sydenham). |
| 5/40-8/40 | Advanced Operational Flying Course (RAF Netheravon). |
| 9/40-11/40 | 759(FT) Squadron (RNAS Yeovilton). |
| 11/40-11/40 | 801(F) Squadron (RNAS Hatston). |
| 12/40-12/41 | 802(F) Squadron (RNAS Donibristle, HMS *Audacity*). |
| 2/42-4/42 | 802(F) Squadron (RNAS Yeovilton). |
| 5/42-7/42 | 768 (DLT) Squadron (RNAS Arbroath, HMS *Argus*). |
| 8/42-9/42 | 897(F) Squadron (RNAS Stretton). |
| 9/42-12/43 | 778(STU) Squadron (RNAS Arbroath, RNAS Crail). |
| 12/43-1/44 | Naval Test Squadron (A&AEE Boscombe Down). |
| 1/44-8/49 | Chief Naval Test Pilot, Royal Aircraft Establishment, Farnborough. |
| 8/49-11/49 | School of Naval Air Warfare (RNAS St. Merryn). |
| 11/49-7/51 | 802(F) Squadron (RNAS Culdrose, HMS *Vengeance*, HMS *Indomitable*). |
| 9/51-11/52 | Flight Test, US Naval Air Test Center, Patuxent River, MD. |
| 2/53-8/53 | Ship's Officer, HMS *Rocket* (Londonderry). |
| 8/53-8/53 | Helicopter Refresher Course (RNAS Gosport). |
| 8/53-10/53 | SAR Helicopter Flight, HMS *Illustrious*. |
| 10/53-11/53 | Jet Flying Refresher Course (RNAS Brawdy). |
| 11/53-7/54 | CO, 8O4(F) Squadron (RNAS Lossiemouth). |
| 7/54-11/56 | Commander (Air), RNAS Brawdy. |
| 11/56-5/57 | Joint Services Staff College (Latimer). |
| 5/57-6/57 | Instrument Flying Course (RNAS Ford). |
| 7/57-12/57 | RAF Flying College Advanced Air Warfare Course (RAF Manby). |
| 1/58-9/60 | British Naval Air Mission to Germany (Kiel and Schleswig). |
| 1/61-2/62 | Deputy Director (Air), Gunnery Division, Ministry of Defence. |
| 2/62-9/64 | Deputy Director, Naval Air Warfare Division, Ministry of Defence. |
| 9/64-10/64 | Royal Naval Tactical School (Woolwich). |
| 11/64-5/67 | Naval Attache, Bonn, Germany. |
| 8/67-9/67 | Instrument Flying Course (RNAS Brawdy). |
| 9/67-3/70 | CO, RNAS Lossiemouth. |
| 3/70 | Retired from active duty. |

### Summary of Significant Career Events

(1) First carrier deck landing of a high-performance twin-engine aircraft (Mosquito), 25 March 1944.

- Continued -

Summary of Significant Career Events continued

(2) First naval pilot to fly a jet aircraft.

(3) First helicopter research pilot in the UK.

(4) First deck landing of a tricycle aircraft (Airacobra) on a British carrier, 3 April 1944.

(5) World's first carrier deck landing of a pure jet aircraft (Vampire), 3 December 1945.

(6) First carrier deck landing of a British twin Jet Aircraft (Meteor), 8 June 1948.

(7) First landing of an undercarriage-less aircraft on a flexible rubber deck of an aircraft carrier, 3 November 1948.

(8) Leader of Fleet Air Arm's piston aircraft Aerobatic Team, 1950.

(9) Leader of Fleet Air Arm's jet aircraft Aerobatic Team 1954.

(10) World record number of Carrier Trap Deck Landings - 2,407.

(11) World Record number of Catapult Launches (at sea and on land) - 2,721.

(12) World Record number of aircraft basic types (not marks or models) flown as command pilot - 487.



**H. Lawrence Garrett, III**
Former Secretary of the Navy

Date of Designation: NFO - 24 April 1964

Dates of Active Duty: 30 October 1961-1 November 1981

Total Flight Hours: 1,750

Carrier/Ship Landings: Fixed wing: 4 Rotary: 20 approx.

Approximate Flight Hours:
VR/VP: 1,539 VT: 211

Combat Tours:
Vietnam: VP-50, July 1965 - March 1966 (P3)
Vietnam: VP-50, July 1966 - March 1967 (P3)

Aviation Commands:
Secretary of the United States Navy, 15 May 1989 - 26 June 1992

Combat Awards:
2 Air Medals

## Summary of Significant Career Events

H. Lawrence Garrett III is a long time staunch supporter of naval aviation and the naval service. He enlisted in the U.S. Navy in October 1961 and served as a Machinist Mate. He entered flight training and was designated an NFO and commissioned in April 1964.

He served two tours in patrol squadrons in Southeast Asia during the Vietnam War. In February 1981, he was detailed to the White House to serve as Assistant Counsel in the Office of Council to the President of the United States. He retired from the Navy in 1981.

He served in numerous executive positions in industry before returning to the White House as Associate Council to President Reagan.

From 1986 to August 1987, he served as General Counsel of the Department of Defense and as the Under Secretary of the Navy from August 1987 until April 1989

In May 1989, he became Secretary of the Navy. Among other important duties as SECNAV during Desert Shield and Desert Storm, he had the ultimate responsibility within the Department of the Navy for the mobilization, equipping, training, deployment and combat employment of the Navy and Marine Corps aviation resources throughout the highly successful execution of the campaign to restore sovereignty of Kuwait.

For the past fifteen years, Secretary Garrett has been a very active supporter of the Naval Aviation Museum and the Naval Aviation Museum Foundation. He is a long time member of the Aviation Museum Board of Trustees, contributing his time, valuable resources and sage advice and counsel to the overall success of the institution.

Mr. Garrett retired as an Executive Vice President of Rolls-Royce North America and was formerly a partner in the Washington law firm of Lipsen, Hamberger, and Garrett.





## Corwin H. Meyer, Grumman Test Pilot

Total Flight Hours: 8,000+

Approximate Flight Hours:
VF/VA: 5,100 Other: 2,900
Currently licensed Commercial, Instrument, Instructor, Single and Multi engine, Land and Sea with Physical and a Bi-annual Flight Review.

Honors and Awards:

1995 Inducted into Carrier Aviation Test Pilot Hall of Honor, USS *Yorktown*, Patriots Point, Charleston, SC.

1971 Awarded the Society of Experimental Test Pilots James H. Doolittle Award for Outstanding Professional Accomplishment in Aerospace Technical Management

## Biographical Data

1942-54 Joined Grumman in 1942, as an experimental test pilot. Became the project pilot for the following fighters: F6F Hellcat, F7F Tigercat, F8F Bearcat, F9F Panther, F9F-6 Cougar, Jaguar, Tiger, and the Mach II Super Tiger. He flew all of the competitive aircraft throughout the world including the Jap Zero and the A-6A Intruder.

1954 Became the first civilian to qualify aboard the USS *Lake Champlain* in jets flying Cougars with VF-61.

1965-69 Director of Aircraft Delivery Operations, Grumman Aircraft Corp. (GAC).

1969-74 Senior Vice President of all Manufacturing Operations, Flight Test and Quality Control, GAC.

1974-78 President and CEO of Grumman American, a commercial airplane subsidiary which built and sold the Gulfstream line of business jets, the Agcat an agricultural airplane and the Grumman American line of light airplanes.

1978- President and CEO of Enstroom Helicopters, Falcon Jet Corporation and OMAC with specific tasks to realign the operations of these corporations. He still consults.

## Summary of Significant Career Events

(1) Mr. Corwin “Corky” Meyer grew up in Springfield, Illinois. He attended University of Illinois and MIT. His test piloting career spans 57 years in over 125 types of civilian and military aircraft.

(2) Fellow and Founder of the Society of Experimental Test PiIots and the AIAA. He also served as a consultant to the European research organization AGAARD (a NATO committee for Research and Development) and NASA.

(3) In September 1995, was inducted into the Carrier Aviation Test Pilot Hall of Honor on board USS *Yorktown* at Patriot's Point Naval and Maritime Museum Charleston, SC.

Family:
Mr. Meyer has a daughter Sandra Royall and two sons, John Fyfield and Peter Corwin. Peter, who Corky taught to fly, has well topped his father's flying times by attaining over 17,000 hours.





## Robert E. Mitchell, Captain, MC, USN (Ret.)

Date of Designation:
Flight Surgeon: 24 June 1955, Flight Surgeon # 999
Honorary Naval Aviator: 25 June 1990, Honorary #21

Dates of Active Duty: 4 July 1947 - 25 June 1990. Then in a retired/retained status until 1993.

Total Flight Hours: 2,099.4 (Special Crew)

Approximate Flight Hours:
Jet: 10 Prop: 2,040+ Helo: 50
VR/VP: 2,040+ HS/HC/HU: 50+ LTA: 2
Other: Prior to designation as Flight Surgeon, flew 50+ hours in PBM-5A (Marshall Islands) and 25+ hours MedEvac, etc., R4D (Naples, Italy).

Combat Tours:
Vietnam: Danang, Vietnam - 34 missions, Jul. 1965-Jul. 1966

Aviation Commands:
CO, Naval Hospital Rota, Spain 1968 - 1969 (commissioned hospital in 1968).
CO, Naval Aerospace Medical Research Laboratory, Pensacola, Florida, 1975 - 1980.

Combat Awards:
Bronze Star
Air Medal
(Legion of Merit/Meritorious Service - non-combat)

### Summary of Significant Career Events

(1) In 1955, became the principle physician involved in the follow-up studies of the "Thousand Aviator" project, initiated by Doctor Ashton Graybiel in 1940. Worked with the study until 1993.

(2) Initiator and principle physician involved in the follow-up studies of the men repatriated after being prisoners of war in Vietnam, of men held as hostages in Iran, and of the individuals who were prisoners of war during the Gulf War, 1973 - 1993.

(3) Initiated ShipAlt installing safety nets on bridle arresters of "C" class carriers, 1959.

(4) Initiated ShipAlt installing flight deck alarm system from PriFly to Sick Bay in AIRPAC carriers. (Captain Dick Luehrs came up with the same idea at the same time in AIRLANT carriers), 1959.

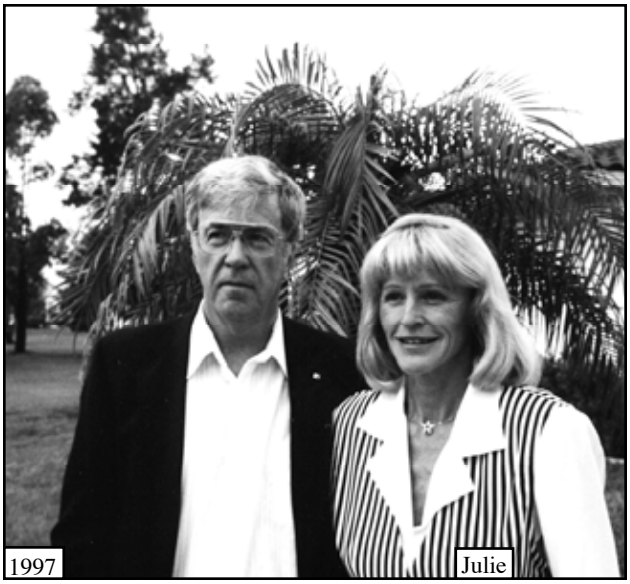
(5) Initiated installation of of the first stained glass window in the Aviation Memorial Chapel at Pensacola. The window was funded by Navy Flight Surgeons worldwide. 1964(?).

Honors:
1966 Elected Fellow of the Aerospace Medical Association.
1971 Elected to the International Academy of Aviation and Space Medicine.
1978 Elected to the International Academy of Astronautics.
1980 Received the Theodore C. Lyster Award of the Aerospace Medical Association "For outstanding Achievements in the Field of Aerospace Medicine."
1982 Elected an Honorary Member of NAM-POW, Inc.
1985 Elected a Fellow of the Royal Society of Medicine of England.
1986 Plaque installed in the National Museum of Naval Aviation by NAM-POW, Inc.
1989 Elected an Honorary Member of the Early and Pioneer Naval Aviators Association (The Golden Eagles).
1990 Designated Honorary Naval Aviator #21 by Chief of Naval Operations.
1996 The Robert E. Mitchell Award established by the Society of U. S. Naval Flight Surgeons, to be

- Continued -

awarded annually to a retired flight surgeon in recognition of Lifetime contributions to aerospace medicine. (Received first award).




## LCDR John L. Moore, (MC), USN

"Jack"

Date of Designation: 30 November 1960 NA # V-17258

Naval Flight Surgeon: 20 December 1957 #1267

Dates of Active Duty: September 1955 - September 1964

Total Flight Hours: 8,150

Carrier/Ship Landings: Fixed wing: 100

Approximate Flight Hours:
Jet: 2,100 Prop: 5,900 Helo: 150 VF/VA: 1,900

## Duty Assignment Chronology

| | |
|---|---|
| 1955-1956 | Ensign (1995) Program, Columbia University College of Physicians and Surgeons, medical school. |
| 1956-1957 | U. S. Naval Hospital, Bethesda, MD. Internship. |
| 1957 | U. S. Naval School of Aviation Medicine. Student (T-34, T-28). |
| 1957-1959 | Marine Corps Air Station, El Toro, CA. Flight Surgeon VMF-121, VMF-213. |
| 1959-1960 | U. S. Naval Training Command, Pensacola, FL. and Beeville, TX. Student Naval Aviator. (T-34,TT-1,T-28,T2A,F9F-8T,F9F-8B, F11F, S2F-1, HO4S-3, T2V-1). |
| 1961-1963 | VF-121, Miramar, CA. Instructor pilot/ flight surgeon RAG. (F4A, F4B, F3H-2, F9F-8T, TF-10B). |
| 1963-1964 | Head, Aeromedical Branch, Service Test, NATC, Patuxent River, MD. (F3H, S2D, T2A, T-39D, TC 45J, F8D, F4A, F4B, T1A, A4C, P3A, UH1E, A5A, SP2E, C1A, A4E, CH-46A, SH-34J, TF9J, HH52A). |
| 9/1964 | Resigned, U. S. Navy. |

## Summary of Significant Career Events

(1) Member first T2A class, Pensacola, 1959.

(2) Only Flight Surgeon/Naval Aviator to be day/night carrier qualified in F3H-3 & F4B, 1961.

(3) One of only three to trap aboard a 27C class carrier in an F4B, USS Oriskany, 1962.

(4) Participated in first F4B buddy tanker tests, Miramar, CA., 1961.

(5) Team director, Fulton air from ground personnel pick-up system, 1963.

(6) Tested man rated late model Navy Full Pressure Suit in F4B, F8D, A5A, including explosive decompressions at altitudes above 70,000 feet. NATC, 1963.

(7) Evaluated new doppler radar as aid to night overwater hovering, HH52 helo, USCG project, NATC, 1964.

(8) Participated in early data link flights in F4B with E2A, Bethpage, 1964.

(9) Participated in first actual water rescue in the CH-46A NATC, 1963.

(10) Member, A7A cockpit standardization committee, Dallas, 1964.

(11) One of only two Naval Aviators to fly the F3H-3 with constant speed engine with throttle controlled nozzle. NATC, 1963.

(12) Set standards for control stick switches and buttons, fighter and helos, NATC, 1964.

- Continued -

Summary of Significant Career Events continued

(13) Flew first night carrier operations with prospective commanding officers, CAG-12 "Operation Look-see" 1962, Miramar (TF-10B)

(14) Conducted one of first air-air refueling tests with KC-135 equipped with Navy drogue system.



## Barrett Tillman, Author

Personal Data:
Born December 24, 1948, eldest of three sons of J. H. and Beverly Barrett Tillman of Athena, Oregon. Grew up on family wheat ranch. Single. Occupation: author.

Education:
Graduated Athena Grade School 1963, McEwen High School (Athena) 1967. Attended Oregon State University 1967-68, transferred to University of Oregon and graduated with bachelor's degree in journalism December 1971.

Career:
Freelance writer 1972-1982. Publisher, Champlin Museum Press (Mesa, Arizona) 1982-1986; Managing editor, The Hook magazine (San Diego) 1986-1989. Novelist 1989-present. See Publications Section.

Interests:
Aviation: private pilot, soloed 1965 (Martin Field, Walla Walla, WA). Restoration/flight of 1940 Naval Aircraft Factory N3N-3 and 1943 Douglas A-24B (SBD-5). Familiarization/background flights in variety of USN, USCG and USAF fixed- and rotary-wing aircraft. One carrier landing, USS *Ranger* (CV-61).

Former Special Deputy Sheriff, Umatilla County, Oregon: firearms instructor. Co-founder Oregon Practical shooting Assn. 1978; represented Oregon in IPSC national championships 1978-1979.

Honors and Awards:
1978 Contributor's Award, American Aviation Historical Society.
1981 USAF Historical Foundation Writing Award.
1986 Honoree, American Fighter Aces Association.
1987 North American Society for Oceanographic History.
1991-97 Listing in Who's Who in the West.
1988 Honorary member of VF-111.
1992 Honorary member of VA-35.

Honors and Awards (continued):
1993 Trustee, Association of Naval Aviation.
1993 Emile Louis Bonnot Award for Naval History.
1994 Arthur Radford Award for Naval Aviation History & Literature.

Featured Speaker or Presentations at Symposia
Conference of Aviation History Writers, 1986-present.
Virginia Bader Fine Arts, 1987.
National Air & Space Museum, 1988.
Carrier Aviation Hall of Fame, 1991, 1993, 1995.
Champlin Fighter Museum, 1990, 1991.
Midway 50th Anniversary Commemoration, 1992.
Admiral Nimitz Center, 1993, 1994 .
Naval Strike Warfare Center. 1993.
San Diego Aerospace Museum, 1993.
Naval Aviation Museum Foundation, 1994, 1995, 1996.

Publications: Books
The Dauntless Dive-Bomber of WW II (1976).
Naval Institute Press, Annapolis.

Hellcat: the F6F in WW II (1979).
Naval Institute Press, Annapolis.

Corsair: the F4U in WW II and Korea (1979).
Naval Institute Press, Annapolis.

TBF-TBM Avenger at War (1979).
Ian Allan Ltd., UK. Re-released by USNI, 1991.

MiG Master: Story of the F-8 Crusader (1980).
Nautical & Aviation, Annapolis.; Second edition by USNI, 1990.

Wildcat: the F4F in WW II (1983).
Nautical & Aviation, Baltimore. Second edition by USNI, 1990.

History of U.S. Naval Air Power (1985).
Aerospace Publishers, UK. (R.L. Lawson, ea., et al)

- Continued -

Publications: Books (continued)

On Yankee Station: the Naval Air War Over Vietnam (1987).
Naval Institute Press, Annapolis. (With CDR John B. Nichols).

Warriors (1990).
Bantam novel, New York.

The Sixth Battle (1992).
Bantam novel, New York (With John L. Tillman )

Dauntless (1992).
Bantam novel, New York.

Sundowners: VF-1l in World War II (1993).
Phalanx Publishing, St. Paul.

Carrier Battle in the Philippine Sea (1994).
Phalanx Publishing, St. Paul.

Pushing the Envelope: The Biography of Fighter Ace and Test Pilot Marion E. Carl. (1994).
Naval Institute Press, Annapolis.

Wildcats to Tomcats: The Tailhook Navy ( 1995).
Phalanx Publishing, St. Paul. (With CAPTs R.L. Cormier, W.M. Schirra and P.R. Wood).

Wildcat Aces of World War Two (1995).
Osprey Publishing, U.K.

Hellcat Aces of World War Two (1996).
Osprey Publishing, U.K.

Hellcats: A Novel (l996).
Brassey's, Inc., McLean, VA.

Pictorial History of U.S. Naval Aviation in WW II, 1939-1946 (1996).
Motorbooks, Osceola, WI.

Publications: Periodicals

Over 250 articles in 40+ publications in North America, Europe and Asia, including:

The Hook
Naval Aviation News
Naval Aviation Museum Foundation
Naval History
Naval Institute Proceedings
Wings of Gold.
Asia-Pacific Defense Review (Malaysia)
USAF Fighter Weapons Review
Icare (France)
Interavia
International Defense Review (Switzerland)
Journal of the American Aviation Historical Society
Air power
Air Progress
Flight
National Aeronautics
Wings
Arizona Highways
Portland Magazine
Precision Shooting
Soldier of Fortune
Southwest Art



THE EARLY AND PIONEER NAVAL AVIATORS
ASSOCIATION
*"The Golden Eagles®"*

# Deceased (1957-Present)


1967


Katie

## Arthur H. Adams, Maj. General, USMC (Ret.)

"Art"

Date of Designation: November 1939

Dates of Active Duty: November 1939 - March 1975

Total Flight Hours: 8,000

Carrier/Ship Landings: Fixed wing: 15

Approximate Flight Hours:
Jet: 1,500 Prop: 6,500 VF/VA: 3,000
VR/VP: 2,000 VT: 1,000

Combat Tours:
WW II: VMR-253 (R4D), Aug. 1942 - Apr. 1943. Caledonia, New Hebrides, Guadalcanal. Logistic support.
WW II: 1st MAW, VMB-433 (PBJ), Aug. 1944 - Mar. 1945. Green, Emirau, Rabaul, Kaving. - 50 missions
Korea: VMF-311 (F9F), K-3 Pohang, Korea, Oct. 1952 - Jun. 1953. - 50 missions.

Aviation Commands:
CO, AES-46, MCAS Cherry Pt., NC., Jun. 1947 - Jul. 1949.
CO, VMF-222 (F4U), 2nd MAW, Cherry Pt., Aug. 1949 - Mar. 1950.
CO, MAD, NATC Patuxent River, MD., Apr. 1950-Jul. 1952.
CO, VMF-311, K-3 Korea, Aug. 1952 - Mar. 1953.
CO, MARTD, NAS Minneapolis, MN., Jun. 1956 - Aug. 1958.
CO, MAG-11, NAS Atsugi, Japan. Aug. 1962 - Jun. 1963.
CG, 4th MAW, NAS Glenview, IL., May 1966 - Jul. 1968.
CG, 3rd MAW, MCAS El Toro, CA., Aug. 1968-Aug. 1969

Combat Awards:
Bronze Star with Combat "V" and Gold Star.
Legion of Merit with Star.
4 Distinguished Flying Crosses.
Combat Awards continued:
16 Air Medals
Meritorious Service Medal.

### Duty Assignment Chronology

| | |
|---|---|
| 12/38-11/39 | Flight Training, Pensacola, FL. |
| 12/39-8/40 | 2nd Marine Air Group, North Island, San Diego, CA. |
| 11/40-3/42 | NRAB Philadelphia PA. (Mustin Field). |
| 4/42-7/42 | American Airlines Twin Engine Training, Fort Worth, TX., and Laguardia Field, NY. |
| 8/42-3/43 | VMR-253 (R4D Pilot), Caledonia, Southwest Pacific. |
| 3/43-6/44 | ABG-2, NAS North Island, San Diego, CA. |
| 8/44-3/45 | VMB-433, NAS El Centro, CA., and Green/ Emirau Island. |
| 3/45-9/45 | Staff, 1st MAW, Bougainville Island. |
| 9/45-8/46 | ABG-2, MCAS Staff, El Toro, CA. |
| 9/46-5/47 | Junior Course, Quantico, VA. |
| 6/47-7/49 | CO, AES-46, MCAS Cherry Point, NC. |
| 8/49-3/50 | CO, VMF-222, 2nd MAW, MCAS Cherry Point, NC. |
| 4/50-7/52 | CO, MAD, NATC Patuxent River, MD. |
| 8/52-3/53 | CO, VMF-311, K-3 Pohang, Korea. |
| 3/53-7/53 | Staff, MAG-33, Pohang Korea. |
| 8/53-7/56 | Staff, Headquarters USMC, Washington, D.C. |
| 8/56-7/58 | CO, MARTD, NAS Minneapolis, MN. |
| 8/58-6/59 | Air War College, Maxwell AFB, AL. |
| 7/59-3/62 | Staff, USEUCOM, Paris, France. |
| 4/62-7/62 | MCAS El Toro, CA. |
| 8/62-6/63 | CO, MAG 11, NAS Atsugi, Japan. |
| 6/63-4/66 | Staff, Headquarters USMC, Washington, D.C. |
| 5/66-7/68 | CG, 4th MAW, NAS Glenview, IL. |
| 8/68-8/69 | CG, 3rd MAW, MCAS El Toro, CA. |
| 8/69-2/70 | UNMAC, Panmunjom, Korea. |
| 3/70-6/72 | Deputy CG, FMFPAC, Camp Smith, Hawaii. |
| 7/72-3/75 | Staff, CINCLANT, Norfolk, VA. |
| 3/75 | Retired from active duty. |



## Frank Akers, Rear Admiral, USN

(Naval Aviator Number 3328)

Frank Akers was born in Nashville, Tennessee, on March 28, 1901, son of Mrs. Lillian Crenshaw Akers and the late Mr. Albert Warren Akers, an attorney, and for many years President of the Board of Education of that city. Frank was attending Wallace University School in Nashville in 1918 when he received an appointment to the U.S. Naval Academy, Annapolis, Maryland. Graduated and commissioned Ensign with the Class of 1922, he advanced progressively, attaining the rank of Captain on April 1, 1943. His selection to the rank of Rear Admiral was approved by the President and confirmed by the Senate, to date from March 1, 1950.

After graduation from the Naval Academy in 1922, he was assigned to the USS Sumner, attached to Destroyer Squadron Twelve, United States Fleet, operating in the Pacific. While serving as chief engineer of that destroyer in 1924, his ship won the Engineering “E" in Fleet competition. For his part in that achievement he was commended by the Secretary of the Navy.

In February 1925 he was ordered to the Naval Air Station, Pensacola, Florida, for flight training. On September 11, 1925 he was designated Naval Aviator. Ordered to Aircraft Squadrons, Battle Fleet, he was assigned duty with Observation Squadron 2, aviation unit of the USS Nevada until January 1927. That was followed by duty with Fighting Plane Squadron 1 based on the USS Langley, operating off San Diego, California. Later that year, he assisted in fitting out Fighting Plane Squadron 5 at Norfolk, Virginia, and when that squadron was commissioned, he joined it to serve for a year. The following year he returned to Pensacola as an instructor and in command of the Fighter Training Squadron, at the Naval Air Station.

In 1931 he reported as a student of electronics at the Post-graduate School, Annapolis, Maryland, and under its supervision continued study at the Harvard Graduate School, Cambridge, Massachusetts, where he received his Master of Science degree in Electronic Communications in June 1933. For other work completed during the period of the course, he received a Letter of Commendation from the Secretary of the Navy. The following year he served as Radio Flight Test Officer and as Project Officer for Instrument Flying Development, at the Naval Air Station, Anacostia, Washington D. C. For this work also, he was commended by the Secretary of the Navy.

In June 1934 he reported aboard the USS Langley for duty in charge of Instrument Landing Development, and was the first to make a blind landing in a shore-to-ship flight. He was awarded the Distinguished Flying Cross with citation as follows: "For extraordinary achievement, while participating in an unusually hazardous experimental test flight as pilot on 30 July 1935, in which he took off from the Naval Air Station, San Diego, California, and landed on board the USS Langley."

Detached from the USS Langley in July 1936, he was ordered to duty as Communications Officer on the staff of Commander Aircraft, Base Force, in which duty he served for one year. During 1937-39 he was Head of the Aircraft Radio Branch, Bureau of Engineering, Navy Department, Washington, D.C. After duty in connection with fitting out the converted USS George E. Badger, he assumed command when that vessel was commissioned as a seaplane tender on January 8, 1940. She later was engaged in neutrality patrol of the Caribbean, Bermuda, and North Atlantic waters.

Ordered in April 1941 to fitting out duty in the USS Hornet, he served as her Navigator from her commissioning, October 20, 1941 until May 1942, during which period she gained fame from the Doolittle Raid on Tokyo and the Battle of Midway.

In July 1942 he reported as Head of the Aircraft Radio and Electrical Branch, Bureau of Aeronautics. In that capacity he was responsible for the development of electronic equipment and systems for the Navy. He received a Letter of Commendation with Ribbon from the Secretary of the Navy, and was awarded the Legion of Merit with citation in part as follows:

"For exceptionally meritorious conduct, as Head of the Radio and Electrical Branch, Engineering Division, Bureau of Aeronautics, from September 1942 to March 27, 1945. Discharging his duties in connection with aviation radio and related electronic equipment with skill and judgment, Captain Akers initiated methods to simplify operation, maintenance and installation of modern complex electronic systems, involving night fighter radar, blind bombing, airborne fire control radar; planned and directed design and installation of VHF radio equipment in all Fleet aircraft; devised and initiated programs, permitting simple and effective handling of a larger number of communications channels by a single pilot, and coordinated and expedited the efforts of his Bureau in administering and directing installation of vital electronic equipment in Fleet aircraft."

- Continued -

From April 1945 until February 1946, he commanded the USS Saratoga. He was awarded a Letter of Commendation by the Commander-in-Chief, Pacific Fleet, for his services in Carrier Pilot Training. Each landing aboard was a new world record because at the end of the war no carrier could even compare with the Saratoga's number of almost one hundred thousand landings. In August 1945 she claimed another record, 642 landings in a single day. The Saratoga then joined the "Magic Carpet" Fleet, and returned more men to the United States from Pacific areas after V-J Day than any other ship.

In March 1946 he was ordered to duty as Chief of Staff and Aide to the Commander, Carrier Division 5, and Task Force 77. In September of the same year, he returned to the Bureau of Aeronautics, Navy Department, for duty as Director of the Electronics Division, where he remained until May 1948. He then commanded Carrier Division Fifteen, USS Badeong Strait, flagship, until June 1950, when he joined the staff of Commander Air Force, Atlantic Fleet, as Chief of Staff and Aide. On January 8, 1951 he became Assistant Chief of Naval Operations (Underseas Warfare), Navy Department, where he served for three years. In March 1954 he reported as Commander Carrier Division Two.

On March 23, 1955 he became Senior Navy Member of the Weapons Systems Evaluation Group, Office of the Secretary of Defense, Washington, D.C., and in October 1955 reported as Chief of Naval Air Technical Training, Naval Air Station, Memphis, Tennessee. In June 1958 he assumed the duties of Commander Fleet Air, Eastern Atlantic and Mediterranean and Commander Naval Activities Mediterranean and continued to serve as such until June 28, 1960, when he reported for duty as Commander Fleet Air, Alameda/ Commander Naval Air Bases, Twelfth Naval District, with additional duty on the staff of Commander Western Sea Frontier, with headquarters at the Naval Air Station, Alameda, California. "For meritorious service from March 1 to 6, 1960 in connection with the earthquake at Agadir, Morocco..." he was awarded a Gold Star in lieu of a Second Commendation Medal. The citation further states in part:

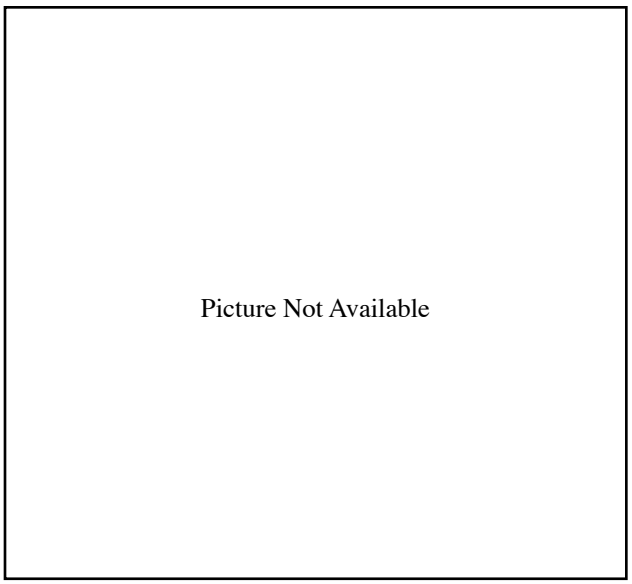
"Conducting an inspection tour in Morocco at the time of the earthquake, Rear Admiral Akers immediately assumed personal direction of the United States Navy relief operations in the area. Utilizing all transport aircraft under his command, he organized and dispatched rescue parties to the scene of the disaster, evacuated the injured and panic-stricken to the proper medical facilities, and conducted a continuous naval air lift to provide relief and first-aid supplies. He also contacted the United States Ambassador to Morocco and twice accompanied him to Agadir to confer with Crown Prince Moulay Hassan concerning the relief operations. Through his timely and effective leadership during this period, Rear Admiral Akers was instrumental in saving many lives and in relieving human suffering in Agadir..."

On April 1, 1963 he was transferred to the Retired List of the U.S. Navy.

In addition to the Legion of Merit, the Distinguished Flying Cross and the Commendation Ribbon with Gold Star, Rear Admiral Akers has the Victory Medal (World War I); American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal with one bronze star; World War II Victory Medal; China Service Medal; Navy Occupation Service Medal, Asia Clasp; and the National Defense Service Medal.

## Duty Assignment Chronology

| | |
|---|---|
| 6/22 | Commissioned Ensign, USN. |
| 7/22-3/25 | USS Sumner, Engineering Officer. |
| 3/25-11/25 | NAS Pensacola, Flight Instruction. |
| 11/25-2/26 | VT Squadron, Pilot. |
| 2/26-8/26 | USS Nevada, Pilot and Gunnery Officer. |
| 8/26-3/27 | USS Langley, VF-1 Pilot-Engineering. |
| 3/27-4/28 | USS Lexington, VF-5 Pilot - A&R. |
| 4/28-5/31 | NAS Pensacola Instructor. Promoted to LT in 1930. Squadron Commander. |
| 6/31-6/32 in | U.S. Naval Academy, Annapolis. Instruction Postgraduate-Electronics. |
| 6/32-6/33 | Harvard University, Postgraduate Instruction. M.S. Degree, Electronics. |
| 6/33-6/34 | NAS Anacostia, Flight Test. |
| 6/34-6/36 | USS Langley, V-Division Officer in charge of Instrument Landing Development. |
| 6/36-6/37 | COMAIR BASEFORCE on Staff Communications Officer, USS Wright. |
| 6/37-9/39 | Bureau of Engineering, Navy Department. Head aircraft Radio Branch. |
| 9/39-4/41 | USS G.E.Badger. CO of Neutrality Patrol in Caribbean, Bermuda and North Atlantic. |
| 4/41-7/42 | USS Hornet, Navigator. |
| 8/42-2/45 | BUAER, Navy Department, Head, Aircraft Radio. |
| 4/45-2/46 | CO, USS Saratoga. |
| 3/46-9/46 | COMCARDIV 5/CTF 77, Chief of Staff and Aide. |
| 10/46-6/48 | BUAER, Navy Department, Director of Electronics. |
| 7/48-6/50 | COMCARDIV-15. Responsible for ASW Training in USS Badoeng Strait, PACFLT. |
| 6/50-1/51 | COMAIRLANT, Chief of Staff. |
| 1/51-2/54 | OPNAV, Assistant Chief of Naval Operations (Undersea Warfare). |
| 3/54-3/55 | COMCARDIV-2. |
| 3/55-10/55 | SECDEF. Senior Naval Member, Weapons Systems Evaluation Group. |
| 10/55-5/58 | NAS Memphis. Chief of Naval Air Technical Training. |
| 6/58-5/60 | COMFAIRELM, Commander. |
| 6/60 | CFAA/CNAB12, Commander. |
| 4/1/63 | Retired from active duty. |




**Francis I. Amory, LT, NRFC**
(Naval Aviator #144)

Francis Inman Amory was born in Boston, Massachusetts on May 16, 1895 and attended Harvard University where he received an AB degree in 1917. Prior to service with the Navy, he was a licensed Federation Aeronautic International pilot. He enrolled in the Navy as an Ensign Naval Reserve Force on March 31, 1917, and was a member of the so-called Canadian Group which trained at Deseronto and Camp Borden, Canada. He received his designation as Naval Aviator #144 (HTA) at Pensacola, FL on December 14, 1917. After designation he was assigned initially to NAS Bay Shore, Long Island, NY and then to the Massachusetts Institute of Technology where he was head of the ground school Gunnery Department. He was released from active duty on December 16, 1918 and Honorably Discharged as a Lieutenant, Naval Reserve Flying Corps on September 30, 1921.

He made his home in Beverly Farms, Massachusetts. He died on August 16, 1974.



**George W. Anderson, Jr., Admiral, USN**

(Naval Aviator Number 3711)

George Whelan Anderson, Jr., was born on December 15, 1906, in Brooklyn, New York, son of George W. and Clara (Green) Anderson. He attended Brooklyn Preparatory School, and entered the U.S. Naval Academy, Annapolis, Maryland, from his native state in 1923. Graduated and commissioned Ensign on June 2, 1927, he subsequently advanced in rank to that of Rear Admiral, to date from August 1, 1954. He served in the rank of Vice Admiral, from May 1, 1957, until January 18, 1958, and on September 14, 1959 he again assumed the rank of Vice Admiral. He took the oath of office as Chief of Naval Operations, with the accompanying rank of Admiral, on August 1, 1961.

Following graduation from the Naval Academy in 1927, he remained there for the short course in aviation, before Joining the USS *Chaumont*, for transportation to the USS *Cincinatti*, in which he served as a Junior officer until 1930. He was then ordered to the Naval Air Station, Pensacola, Florida, for flight training and was designated Naval Aviator in October of that year. He was then ordered to the Atlantic Fleet for duty in the aviation units of the USS *Concord* and USS *Raleigh*, successively.

Between 1933 and 1935 he was assigned to the Flight Test Division of the Naval Air Station, NOB, Norfolk, Virginia, after which he had duty afloat with Fighting Squadron TWO, based on the USS *Lexington*. He was detached from that squadron with orders to the Newport News (Virginia) Shipbuilding and Dry Dock Company, where the USS *Yorktown* was building, and joined that aircraft carrier on her commissioning on September 30, 1937. From the fall of 1939 until early 1940 he was attached to Patrol Squadron 44, Patrol Wing FOUR, based at Seattle, Washington.

He was next assigned to the Plans Division, Bureau of Aeronautics, Navy Department, Washington, D. C., and while there participated in the formulation of the American aircraft program for World War II. This included association with war-time agencies charged with production and allocation of all United States aircraft, and planning the aircraft aspects of the expansion of Naval aviation. For this liaison work with the Army Air Force while in that assignment he received a Letter of Commendation from the War Department, with authorization to wear the Army Commendation Ribbon.

In March 1943 he again reported to the Newport News Shipbuilding and Dry Dock Company, this time to assist in fitting out the new USS *Yorktown* (CV-10), and became Navigator and Tactical Officer when she was commissioned on April 15, 1943. He was aboard that aircraft carrier during her early action in the Pacific and received a Letter of Commendation, with authority to wear the Commendation Ribbon, from the Commander in Chief, U. S. Pacific Fleet, for outstanding services from August 15 to November 1, 1943, while attached to the USS *Yorktown*.

He is also entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS *Yorktown* for "extraordinary heroism in action against enemy Japanese forces in the air, at sea and on shore in the Pacific War Area from August 31, 1943 to August 15, 1945...Daring and dependable in combat, the *Yorktown* with her gallant officers and men rendered loyal service in achieving the ultimate defeat of the Japanese Empire."

He next had duty as Plans Officer on the Staff of Commander Aircraft, U. S. Pacific Fleet, and for "exceptionally meritorious conduct...as Head of the Plans Division of the Staff of Commander Air Force, U. S. Pacific Fleet during the period from November 1943 to March 1944..." he was awarded the Legion of Merit. The citation further states: "In this capacity it was his grave responsibility to prepare plans for the activation and employment of Air Force, Pacific Fleet aircraft units and ships, and to supervise the preparation of plans for the establishment and initial logistic support of advanced air bases. The ultimate success of these plans may be attributed, in large measure, to the highly efficient manner in which he contributed to the compiling and evaluating of the mass of details upon which these plans were based, and to his sound judgment in estimating future requirements and availability of Pacific Fleet aviation units..."

On March 28, 1944 he reported as Assistant to the Deputy Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas. He was awarded the Bronze Star Medal for "meritorious achievement (in that capacity) ...during operations against enemy Japanese forces in the Pacific War Area, from March 28, 1944 to April 169 - 1945..." The citation further state so "Intelligently planning and estimating for the needs of Naval aviation in the Pacific, (he) contributed materially to the improvement in organization, training and logistical support..."

In June 1945 he became Aviation Officer in the Strategic Plans Section on the Staff of the Commander in Chief, U. S. Fleet, with headquarters at the Navy Department, Washington, D. C. As such he also had duty as Deputy Navy Planner on the Joint Planning Staff. Ordered to the Office

(- Continued -)

of the Chief of Naval Operations, Navy Department, he was appointed a member of the Permanent Joint Board of Defense (Canada-United States) in November 1946; was also one of the Navy members of the Brazilian-United States Defense Commission and served with the Joint War Plans Committee of the Joint Staff.

In July 1948 he returned to sea as Commanding Officer of the USS *Mindoro*, and when detached from that anti-submarine carrier in August 1949, reported for instruction at the National War College, Washington, D. C. Completing the course there in July 1950 he joined the Staff of the Commander SIXTH Fleet as Fleet Operations Officer. In December 1950 he transferred to the Staff of the Supreme Allied Commander in Europe (SHAPE), and remained there until July 1952 as the Senior U. S. Officer in Plans and Operations. He served as Commanding Officer of the USS *Franklin D. Roosevelt* for a year, and when detached from command of that aircraft carrier in June 1953, reported for duty in the Office of the Chief of Naval Operations, Navy Department.

In July 1953 he became Special Assistant to the Chairman of the Joint Chiefs of Staff, Washington, D.C., continuing to serve in that capacity until July 1955. On August 3, that year, he assumed command of the Formosa Patrol Force with additional duty as Commander U. S. Fleet Air Wing ONE (his title was changed late in 1955 to Commander U. S. Taiwan Patrol Force). He was Chief of Staff, Joint Staff, Commander in Chief, Pacific, from July 1956 until May 1957 when he reported in the rank of Vice Admiral as Chief of Staff and Aide to the Commander in Chief, Pacific.

He served in the rank of Rear Admiral as Commander Carrier Division SIX from July 1958 until September 14, 1959, when he became Commander SIXTH Fleet and Commander Naval Striking and Support Forces, Southern Europe, with the accompanying rank of Vice Admiral. "For exceptionally meritorious service...as Commander SIXTH Fleet from September 1959 to June 1961..." he was awarded the Distinguished Service Medal. The citation continues in part: "A dynamic leader and skilled diplomat, Admiral (then Vice Admiral Anderson) developed and maintained an exceptionally high standard of morale and combat readiness within the SIXTH Fleet, and succeeded in elevating his command to a new high level of prestige and effectiveness as an instrument for the conduct of the foreign affairs of his country. Keenly aware that the mission of good will was second only to that of readiness, he has been an outstanding exponent of the President's People to People Program and has indoctrinated personnel of his command in its objectives so successfully that the ships and personnel of the SIXTH Fleet have been welcome visitors at each port of call. Through his exceptional diplomatic and political talents, Admiral Anderson has made a major contribution toward encouraging and strengthening the ties of friendship between the United States and the littoral Mediterranean nations, and toward supporting these nations in their resolve to resist Communism and Communist infiltration In bolstering the morale and combat readiness of the SIXTH Fleet, he has been instrumental in enhancing the military posture and prestige of the United States..."

His appointment to be Chief of Naval Operations for a term of two years, with the accompanying rank of Admiral was approved by the Senate on June 29, 1961 and he was sworn into office at the Naval Academy, Annapolis, Maryland on August 1, 1961. He served in that capacity until relieved of all active duty pending his retirement, effective August 1, 1963. "For exceptionally meritorious service...while serving as Chief of Naval Operations, principal naval advisor to the President, and member of the Joint Chiefs of Staff, from August 1961 to August 1963..." he was awarded a Gold Star in lieu of the Second Distinguished Service Medal. The citation continues in part: "Admiral Anderson has displayed superb qualities of leadership and professional competence in one of the most responsible positions in the Department of Defense. Under his skillful and effective guidance, the operating forces of the Navy have contributed significantly to our national posture and have carried out their world-wide responsibilities with a view toward enhancing the prestige of the United States and its objective of world peace. Admiral Anderson's consummate knowledge and understanding of the complexities of international relations, his recognition of the requirements generated by swiftly paced, changing world situations, and his dedication to high military standards have been applied effectively toward keeping the Navy strong and maintaining the United States in a preeminent position among the maritime powers of the world..."

On May 21, 1963, President John F. Kennedy announced his intention to appoint Admiral Anderson as United States Ambassador to Portugal. The appointment was approved by the Senate on July 31, and he was sworn in as Ambassador by Secretary of State Rusk on Sep. 4, 1963.

In addition to the Distinguished Service Medal with Gold Star, the Legion of Merit, the Bronze Star Medal, the Commendation Ribbon with Combat V (Navy), the Commendation Ribbon (Army), and the Presidential Unit Citation Ribbon with one star, Admiral Anderson has the American Defense Service Medal with Fleet Clasp, the American Campaign Medal, the Asiatic Pacific Campaign Medal with two stars, the World War II Victory Medal, the Navy Occupation Service Medal with Europe Clasp; the China Service Medal; and the National Defense Service Medal. He has also been awarded the Order of the British Empire, rank of Honorary Officer, by the Government of Great Britain; the Precious Tripod Medal by the Government of the Republic of China; the Maltese Cross and others.

Admiral Anderson was married to the former Mary Lee Lamar Sample of Pensacola, FL., and had two sons, Lieutenant George W. Anderson, III, USN (Class of 1957) and Thomas Patrick Anderson; a daughter, Mary Annette (now Mrs. Daniel Coughlin of Hartsdale, NY; and step-daughter, Carolyn Sample (now Mrs. David M. Abshire of Alexandria, VA).


1937


1969

**Norman J. Anderson, MGEN, USMC (Ret.)**
"Norm"

Date of Designation: February 1937 NA # 5127

Dates of Active Duty: July - September 1935;
January 1936 - March 1940;
(American Airlines Pilot) March 1940 - December 1940
December 1940 - July 1972

Total Flight Hours: 8,500

Carrier/Ship Landings: Fixed wing: 65 Helo: 50

Approximate Flight Hours:
Jet: 400 Prop: 8,100 Helo: 25 VF/VA: 4,000
VR/VP: 3,000 VS: 100 VT: 400
Other: American Airlines (DC-3) - 800

Combat Tours:
WW II: MAG-25, Resupply Guadalcanal - 30 missions. VMB-423, Feb. 1944 - Aug. 1945, blockade Rabaul - 110 missions.
Korea: VMF-423 aboard *Badoeng Strait* (Pusan Perimeter, Inchon, Hungnam), Aug.- Oct 1950 - 69 missions.
Vietnam: 2 missions.

Aviation Commands:
CO, VMB-423, May 1944 - Aug. 1945.
Deputy CO MAG-33 and Group Tactical Officer, Aug. - Oct. 1950.
CO, MAG-11, Dec. 1959 - Jul. 1960.
COMCABS East and CG, MCAS Cherry Point, Mar. 1964 - Jun. 1965.
CG, 2nd MAW, May 1966 - May 1967. Cherry Point, NC.
Deputy Commander III MAF (Air) and CG, 1st MAW, May 1967 - Jun. 1968. Danang, South Vietnam.
Deputy CG, FMFLANT, Jul. 1968 - May 1969, Norfolk, VA.

Combat Awards:
Silver Star
4 Distinguished Flying Crosses
11 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/35-8/35 | Elimination Flight Training, NAS Long Beach, CA. |
| 1/36-2/37 | Flight Training, NAS Pensacola, FL. |
| 3/37-8/39 | VMF-1, Quantico, VA |
| 9/39-2/40 | Flight Instructor, NAS, Pensacola, FL |
| 3/40-12/40 | Weekend Warrior, Marine Reserve Squadron, Floyd Bennet Field, New York. |
| 12/40-7/41 | Transport Detachment, NAS, Pensacola, FL. |
| 7/41-12/41 | First Marine Aircraft Wing Quantico, VA. |
| 12/41-5/42 | 1st MAW, NAS, North Island, CA. |
| 5/42-8/42 | VMR-153, Kearney Mesa, CA. |
| 8/42 | VMR-253, Enroute to New Caledonia. |
| 9/42-3/43 | VMR-253, New Caledonia. |
| 3/43-7/43 | VMR-253 Detachment, Sydney, Australia. |
| 9/43-2/44 | VMB-423, MCAS Edenton, NC and MCAS, El Centro, CA. |
| 2/44-8/45 | VMB-423, Sterling Island, Green Island, Emirau Island and , Malabang, PI. |
| 9/45-1/47 | MABS - 2, MCAS El Toro, CA. |
| 1/47-12/49 | Amphibious Warfare School, Junior Course, Quantico,VA, Student and Chief, Air Section. |
| 1/50-8/50 | MAG-33, MCAS, 1st MAW, El Toro, CA. |
| 8/50-9/50 | Deputy CO, MAG-33 with VMF-323, 1st Prov. Marine Brigade. |
| 9/50-11/50 | Group Tactical Officer, MAG-33 with VMF-323, 1st MAW. |
| 11/50-6/52 | Pacific Fleet Evaluation Group, Pearl Harbor. |
| 7/52-6/53 | National War College (Student). |
| 7/53-6/56 | Marine Corps Development Center, Quantico. |
| 7/56-5/59 | Policy Analysis Division, Headquarters Marine Corps., Washington, D. C. |
| 7/59-8/59 | Jet Transition Training Unit, Olathe, Kansas. |
| 9/59-11/59 | Deputy Chief of Staff ,1st MAW, Iwakuni, Japan. |

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Duty Assignment Chronology continued

| | |
|---|---|
| 12/59-12/60 | CO, MAG-11, Atsugi, Japan. |
| 12/60-2/61 | National War College (Staff |
| 2/61-10/63 | Headquarters, USMC (Pepper Board); Deputy Assistant Chief of Staff, G-3; Assistant Chief of Staff-Air. |
| 11/63-5/67 | MCAS Cherry Point, NC., Assistant Commander, 2nd MAW; CG, MC Air Bases East, CG MCAS Cherry Point and CG 2nd MAW. |
| 5/67-6/68 | Republic of Vietnam (Deputy CG for Air, III MAF and CG, 1st MAW). |
| 7/68-9/68 | Naval Observatory, Washington, D. C. (DOD Board to Evaluate Employment of Remote Sensors). |
| 9/68-6/72 | NOB, Norfolk, VA (Deputy CG, FMFLANT; Assistant Chief of Staff CINCLANT) |
| 7/72 | Retired from active duty. |

## Summary of Significant Career Events

(1) Flew with VMF-1 at Cleveland Air Races in 1938.

(2) Deployed with VMF-1 to Caribbean in 1938 for winter air-ground maneuvers at St. Thomas and Isla Grande, Puerto Rico, taking ten days in Boeing F4B-4s for transit from Quantico via Ft. Bragg, Page Field, Parris Island, Jacksonville, Miami, Camaguay-Cuba, Guantanamo-Cuba, Porto Prince, Santo Domingo, and San Juan. Attacked targets at sea with 2-250 GP bombs. Returned six weeks later with one litre Bacardi slung between rudder pedals. Transitioned to Grumman F3F-2s in 1939.

(3) Flew DC-3s as co-pilot for American Airlines in 1940, learning the tricks and science of instrument flying before returning to active duty and a commission in the regular Marine Corps in 1942. Assigned as aide to BGen Roy S. Geiger, CG, 1st Marine Air Wing, because of instrument flying experience, but never permitted to touch the controls.

(4) Deployed to New Calidonia with VMR-253 (R4Ds) to provide air supply and evacuation for Marines on Guadalcanal. Operated 1st MAW rest facility at Mascot Field, Sydney, May - August 1942. Returned to Soloman Islands in spring 1944, with VMB-423 after transitioning to PBJs at Edenton, NC. Participated with other MAG-61 squadrons in blockade of Rabaul. Moved to Malabang, P.I., in July 1945.

(5) As Group Tactical Officer and Deputy Commander of MAG-33 in August 1950, deployed with VMF-323 to WesPac aboard *Badoeng Strait* as air compo nent of 1st Marine Brigade in defense of Pusan Perimeter. Supported Inchon landing in September and transited to support landings at Hungnam and Wonsan in October. Assigned to CINCPACFLT Evaluation Group to analyze Navy and Marine Corps participation in Korean War and subsequently brief major commands in U. S. and Europe on the subject.

(6) Commanded MAG-33 at Atsugi and deployed to Cubi Point during winter of 1960, returning to Atsugi to land on his new runway ahead of base commander. Group established new safety record, receiving plaudits from CMC and CNO. Arranged flight in F9F for then Representative Inouye to his ancestral home in western Japan.

(7) As Deputy Commander for Air, III MAF and CG, 1st MAW through winter of 1967-68 in Vietnam, brought air-ground coordination to enviable level, resulting in action by COMUSMACV to force similar performance by 7th AF for units of the US Army. Met many interesting Air Force officers who began studying close air support and Single Management.



1961


1999

## Harold Andrews

"Hal"

Dates of Navy Active Duty:

| | |
|---|---|
| 1944-46 | U. S. Navy. |
| 1946-54 | U. S. Navy Reserve. |
| 1950-51 | Active Duty, Aviation Electronics Technician. |

Professional Experience:

| | |
|---|---|
| 1948-50 | Draftsman/ Jr. Engineer, Boeing Aircraft Company |
| 1955-61 | Stability& Control Engineer, BUAER. |
| 1961-66 | Assistant Head, Stability & Control Section, Airframe Division, BUAER. |
| 1966-71 | Head, Stability & Control Section, Airframe Division, BUAER. |
| 1971-7 | Head, Aerodynamics & Hydrodynamics Branch, Airframe Division, NAVAIR. |
| 1973-77 | Technical Director, Airframe Division, NAVAIR. |
| 1977-80 | Director, Advanced Aircraft Development Office, NAVAIR. |
| 1980-84 | Associate Technical Director, Research & Technology, NAVAIR. |
| 1984-86 | Technical Director, Research & Technology, NAVAIR. |
| 1987 | Independent consultant with several part-time agreements involving work for the Navy, FAA and DARPA in advanced aeronautical systems and their technologies. |

## Significant Career Events

(1) The distinction of being the only NAVAIR Civilian Engineer to "depart" the F8U Crusader in flight. The TF-8 at Dallas with Chance Vought test pilot Stuart Madison in 1967.

(2) Co-Manager, IAS/AIAA Project 60: Construction of Reproduction 1903 Wright Flyer for Visitors Center at Kitty Hawk, NC.

Technical Publications:

| | |
|---|---|
| 1952 | Co-author: "Evaluation & Analysis of the Soviet IL-10 Aircraft" and Evaluation & Analysis of the Soviet MIG-15 Aircraft", Cornell Aeronautical Laboratory. |
| 1954 | Author: "Lateral Forces & Moment Characteristics of Pneumatic Tires", Cornell Aeronautical Laboratory. |
| 1963 | Author: Various aviation sections, "The Harper Encyclopedia of Science", Harper & Row, 1963. |
| 1964 | Author: "The Case for Flying Qualities Standards", IAS General Aviation Meeting, Wichita, Kansas. |
| 1966 | Co-author: "Human Dynamics & Aircraft Flying Qualities", AGARD, Paris, France. |
| 1971 | Author: "Stall/Spin - A NAVAIR View", Stall/ Post Stall/Spin Symposium, Wright-Patterson AFB, OH. |
| 1972 | Co-author: "Highly Maneuverable Fighter Aircraft Technology", Joint DoD/NASA Aeronautical Research & Development Study, Aeronautics Panel, AACB. |
| 1978 | Co-author: "Technical Evaluation Report of the Multi-Panel Symposium on Fighter Aircraft Design", AGARD Report AR-119. |
| 1989-90 | Author: Frequent talks on technology, advanced aircraft and VSTOL aircraft at professional society meetings. Typically, Co-author, "Application of Synthesized Tactics to the Design & Evaluation of VTOL, VSTOL, and STOVL Aircraft", AIAA/AHS/ASEE Aircraft Design at Operations Meeting, August, 1989. Co-author, "The North American Rockwell FV-12A – Reflections and Some Lessons:, AIAA/ AHS/ ASEE Design, Systems & Operations Meeting, 1990. |

Historical Publications

| | |
|---|---|
| 1966 | Author: "The Curtis SB2C-1 Helldiver" and "The Grumman F8F-1 Bearcat", historical monographs covering design, development and operation of these aircraft, Profile Publications, Leatherhead, England. |

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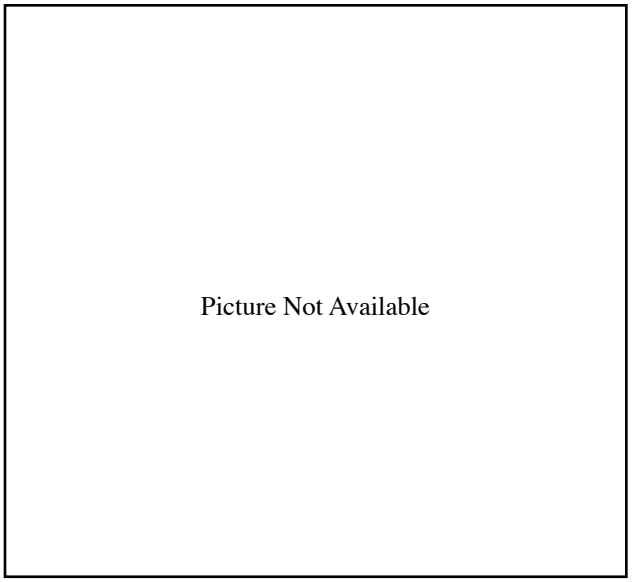
Historical Publications continued

1957-06 Author: Various articles similar to above on specific aircraft, or on aircraft generally, in Naval Aviation News, Aeroplane Monthly, Air Enthusiast, Wings, Airpower, Wings of Gold, and Skyways. Most recently, “Fame - Sort of. The Northrop and Vought Fighters of the 1930s”, Skyways October 1998 and April 1999, and Beyond the Scenes of New Technology”, Naval Aviation News”, Nov.- Dec. 1999.

## Biographical Data

Born: Ithaca, NY, December 27, 1924

1948 BS degree, Mechanical Engineering, Cornell University.
1953-55 Cornell Graduate School, Aeronautical Engineering.
1968-98 Course coordinator and lecturer, Overview Aircraft Design and Development, University of Virginia for the Naval Air Systems Command.
1987-91 Member, National Advisory Committee, University of Tennessee Space Institute Tullahoma, TN.
1995-Pres Lecture, VSTOL Programs-Some Lessons in UTSI/AIA VSTOL Committee Short Course
2006 Elected Fellow, American Institute of Aeronautics and Astronautics




**Henry P. Anewalt, Commander, USNR**
(Naval Aviator # 1356)

Henry Philip Anewalt was born in Prescott, Arizona on August 16, 1897, and attended the University of California for three years. On November 23, 1917 at San Francisco, he enrolled in the U. S. Navy as a Seaman 2/c, went to the Massachusetts Institute of Technology for ground school and then on to Miami and Pensacola for flight training. He received his designation as Naval Aviator #1356 and was commissioned Ensign at Pensacola on October 25, 1918. He then was assigned to duty in Washington, D. C. and in London, England. He was honorably discharged as Ensign on September 20, 1921,

He reentered service during World War II on March 3, 1942 as a Lieutenant, and was assigned to the Naval Air Transport Service in the Asiatic and Pacific (Philippines) areas. He was released from active duty on January 5, 1946 and retired December 1, 1954 with the rank of Commander USNR (designator 1109),

He made his home in San Diego and entered the real estate and insurance business with Hotchkiss and Anewalt Company, San Diego, CA. He died on January 24, 1974.


1941


1969

## Alan J. Armstrong, MGEN, USMC (Ret.)

"Al"

Date of Designation: 5 July 1941 NA # 7829

Dates of Active Duty: 13 January 1941 - 1 July 1973

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 72

Approximate Flight Hours:
Jet: 1,000 Prop: 4,400 Helo: 100 VF/VA: 3,400
VR/VP: 800 VT: 1,200

Combat Tours:
WW II: VMF-223, Nov. 1943 - Jun. 1944. Vella La Vella, Bougainville and Green Island - 58 missions.

Aviation Commands:
CO, VMF 215 (F6F &F4U), Jul. 1945 - Oct. 1945.
CO, VMF 472 (F4U), Oct. 1945 - Dec. 1945.
MAG-15 (A-4C, F-4D, F4B), Mar. 1961 - Jul. 1962.
Commanding General, First Marine Air Wing, Vietnam, Jun. 1971 - Apr. 1972.

Combat Awards:
Distinguished Service Medal
Legion of Merit with gold star
Distinguished Flying Cross with gold star.
Air Medal with six stars

### Duty Assignment Chronology

| | |
|---|---|
| 1/41-7/41 | Flight Training (Pensacola and Opa Locka). |
| 8/41-3/43 | Flight Instructor NAS Pensacola. |
| 4/43-5/43 | VMF-212, MCAS El Toro, CA., and Midway. |
| 8/43-6/44 | VMF-223, Midway and Solomans Islands. |
| 8/44-10/44 | MAG-24, MCAS Mojave, CA. |
| 11/44-7/45 | MAG-24, MCAS Ewa, HI. |
| 7/45-10/45 | CO, VMF-215, MCAS Ewa, HI. |
| 10/45-12/45 | CO, VMF-472, Saipan and USS *Block Island*. |
| 1/46-3/46 | XO, MCAS Mojave, CA. |
| 3/46-7/46 | Student, Marine Air-Infantry School, Quantico, VA. |
| 8/46-3/48 | Instructor, Amphibious Warfare Junior Course, Quantico, VA. |
| 5/48-10/49 | VMF-122, MCAS Cherry Point, NC. |
| 11/49-1/51 | 20th Fighter/Bomber Group, USAF Shaw Field, Sumpter, SC. |
| 1/51-7/53 | Headquarters Marine Corps, Washington, D. C. |
| 8/53-7/54 | MAG-33, K-3 Pohang, Korea. |
| 9/54-6/56 | STRIKFORSOUTH, Naples, Italy. |
| 8/56-12/56 | Student, Armed Forces Staff College, Norfolk VA. |
| 12/56-7/58 | Headquarters, AIRFMFLANT, Norfolk, VA. |
| 7/58-7/60 | Aide to CNO USN (Burke), Washington, D.C. |
| 7/60-3/61 | Aviation Safety Officer, 3rd MAW, MCAS El Toro, CA. |
| 3/61-7/62 | CO, MAG-15, MCAS El Toro, CA. |
| 8/62-7/63 | Student, U.S. Army War College. |
| 9/63-8/64 | G-3, 1st MAW, Iwakuni, Japan. |
| 9/64-8/67 | Headquarters, Marine Corps, Washington D.C. |
| 8/67-5/70 | Director, Marine Corps Development Center, Quantico, VA. |
| 6/70-4/71 | Commanding General, 1st MAW, Vietnam. |
| 4/71-6/71 | Commander, 3rd MEB, Vietnam. |
| 8/71-7/73 | G-4, Headquarters, Marine Corps, Washington, D. C. |
| 7/1/73 | Retired from active duty. |

### Summary of Significant Career Events

(1) In a combat mission from Green Island in May 1944, on which we flew cover over Rabaul, New Britain, in support of a B-25 bombing attack and strafing of targets on Duke of York Island, my wing man was Charles A. Lindbergh. He was a great pilot and a truly fine gentleman. My great fear was that something might happen to that famous person on our flight.

- Continued -

Summary of Significant Career Events continued

(2) After a tour in the Marine Corps' first jet squadron, VMF-122, I was among those included on exchange tours between services. I joined the USAF 20th Fighter/Bomber Group at Shaw Field, Sumpter SC., in November 1949. During that tour, flying F-84s, we crossed the North Atlantic via Bangor, Maine, Goose Bay, Labrador, BW1, Greenland, Kefllavik, Iceland and Kinloss, Scotland for a six months stay at RAF Station Manston, England under control of the Strategic Air Command. We returned to the States in December, 1950, via the same route in the awful weather the North Atlantic suffers at that time of the year. After six months in England we were fine instrument pilots, thank goodness!


1944


1996 Muriel

## Jackson D. Arnold, ADM, USN (Ret.)

"Jack"

Date of Designation: 18 December 1937 NA # 5551

Dates of Active Duty: 1934 - 1971

Total Flight Hours: 4,000

Carrier/Ship Landings: Fixed wing: 400 Rotary: 3

Approximate Flight Hours:
Prop: 4,000 VF/VA: 300 VR/VP: 100 VS: 400
VT: 360 VU/VFP: 300
Cat Shots: 448

Combat Tours:
WW II: Nov. 1943 - Oct. 1944 (VT and VF); Palau, New Guinea, Guam, Iwo Jima, Saipan, Tinian, and attack on Jap fleet - June 20, 1944 Philippine Islands.
165 combat hours, 41 strikes and 190 carrier landings. Shot down four Jap aircraft in combat

Aviation Commands:
CO, Torpedo Squadron TWO, USS *Hornet*, 1942-1943
Commander, Air Group TWO, USS *Hornet*, Jun. 1944 - Nov. 1944
CO, Naval Air Material Center, Naval Base Philadelphia, 1958-1961

Combat Awards:
Navy Cross
Silver Star
Distinguished Service Medal
2 Distinguished Flying Crosses
7 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1930-1934 | U.S. Naval Academy, Annapolis. |
| 1934-1937 | USS Arizona. |
| 1937 | Flight Training, NAS Pensacola, FL (N3N, NY-1, O2U-3, SU-3, TC-1, PM-1, F4B-2). Designated Naval Aviator Dec. 18, 1937. |
| 1937-1938 | Material Officer, Torpedo Squadron SIX (TBD-BM-1). |
| 1938-1940 | Senior Aviator, Cruiser Scouting Squadron EIGHT , USS *Savannah* (SOC-1). |
| 1940-1941 | Assistant Assembly & Repair Officer, Inspector and Survey Officer, Pearl Harbor (J2F-4, RD-3, F4F, SRD-2, GK-1). |
| 1942-1943 | CO, Torpedo Squadron TWO, USS *Hornet*. |
| 1943-1944 | Commander, Carrier Group TWO, USS *Hornet*. (TBF-1, TBM-1, F6F-3). |
| 1944-1947 | Aviation Plans Division, Office of DCNO (Air). |
| 1946-1947 | Head, Integrated Aeronautic Program Unit, and Secretary, Air Planning Group. |
| 1948 | Air Officer, USS *Boxer* (R4D, JRB-4, FM-2, SNB, R4D-6). Designated Aeronautical Engineering Duty Officer, NAS San Diego. |
| 1949-1950 | Overhaul and Repair Officer, NAS North Island. |
| 1951-1952 | Head, Technical Division, BUAER General Representative, Western District. |
| 1952 | Masters in Business Administration, Harvard University. |
| 1953-1955 | BUAER Representative, Burbank, CA. Lockheed Test (P2V-6, R7V-1, RC-121E, WV-2, JR-B-6). |
| 1955-1958 | Director, Contracts Division, BUAER. |
| 1958-1961 | CO, Naval Air Material Center, Naval Base, Philadelphia. |
| 1961-1963 | Assistant Chief, Production and Quality Control, BUWEPS. |
| 1963-1966 | Force Material Officer, Staff, COMNAVAIR-PAC. |

- Continued -

Duty Assignment Chronology - continued

| | |
|---|---|
| 1966-1967 | Deputy Chief of Naval Material for Logistic Support, Naval Material Command. |
| 1967-1970 | Vice Chief of Naval Material, Naval Material Command. |
| 1970-1971 | Chief of Naval Material, Naval Material Command. |
| 1971 | Retired from active duty<br>Board of Directors, Cubic Corp, San Diego. |

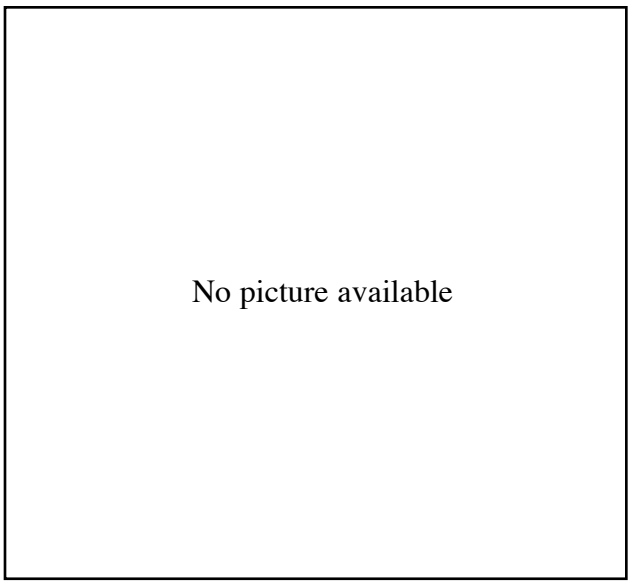
## Summary of Significant Career Events

(1) Probably the "hairiest experience" was the test flight in an SOC from USS *Savannah* to see if a plane could be catapulted with no lights on plane or ship at night - with recovery while ship streamed a sled and dropped float lights to show the wake. After recovery was made with no lights and the fending off crutch had punched a hole in the wing and I had almost been decapitated by the crane hook trying to hoist us aboard - the ship had turn on lights! January 7, 1941.

(2) Married to Muriel McChesney, January 16, 1942.

**Affiliations**

American Jujitsu Guild (Black Belt)
Quiet Birdmen
Harvard Business School Club of San Diego
Legion of Valor
Rancho Sante Fe Country Club




**R. W. Arthur, Lieutenant Commander, USNR**
(Naval Aviator Number 1501)

R. W. Arthur, 71, an aviation pioneer an retired Navy Reserve Lieutenant Commander was born in Union Bridge, MD., was a member of the University of Maryland's class of 1918. He flew the first St. Louis-to-Chicago air mail run in June 1919, and in 1922 set up operation of the first U. S. Treasury seaplane used for intercepting rum-running craft from the Bahamas.

He enlisted in the Navy as a seaman second class here in March 1918 and was stationed at Key West, FL., that September as a flight instructor. He served at Norfolk, VA., and Pensacola, FL., before he was discharged in 1922 as a Lieutenant Junior Grade.

He then became one of the pioneer barnstorming pilots, and also managed airports in Atlantic City and Altoona, PA. He later graduated from Curtis-Wright Flight Instructors School at Port Washington, NY, and at Miami.

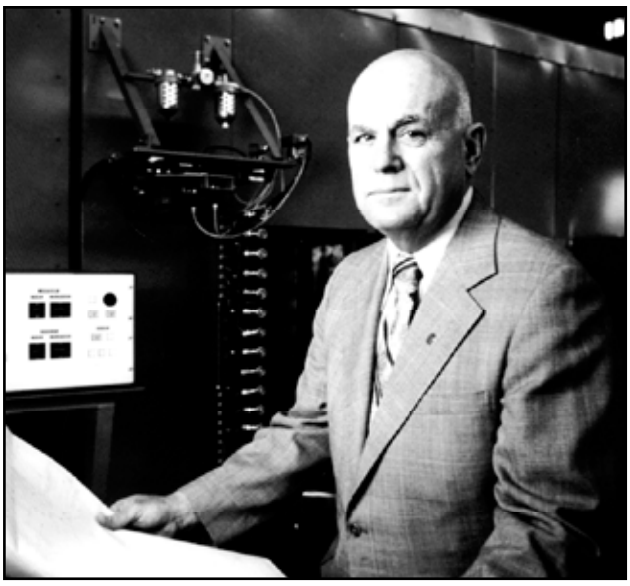
During the early part of World War II he was a civilian pilot with the Royal Canadian Air Force. He rejoined the U.S. Navy in 1941 as a Lieutenant. He was stationed at Jacksonville Naval Air Station and then Corpus Christi, TX., before becoming Commanding Officer of the first Navy air sea rescue squadron, and then of an instrument flight squadron.

He later served as Executive Officer of the naval air base at Guadalcanal, in 1945, and served in New Caledonia before being released from active duty in 1946. He retired as a Lieutenant Commander in the Navy Reserve in 1957.

In 1967 his book "Contact," was published. The 600-page work, which lists Navy aviators with serial numbers 1 to 2,000, is a reference book for students of naval aviation history.

He leaves a son, Navy Lt.Cmdr. John R. Arthur, an aviator, a brother W. John, and a sister, Mrs. Dorothy Epley, both of York, PA., and two other sisters, Mrs. Miriam Eliason of Cumberland, Md., and Mrs. Ethelwyn Snyder of Tom's River, NJ.



## Frank W. Ault, Captain, USN (Ret.)

"Frank"

Date of Designation: 17 October 1945 NA # C-28044

Dates of Active Duty: 7 July 1939 - 1 March 1971

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 863

Approximate Flight Hours:
Jet: 1,500 Prop: 3,500 VF/VA: 3,800
VR/VP: 800 VT: 400

Combat Tours:
None in aviation except five "milk runs" missions in Korea in 1953 (AD's)

Aviation Commands:
CO, VA-216, Sep. 1955 - Sep. 1956
Commander, Carrier Air Group 10, Feb. 1960 - Feb. 1961
CO, USS *Coral Sea* (CVA-43), Feb. 1966 - Mar. 1967

| Combat Awards: | During Duty Assignment |
|---|---|
| 2 Legion of Merit | (1) |
| Joint Service Commendation Medal | (2) |
| National Order of Vietnam | (3) |
| Gallantry Cross with Palm (Vietnam) | (4) |
| SECNAV Unit Commendation | (5) |
| Meritorious Unit Commendation | (6) |
| Eighteen Theater and Service Ribbons | |

### Duty Assignment Chronology

| | |
|---|---|
| 7/39-6/42 | U. S Naval Academy (Midshipman). |
| 8/42 | USS *Astoria* (Gunnery Department). Survived sinking in 1942. |
| 11/42-11/44 | USS *Tuscaloosa* (Gunnery Department). |
| 11/44-3/46 | Flight Training (HTA). |
| 4/46-9/47 | VA-4B/VT-75 (SB2c's/AD's) U.S.S. *Roosevelt* (Operations Officer). |
| 10/47-8/48 | Armed Forces Special Weapons Project - (Nuclear Weapons Training). |
| 8/48-3/51 | VC-5 (AJ's) First Navy Nuclear Delivery Squadron (Bomb Cdr.). |
| 3/51-3/53 | OPNAV (OP-36), Assistant for Air (Nuclear) Weapons. |
| 4/53-8/53 | Jet Transition, NAS Kingsville, Texas. |
| 9/53-4/54 | XO, VA-55 , USS *Essex*. |
| 5/54-8/55 | COMFAIRALAMEDA (Personnel Officer and CO of Flag Admin. Unit). |
| 9/55-9/56 | CO, VA-216, USS *Yorktown*. |
| 10/56-9/57 | BUORD (Director, Air Nuclear Weapons Research). |
| 9/57-8/58 | BUORD (Director Space Research). |
| 9/58-6/59 | Industrial College of the Armed Forces (Student), Washington, D. C. |
| 7/59-1/60 | Replacement Air Group 4 (Safety Officer). |
| 2/60-2/61 | Commander, Air Group 10, USS *Shangri La*. |
| 3/61-12/61 | OPNAV (OP-76) Director , Navy Space Systems. |
| 1/62-3/64 | DDR&E (Assistant for Navy Space Systems) Award - (2). |
| 4/64-5/65 | CO, USS *Renville* (APA-227). |
| 6/65-1/66 | COMFAIRALAMEDA (Chief of Staff) |
| 2/66-3/67 | CO, USS *Coral Sea* (CVA-43) Awards - (1), (3), (4) and (5). |
| 4/67-3/68 | Chief of Staff, COMCARDIV 1, (USS *Enterprise* and USS *Ranger*. Award - (6). |
| 4/68-1/69 | Air Weapons Study (OPNAV/NAVAIR). |
| 2/69-2/71 | NAVAIR (Assistant Deputy Commander for Plans and Programs & Controller. Award- (1) |
| 3/1/71 | Retired from active duty. |

### Summary of Significant Career Events

(1) Survived sinking of USS *Astori*a during First Battle of Savo Island in 8/42.

- Continued -

(2) Participated in the initial U.S. offensive operations in both theaters during WW II: Invasion of Guadalcanal in 8/42 and the Invasion of North Africa in 11/42.

(3) Bomb Commander (Plank Owner) in Navy's first atomic bomb delivery squadron (VC-5): 8/48-3/51.

(4) Author of first Navy space program plan 12/57.

(5) First Program Manager of the Navy's Navigation Satellite Program (TRANSIT): 6/57-7/58

(6) Author of the 1968 'Ault Report' on fighter systems performance in Vietnam which is credited with raising the air combat kill ratio from 2.5 to 1 to over 12.5 to 1. One of the products of the Ault Report was the Navy Fighter Weapons School, featured in the popular movie "Top Gun".



**Evan P. Aurand, Vice Admiral, USN**

(Naval Aviator Number 6998)

Evan Peter Aurand was born in New York, New York, on June 10, 1917. He attended East Orange High School, East Orange, New Jersey, before entering the U.S. Naval Academy from the Thirteenth Pennsylvania District on June 29, 1934. Graduated and commissioned Ensign on June 2, 1938, he subsequently advanced to the rank of Vice Admiral, to date from December 15, 1969.

Following graduation from the Naval Academy in June 1938, he was assigned to the USS *Lexington*, and served aboard that aircraft carrier until 1939, being transferred first to the USS *Sturtevant*, later to the USS *McCormick*. He had flight instruction at the Naval Air Stations, Pensacola and Miami, Florida, in 1940, and was designated naval aviator on January 1, 1941. He was then ordered to Scouting Squadron 2, based on the USS *Lexington*, and was serving with that squadron when the United States entered World War II in December 1941. He participated in the Bougainville engagement on February 10, 1942, and the carrier attacks on Lae and Salamaua on the coast of New Guinea on March 10, 1942. He was awarded the Navy Cross "For distinguished service in the line of his profession as a pilot of a scouting squadron when on March 10, 1942, in enemy waters, he pressed home in the face of heavy antiaircraft fire, a vigorous and determined dive bombing attack on enemy ships, sinking one of them..."Later in 1942 he was transferred to Escort Scouting Squadron 28, based in the USS *Chenango*, carrier escort. During the early part of 1943 he served in Project Afirm, Night Fighter Development Unit. While in that assignment he flew the first successful simulated interception in a single-seat Navy night fighter. He received a Legion of Merit for his services in the development of night fighter tactics and equipment.

He next commanded Night Fighting Squadron 76, the first Hellcat night fighter squadron, which took off from Quonset Point, Rhode Island, on January 2, 1944, flew across country, embarked at Alameda, California, and was fighting in the Marshall Islands on January 26, 1944. This 12 plane squadron participated in all the fast carrier strikes from that date until October 1944, shooting down 36 planes, three of them at night. For "extraordinary achievement" in that command, he was awarded the Distinguished Flying Cross, a Gold Star in lieu of a second similar award, and the Air Medal, and is entitled to the Ribbon for the Presidential Unit Citation awarded the USS *Bunker Hill*.

From November 1947 to May 1949 he successively commanded Fighter Squadrons 1A and 51, the first jet squadron in the Pacific Fleet, and for a year thereafter served on the staff of Commander Aircraft, Pacific Fleet. He reported to the Bureau of Aeronautics in September 1950, and served as Assistant Head of the Fighter Design Branch until July 1952.

After a year at the Air War College at Maxwell Air Force Base, Alabama, he was assigned to the Staff of Commander Operational Development Force in Norfolk, and served there from August 1953 to February 1955. He then served as Operations and Executive Officer of the USS *Hancock* (CVA-19) until April 1956.

He was next ordered to the Navy Department, Washington, reporting in June 1956, and was subsequently assigned as Naval Aide to the Assistant Secretary of the Navy (Personnel and Reserve Forces). He served as Naval Aide to the President of the United States from February 1957 to January 1961, and was awarded a Gold Star in lieu of the Second Legion of Merit. He was cited in part as follows: "... Exercising sound judgment, personal diplomacy, and a high degree of professional competence, Captain Aurand has been markedly successful in rendering outstanding staff assistance to the President..."

In February 1961 he assumed command of the USS *Greenwich Bay* (AVP-41) and in September of that year was transferred to command of the USS *Independence* (CVA-62). During the period September to December 1962 he was a student at Harvard University, Cambridge, after which he headed the Air Weapons Systems Analysis Staff. Assigned next to the Office of the Director of Navy Program Planning, he served there until March 1965, then reported as Commander Anti-Submarine Warfare Group ONE. "For exceptionally meritorious service as Commander Anti- Submarine Warfare Task Group of the SEVENTH Fleet from September 23, 1965 to February 17, 1966 ..." he was awarded a Gold Star in lieu of the Third Legion of Merit.

In April 1967 he reported as Director of the Long Range Objectives Group, Office of the Chief of Naval Operations, Navy Department and in December 1969 became Commander Antisubmarine Warfare Force, U.S. Pacific Fleet. He was awarded the Distinguished Service Medal and cited in part as follows: "...Vice Admiral Aurand was responsible for the conduct of overall ASW operations and of naval reconnaissance and surveillance in the Pacific Fleet; and was instrumental in improving the ASW capabilities of the Fleet by the establishment of a fleet-wide command and control organization capable of quick reaction to any ASW threat in the Pacific..." On October 1, 1972 he was transferred to the

- Continued -

Retired List of the U. S. Navy.

In addition to the Navy Cross, the Distinguished Service Medal, the Legion of Merit with two Gold Stars, the Distinguished Flying Cross with Gold Star, the Air Medal, the Navy Commendation Medal, and the Ribbon for the Presidential Unit Citation to the USS *Bunker Hil*l, Vice Admiral Aurand has the American Defense Service Medal; Asiatic-Pacific Campaign Medal with six battle stars; American Campaign Medal; World War II Victory Medal; the National Defense Service Medal with bronze star; and the Vietnam Service Medal. He also has the National Order of Vietnam, Fifth Class and the Gallantry Cross with Palm from the Republic of Vietnam.

Married on December 27, 1941, to Miss Patricia Riley of Seattle, Washington, he had a daughter, Margaret Lucille Aurand. Admiral Aurand is the son of Lieutenant General Henry S. Aurand, U.S. Army (Ret.), and the former Mrs. Margaret Decker Aurand of Houston, Texas (now Mrs. E. A. Everitt).

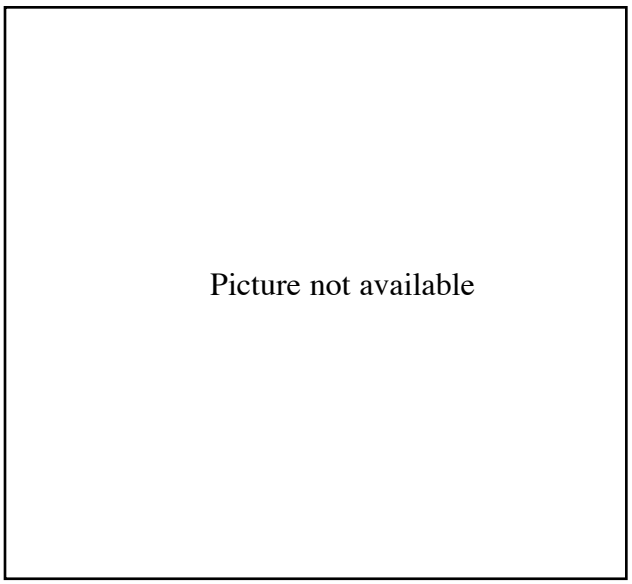
## Duty Assignment Chronology

| | |
|---|---|
| 6/34-6/38 | USNA Midshipman, Annapolis, MD. |
| 7/38-8/39 | USS *Lexington*, Gunnery, Communications and Engineering. |
| 9/39-9/40 | USS McCormick, Gunnery, Communications. |
| 9/40-3/41 | Pensacola, FL. Student aviator. |
| 4/41-4/42 | VS-2, Navigator. Promoted to LTJG 1/42. |
| 5/42-9/42 | VSG-28, Flight Officer. |
| 7/42 | Promoted to LT. |
| 10/42-7/43 | NAS, Quonset Point, VFN Test Pilot. |
| 8/43-10/44 | Commanding Officer,VFN-76. |
| 1/44 | Promoted to LCDR |
| 11/44-3/45 | Executive Officer, NACTULANT |
| 11/5/45 | Promoted to CDR |
| 4/45-6/47 | BUAER |
| 7/47-10/47 | Commanding Officer, VF-1A. |
| 11/47-6/49 | Commanding Officer, VF/51. |
| 7/49-9/50 | Staff, COMAIRPAC, CVG Training |
| 10/50-7/52 | BUAER VF Design. |
| 8/52-6/53 | Student, Air War College, Montgomery, AL. |
| 7/53-4/55 | Staff, COMOPDEVFOR, Special Weapons. |
| 8/55-4/561 | Executive Officer, USS *Hancock*. |
| 5/56-8/56 | OPNAV(OP-604),Washington,D.C.Legislative Analyst-Special Weapons. |
| 8/56-2/57 | Office of the Assistant Secretary of the Navy (Personnel), Naval Aide. |
| 7/1/56 | Promoted to CAPT. |
| 2/59-2/61 | The White House Naval Aide to the President. |
| 2/61-9/61 | Commanding Officer, USS *Greenwich Bay*. |
| 9/61-6/62 | Commanding Officer, USS *Independence*. |
| 8/62-12/62 | Harvard University, Student. |
| 12/62-l/64 | OPNAV (OP-05W). |
| 2/64-3/65 | OPNAV (OP-090C). |
| 3/65-2/67 | Commander, COMASWFRU ONE. |
| 4/67-12/69 | OPNAV (OP-93). |

## Summary of Significant Career Events

(1) Naval Aide to President Eisenhower from 15 February 1957 to 20 January 1961.

(2) CO, VFN-76, One of the Navy's First night fighter squadrons.




## Howard M. Avery, Captain, USN

(Naval Aviator Number 5050)

Howard Malcolm Avery was born in King Ferry, New York, on September 15, 1908, son of Horace W. and Edith Plested Avery. He attended San Diego (California) State College in 1926-1929, and was graduated from Stanford University, with the degree of Bachelor of Arts in Economics, in 1930. He subsequently worked as a Landscape Architect. He enlisted in the U. S. Navy on November 13, 1935, was appointed Aviation Cadet on January 3, 1936. After flight training at the Naval Reserve Aviation Base, Long Beach, California, and the Naval Air Station, Pensacola, Florida, he was designated Naval Aviator on January 14, 1937. Commissioned Ensign on April 1, 1937, he advanced in rank ultimately, attaining that of Captain, his date of rank, July 1, 1955.

Detached from the Naval Air Station, Pensacola, Florida, in February 1937, he joined the USS *Salt Lake City* the next month, to serve as a pilot with the aviation unit of that cruiser (Scouting Squadron 4), and as Division Officer, AA Battery. He returned to the Naval Air Station, Pensacola, in June 1940, and served as an Instrument Instructor there until September 1942, during which time the United States entered World War II and he transferred from the Naval Reserve to the U S. Navy.

In October 1942 he reported to the Naval Air Station, Seattle, Washington, where Composite Squadron 25 was fitting out, and served as Executive Officer of that squadron, based on board the USS *Block Island*, until July 1943. A month later he assumed command of composite Squadron 9 for anti-submarine warfare in the Atlantic on board the USS *Card*, and later based successively on the USS *Mission Bay* and the USS *Solomons*. For service in that command, he in entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the USS *Card*, and was personally awarded the Legion of Merit with Combat "V," the Distinguished Flying Cross, and the Navy Cross. The citations which accompanied his medals follow in part:

Legion of Merit: "For exceptionally meritorious conduct...as Commanding Officer of Composite Squadron NINE, in operations against the enemy, from September 24 to November 10, 1943. A skilled and inspiring leader, (he) not only thoroughly indoctrinated and trained the personnel (of his squadron) but also ably directed and led them in numerous operations which resulted in the destruction of a large number of submarines...(contributing) directly to the success of trio Task Group in achieving an illustrious record..,"

Distinguished Flying Cross: "For heroism and extraordinary achievement in aerial flight as Pilot of a Torpedo Bomber attached to the USS *Card* Air Group during offensive action against an enemy submarine in the Atlantic Area on October 13, 1943, Sighting the hostile U-boat fully surfaced in heavy seas while flying an anti- submarine patrol, (he) immediately closed range and prepared to launch a mine attack. Forced to change tactics at 500 yards when the vessel failed to submerge, he plunged in a vigorous strafing attack, raked her deck with his guns and circled astern in daring defiance of her heavy antiaircraft fire until arrival of a supporting plane. Skillfully timing his second attack in coordination with the assisting bomber, he succeeded in scoring a direct hit, probably sinking the hostile undersea craft within fifteen seconds of her submergence...(and) contributed essentially to the probable destruction of an important enemy vessel..."

Navy Cross. "For extraordinary heroism as a Pilot of a United States Navy Torpedo Bomber and as Officer in Tactical ubmarine patrol flight in the South Atlantic Area, on June 15, 1944. Determinedly seeking out squadron survivors in an area known to be patrolled by an enemy submarine. Commander (then Lieutenant Commander) Avery sighted a U-boat before sunset and, losing no time in making contact report to the carrier base, circled the fully surfaced submarine and maintained his threatening position until assistance arrived. Planning and directing the well-coordinated attack, he personally made two effective strafing runs against the hostile ship in the face of enemy anti-aircraft fire, and... contributed materially to the ultimate destruction of the submarine..,"

In September and October 1944 he was at Quonset Point, Rhode Island, where Torpedo Bombing Squadron 91 was being formed. He commanded Air Group (Night, 91, based on board the USS *Bon Homme Richard* throughout the remaining months of the war. He was awarded the Bronze Star Medal "For meritorious achievement as Commander of Air Group (Night) NINETY ONE, attached to the USS *Bon Homme Richard*, during operations against enemy Japanese forces in the Pacific War Area from October 57 1944 to August 15, 1945..." The citation states that he "steadily improved the tactics of night harassment employed by his planes in keeping the enemy alerted and on the defensive during the periods of darkness ..(and) contributed materially to the progress made in night carrier operations... "

- Continued -

"For heroism and extraordinary achievement (in command of that Night Air Group) during operations against

enemy Japanese forces in the vicinity of Honshu, Japan, from July 17 to 29, 1945..." he was awarded a Gold Star in, lieu of the Second Distinguished Flying Cross, The citation continues: "Flying a heckler mission against hostile airfields i n Chosi-Mito area of Honshu on the night of July 17, Commander Avery boldly pressed home his attack and, although faced with hazardous weather conditions, remained over the target for almost two hours, making three circuits of the clouds. On the night of July 29, he piloted a night torpedo plane with a spotter aboard to spot for a night bombardment of Hamamatsu and braved enemy antiaircraft fire while spotting and assessing damage..."

From December 1945 until May 1946 he served as Assistant Operations Office on the staff of Commander Air Force, Pacific. After his return to the United States, he was a student at the General Line School, Newport, Rhode Island, and upon graduation in May 1947 was ordered to the Navy Department, Washington, D.C. There, for more than two years he served as Aviation Electronics Requirements Officer in the Office of the Chief of Naval Operations. In October 1949 he assumed command of Operational Development Squadron 3. When detached in June 1951 he was ordered to the Naval Ordnance Test Station, Inyokern, California, where he served for two years as Assistant Experimental Officer.

During the next year he served as Executive Officer of the USS *Bennington*, in which he participated ,in Operation "Mariner." The *Bennington* subsequently operated with the SIXTH Fleet in the Mediterranean. He was Commanding Officer of the Naval Auxiliary Air Station, Chase Field, Beeville, Texas, from August 1954 until July 1956 and the next month reported for instruction at the National War College, Washington D. C. In June 1957 he joined the staff of Commander Naval; Air Force, Atlantic and in March 1959 transferred to the staff of the Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean. He remained in the area until December 1960, serving from March 1950 on the staff of the Commander in Chief, U. S. Naval Forces, Europe. In February 1961 he became Commanding Officer of the Naval Air Station, Lemoore, California, and in April 1963 was ordered to duty on the Joint Staff, Commander in Chief U. S. European Command. In April 1964 he was designate Supreme Allied Commander Atlantic Representative in Europe.

In addition to the Navy Cross, Legion of Merit with Combat "V," Distinguished Flying Cross with Gold Star, the Bronze Star Medal, and the Ribbon for the Presidential Unit Citation to the USS *Card*, Captain Avery has the American Defense Service Medal; American Campaign Medal, European-African-Middle Eastern Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal Asia Clasp; and the National Defense Service Medal.

He was married to the former Frances Cannon of Honolulu, Hawaii. They hade two sons, Paul Stewart Depew Avery and Douglas Plested Avery.

## Duty Assignment Chronology

| | |
|---|---|
| 11/35-12/35 | USNRB Long Beach, CA. Student Aviator. |
| 1/36-2/37 | NAS Pensacola, FL. Student Aviator. |
| 3/37-3/40 | USS Salt Lake City, Aviator, Division Officer, AA Battery Officer. |
| 6/40-9/42 | NAS Pensacola, FL. Instrument Instructor. |
| 1/2/42 | Promoted to to LT. |
| 10/42-7/43 | VC-25, USS *Block Island*. |
| 5/1/43 | Promoted to LCDR. |
| 8/43-9/44 | CO, VC-9 ASW missions from USS *Card* and USS *Mission Bay.* |
| 5/15/44 | Promoted to CDR. |
| 10/44-11/45 | Commander, CVG(N)-91, USS *Bon Homme Richard*. |
| 12/45-5/46 | Staff, COMAIRPAC. Assistant Operations Officer. |
| 6/46-5/47 | Student, General Line School, Newport, RI. |
| 6/47-9/49 | CNO (OP-551E), Aviation Electronic Requirements Officer. |
| 10/49-6/51 | CO, VX-3. |
| 7/51-7/53 | NOTS, Inyokern. Assistant Experimental Officer. |
| 8/53-7/54 | XO, USS *Bennington* “Operation Mariner”, Med Cruise. |
| 8/54-7/56 | CO, NAAS Chase Field, Beeville, TX. |
| 7/1/55 | Promoted to CAPT. |
| 8/56-6/57 | Student, National War College, Washington, D.C. |
| 6/57-3/59 | Staff COMAIRLANT, Force Training Officer. |
| 3/59-1/61 | Staff, CINCNELM/CINCUSNAVEUR, Assistant Chief of Staff, Logistics. |
| 2/61-3/63 | CO, NAS Lemoore, CA. |
| 6/63-8/64 | Joint Staff, Commander in Chief U. S. European Command, Chief for Military Requirements. |
| 8/64-6/67 | SACLANT/CINCLANT Representative in Europe. |



**John J. Ballentine, Admiral, USN**
(Naval Aviator Number 2878)

John Jennings Ballentine was born in Hillsboro, Ohio, on October 4, 1896, son of the late George McClelland and Ora (Eakins) Ballentine. He attended Hillsboro High School before his appointment to the U.S. Naval Academy, Annapolis, Maryland, from the Sixth District of Ohio in June 1914. Graduated and commissioned Ensign on June 29, 1917, he subsequently progressed in rank attaining that of Vice Admiral to date from November 1, 1949. On May 1, 1954 he was transferred to the Retired List of the U.S. Navy, and was advanced to the rank of Admiral on the basis of combat awards.

After graduation from the Naval Academy in 1917, he had consecutive duty during World War I in the USS *Nebraska* and at the Naval Auxiliary Reserve Officers School, Pelham Bay Park, New York; and from February 1919 served until May 1920 in the USS *Arizona*. He then reported for flight training at the Naval Air Station, Pensacola, Florida, a member of the fifth class trained at that station. Designated Naval Aviator (heavier than air), on November 22, 1920, he had additional training in land planes with the U. S. Army Air Corps, Carlstrom Field, Arcadia, Florida, and in pursuit planes at Kelly Field, San Antonio, Texas.

In May 1921 he reported to Atlantic Fleet, Torpedo Plane Division, Yorktown, Virginia, for duty in the first torpedo plane squadron, in the Fleet. The title of this unit was changed to Torpedo Plane Squadron One, attached to the USS *Sandpiper*. In June 1922 he reported as Officer in Charge, Naval Air Detail, Naval Proving Ground, Dahlgren, Virginia, where he served until February 1926. During that period Carl Norden, a Navy consultant, designed his first bombsight in 1923, and the then Lieutenant Ballentine put it through its original tests at the Dahlgren proving Ground, and later tested the first production model. He also controlled, from the ground, the first airplane operated under radio control.

He assumed command of Torpedo Squadron 20, attached to the USS *Jason*, Asiatic Fleet, in April 1926. In May 1927 he was assigned to the USS *Marblehead* of Light Cruiser Division Three, where he assumed command of Observation Squadron 11. While serving in the Asiatic, he made two special trips to Tokyo, Japan, to make official inspection of Japanese naval aviation and aircraft manufacturing facilities. He was commended by the Navy Department for reports submitted after those inspections. He returned to the United States in August 1927, and had another tour of duty until June 1931 as Officer in Charge, Naval Air Detail, Dahlgren, Virginia. He received letters of commendation from the Navy Department for various aviation ordnance developments during both tours of duty at the Naval Proving Ground.

He commanded Torpedo Squadron Two, based on the USS *Saratoga*, from July 1931 until June 1933, when he reported for duty in the Bureau of Aeronautics, Navy Department, Washington, D. C. There he served for two years as Head of the War Plans Section, and one year in the Plans Division, being detached in May 1936. He next had sea duty as Navigator of the USS *Wright*, flagship of Commander Aircraft, Base Force (title changed to Battle Force, September 28, 1937). In June 1937 he became Operations Officer on that staff, and in January 1938 transferred to the USS *Saratoga* for duty as Gunnery Officer on the Staff of Commander Aircraft, Battle Force, from January until June 1938, and as Operations Officer until May 1939. He served in the Personnel Division of the Bureau of Aeronautics, Navy Department, Washington, D.C., from June 1939 until May 1940, and as Head of the Flight Division until June 1941. He went to sea as Executive Officer of the USS *Ranger*, and on December 26, 1941, assumed command of the USS *Long Island*. From May until December 1942 he was Chief of Staff and Aide to the Commander, Carriers, Atlantic Fleet, and received a Letter of Commendation with authorization to wear the Commendation Ribbon from the Secretary of the Navy, for meritorious service as Chief of Staff to Commander Air Group, Western Naval Task Force, during action off Casablanca on November 8, 1942.

On January 2, 1943 he reported to the Bethlehem Steel Company, Quincy, Massachusetts, to fit out the USS *Bunker Hill*, which he commanded from her commissioning, May 25, 1943, until February 5, 1944. He was awarded the Silver Star Medal for "conspicuous gallantry and intrepidity as Commanding Officer of the USS *Bunker Hill* in action against enemy Japanese forces during the assault on Rabaul Harbor November 11, and the invasion and occupation of the Gilbert Islands, November 18 to 26, 1943."He was also awarded the Legion of Merit with Combat "V," for "exceptionally meritorious conduct....as Commanding Officer of the USS *Bunker Hill*, during the capture and occupation of Tarawa and Makin,, the capture and defense of the Marshall Islands and strikes on Nauru and Kavieng, from November 29, 1943 to February 5, 1944..." He is entitled to the Ribbon for, and a facsimile of, the Presidential Unit Citation to the *Bunker Hill* "for extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat in the South Central, Southwest, and Western Pacific, from

- Continued -

November 11, 1943 to May 11, 1945 .."

In February 1944 he was promoted to Rear Admiral, and reported for duty as Deputy and Chief of Staff and Aide to the Commander, Aircraft, Pacific Fleet, at Pearl Harbor, Territory of Hawaii, and remained in that assignment until October 1944. For "meritorious service as Deputy Commander Air Force, Pacific Fleet, and as Aide and Chief of Staff to the Commander Air Force, Pacific Fleet, during operations against enemy Japanese forces in the Pacific War Area, from February to September 1944..." he was awarded the Bronze Star Medal. The citation points out that he "supervised and directed Air Force planning in preparation for three major offensive operations and controlled the movement of Air Force Units to permit maximum preparation for combat and insure the availability of our fighting forces for employment against the enemy. In addition, he coordinated the efforts of all divisions of the staff in the formulation of effective plans necessary for the logistic support of our forces..."

On his return to the United States, he became Commander Fleet Air, Seattle, Washington. He was awarded a Gold Star in lieu of a Second Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commander Fleet Air, Seattle, from September 29, 1944 to June 18, 1945. Rear Admiral Ballentine employed every means at his disposal in achieving the goal of his vital mission, exercising a high degree of care in the selection and training of personnel which was reflected in the outstanding combat records of the units which came under his command. By his skill in resolving the many administrative complexities of his task, he performed a service essential to the successful execution of a mission of highest importance to the war effort..."

After brief duty in command of Carrier Division 7, with his flag in the USS *Bon Homme Richard*, from June until August 1945, he was assigned duty as Fleet Liaison Officer for Commander in Chief, Pacific, at Headquarters of the Supreme Commander for the Allied Powers, pacific. He had the honor of landing at Atsugi Airport on August 30, in the airborne occupation of Japan and of escorting General of the Army Douglas MacArthur to the surrender ceremonies aboard the USS *Missouri* on September 2, 1945. "For exceptionally meritorious conduct...as Liaison Officer between the Commander in Chief, United States Pacific Fleet, and the Supreme Commander for the Allied Forces for the occupation of Japan from August 30 to December 20, 1945..." he was awarded a Gold Star in lieu of a Third Legion of Merit. The citation continues in part: "As the representative of the Commander in Chief of the Pacific Fleet, Rear Admiral Ballentine accompanied the Supreme Allied Commander on his flight into Japan on August 30 and, by his astute Judgment and initiative, rendered invaluable service in connection with the arrangements for the formal surrender of Japan, the recovery of Allied personnel from Japanese prison camps, the repatriation of the Japanese from overseas, the seizure of Japanese naval vessels, stations and equipment, and the removal of mines from Japanese waters..."

In January 1946 he was ordered to the Military Staff Committee of the Security Council, United Nations, and was designated Chief of Staff and Aide to the Representative of the Chief of Naval Operations on that Committee. In July 1947 he assumed command of Carrier Division One, and made a four-months cruise in the Mediterranean in the USS *Midway* in the winter of 1947 48 and a similar cruise with the Sixth Task Fleet in the USS *Roosevelt* in 1948-49.

He returned to the Navy Department for duty as a Member of the General Board from May to November 1949 when, with the accompanying rank of Vice Admiral, he assumed command of the Sixth Task Fleet at Toulon, France. On April 11, 1951 he became Commander Air Force, Atlantic Fleet, and served in that capacity until relieved of all active duty pending his retirement, effective May 1, 1954.

It is of interest that Admiral Ballentine, as Commander Carrier Division One and Commander Sixth Fleet, spent four consecutive Christmas Days in Naples, Italy.

In addition to the Silver Star Medal, the Legion of Merit with two Gold Stars and Combat "V," the Bronze Star Medal, the Commendation Ribbon, and the Presidential Unit Citation Ribbon, Admiral Ballentine has the World War I Victory Medal, the Yangtze Service Medal; the American Defense Service Medal with Bronze "A"; American Campaign Medal' the European-African- Middle Eastern Campaign Medal with one bronze star (five engagements); the World War II Victory Medal' the Navy Occupation Service Medal, Asia Clasp; and the National Defense Service Medal. He also has the Navy Expert Pistol Shots Medal. From the Government of Greece, he received the decoration Grand Cross of the Order of Phoenix, and was named Commander in the French National Order of the Legion of Honor.

He was married to the former Catherine Howard Sheild of Yorktown, Virginia, and they had one son, John J. Ballentine, Jr.



**Louis L. Bangs, Captain, USN**
(Naval Aviator Number 8200)

Date of Designation: August 1941

Dates of Active Duty: 26 August 1940 - 1 July 1962.

Aviation Commands:
CO, VB-80, June 1945 - September 1946.
CO, VA-21A, October 1945 - June 1947.
CO, VC-61, September 1954 - September 1956.
Commander, Air Group-9, September 1956 - May 1958.

Combat Awards:
Navy Cross
Distinguished Flying Cross
5 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 8/40 | Entered Navy at Naval Reserve Air Base, Fairfax Field, Kansas City, Kansas, as Seaman Second Class for flight elimination training at the age of 24. |
| 10/40-11/40 | Solo flight training, NavResAir Base Fairfax Field, Kansas City, Kansas. |
| 1/41-8/41 | NAS Pensacola, FL. Naval Aviation Cadet (NavCad), Class 160. |
| 8/41-2/42 | Corry Field, Pensacola. Instructor Primary Flight Training. |
| 2/42-12/42 | Corry Field, Pensacola. Instructor, Primary Instructors School. |
| 12/42-4/43 | Corry Field, Pensacola. Chief Flight Instructor - Instructors School. |
| 4/43-5/43 | Chevalier Field, instrument refresher course. |
| 5/43-7/43 | Barin Field, VF Instructor. |
| 8/43-7/44 | VB-10, USS *Enterprise* (CV-6). Squadron Flight Officer. |
| 9/44-6/45 | XO, VB-98. NAS Los Alamitos, CA. |
| 6/45-9/46 | CO, VB-80. USS *Boxer* (CV-21) |
| 10/45-6/47 | CO, VA-21A. NAS San Diego, CA. |
| 6/47-5/48 | General Line School, Newport, RI - Student. |
| 6/48-8/50 | ONOP & Navy Recruiting, Kansas City, MO., Officer-in-Charge. |
| 9/50-3/52 | USS *Oriskany* (CV-34), Flight Deck and Air Operations Officer. |
| 4/52-4/54 | CNATRA Staff, Public Information Officer, Pensacola, FL. |
| 4/54-8/54 | Pensacola, FL. Photo School Student. |
| 9/54-9/56 | CO, VC-61, NAS Miramar, CA (Pacific Fleet). |
| 9/56-5/58 | Commander, Air Group-9. NAS Alameda, CA., and USS *Ticonderoga* (Pacific Fleet). |
| 7/58-9/59 | USS *Bennington* (CVA-20), Operations Officer (Pacific Fleet). |
| 9/59-12/59 | Bureau of Aeronautics, Washington, D. C. Prospective F4H Program Manager. |
| 12/59-4/62 | Bureau of Naval Weapons, Washington, D. C., Program Manager All Weather Interceptors. |
| 4/62-7/62 | Bureau of Naval Weapons, Program Director Anti-Air Warfare Division. |
| 7/62 | Retired from active duty. |



**Frederick A. Bardshar, VADM, USN**

(Naval Aviator Number P-2059)

Frederick Abshire Bardshar was born in Seattle, Washington, on October 20, 1915, the son of Deyo Edward Bardshar and the late Mrs. Sybil Abshire Bardshar. Be attended Broadway High School in Seattle and entered the U. S. Naval Academy, Annapolis, Maryland, on appointment of Senator H. T. Bone of Washington in 1934. Graduated with the degree of Bachelor of Science and commissioned Ensign in the U. S. Navy on June 2, 1938, he subsequently advanced in rank to that of Vice Admiral, to date from February 18, 1970.

Following graduation from the Naval Academy in June 1938, he was assigned to the USS *Pennsylvania*, and served as a junior officer on board that battleship until July 1942, after the United States entered World War II. He then reported to the Naval Reserve Aviation Base, New Orleans, Louisiana, for pre-flight training, and had flight training at NAS Pensacola, Florida, from October 1942 until April 1943, being designated a Naval Aviator there. He then served as an instructor (VS-3) at NAS Daytona Beach, Florida, and in October of the same year joined Fighting Squadron 27, then attached to the USS *Princeto*n.

For outstanding service while Executive Officer, later Commanding Officer of Fighting Squadron 27 and Commander Air Group 27 during the period October 1943 to October 1945, he was awarded the Silver Star Medal, Legion of Merit with Combat "V," Distinguished Flying Cross and Gold Stars in lieu of the second and third DFC, and the Air Medal and Silver Star in lieu of five additional Air Medals. Citations follow, in part:

Silver Star Medal: "For conspicuous gallantry and intrepidity as Air Group Commander and Commanding Officer of Fighting Squadron 27 attached to the USS *Princeton*, during the first air raid on Manila, September 21, 1944. While leading his squadron through intense fighter and antiaircraft opposition, Lieutenant Commander Bardshar effected the destruction of two enemy craft in the air and two on the ground..."

Legion of Merit: "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of Air Group 27, attached to the USS *Independence*, during operations against enemy Japanese forces in the Pacific War Area, from June 19, 1944, to August 21, 1945...(when) Lieutenant Commander Bardshar contributed materially to the success of his group in achieving an outstanding record of damage inflicted on enemy shipping, air power and ground installations..."

Distinguished Flying Cross: -"For heroism and extraordinary achievement in aerial flight as a Fighter Pilot in Fighting Squadron 27, attached to the USS *Princeton*, in action against enemy Japanese forces west of the Marianas Islands during the First Battle of the Philippine Sea on June 19, 1944...(when he) succeeded in shooting down two enemy planes, aiding in the destruction of another and assisted in turning the attack into defeat for the enemy..

"Gold Star in lieu of Second DFC: "For heroism and extraordinary achievement in aerial flight a Commander of a Fighter Squadron, attached to the USS *Princeton*, in action against enemy Japanese forces on October 4, 1944. Leading two divisions of fighter planes, Lieutenant Commander Bardshar boldly intercepted a group of sixteen enemy torpedo planes attempting to join an aerial attack against a United States Task Force near Formosa. Launching a fierce coordinated attack upon the hostile craft, he personally accounted for three of the thirteen enemy planes destroyed while the remaining hostile aircraft jettisoned their torpedoes and fled...

"Gold Star in lieu of Third DFC: For heroism...as Pilot of a Fighter Plane in Fighting Squadron 27, attached to the USS *Princeton*, during operations in the vicinity of the Marianas, Palau, Ryukyu and Philippine Islands, from June 1 to October 24, 1944. Completing his twentieth mission during this period, Lieutenant Commander Bardshar carried out bombing and strafing attacks against Japanese installations, airfields, parked aircraft, shipping and personnel, inflicting extensive damage".

Air Medal: "For meritorious achievement in aerial flight as Pilot of a Navy Fighter Plane in Fighting Squadron 27 attached to the USS *Princeton*, during a strike against enemy Japanese shipping in the Calamian Islands in the Philippine Group on September 24, 1944. While leading a formation of fighter planes, (he) contributed materially to the total destruction of one enemy tanker and to the severe damaging and probable sinking of another tanker and a cargo ship..."

The Gold Stars awarded in lieu of the Second, Third, and Fourth, Fifth and Sixth Air Medals were for five missions each, while Fighting Squadron 27 was attached variously to the *Princeton* and *Independence* during the period June 11, 1944 to August 21, 1945, when he carried out bombing and

- Continued -

strafing attacks against Japanese installations, airfields, parked aircraft, shipping and personnel and inflicted extensive damage on the enemy. After his return to the United States in November 1945, he reported to NAS Alameda, California, where he served as Inspection Officer until June 1947. He was a student at the Naval War College, Newport, Rhode Island, during the next nine months, then from June 1948 until January 1951 was Executive Officer, later Commanding Officer of Air Transport Squadron 32. When detached he reported to the Naval Air Test Center, Patuxent River, Maryland. He is a graduate of the Test Pilot School at Patuxent and served for two years as Director of the Service Test Division of the Naval Air Test Center.

In August 1953 he joined the USS *Leyte* as Operations Officer and, remaining at sea, served from December 1954 until January 1956 as Operations Officer on the Staff of Commander Carrier Division SIX. He then reported to the Navy Department, Washington, D. C., for a tour of duty in the Office of the Chief of Naval Operations, as Assistant Chief, Special Weapons Plans. Designated Assistant for Naval Matters to the Assistant Chief of Staff, Air, and Special Operations Division, at Supreme Headquarters, Allied Powers, Europe, he served in that capacity from April 1958 until September 1960. From October of that year until January 1961 he was again assigned to the Office of the Chief of Naval Operations, this time as Assistant Chief, Plans Branch, Air Operations Division (Strategic Targeting).

In January 1961 he assumed command of the USS *Pawcatuck* (AO-108), and in September of that year reported as Plans and Operations Officer on the Staff of Commander Sixth Fleet. On November 9, 1963 he assumed command of the USS *Constellation* (CVA-64) and was awarded the Navy Commendation Medal for exceptionally effective airborne support of Seventh Fleet operations in the South China Sea, for immediate offensive action in support of destroyers in the Gulf of Tonkin, and for aircraft retaliatory strikes against North Vietnam PT boats, their bases, and fuel storage facilities.

Ordered detached from the *Constellation*, he reported in January 1965 as Chief of the Requirements and Development Division, J-5, The Joint Staff Office, Joint Chiefs of Staff' Washington, D. C. where he was awarded a Gold Star in lieu of the Second Legion of Merit for outstanding professional competence in the evaluation of qualitative material requirements of the unified and specified commands and the development programs of the military services, all of which involved great demands on national resources and had major impact on national security. In furthering the mission of the Joint Chiefs of Staff to provide advice to the Secretary of Defense on research and development matters, he conceived of the Joint Research and Development Objectives Document to provide a more meaningful statement of R&D objective in support of U. S. strategy. As representative of the Joint Chiefs of Staff to the Military Liaison Committee with the Atomic Energy Commission, and on the national-level committee for the review of all nuclear testing, Rear Admiral Bardshar distinguished himself in carrying out his Joint Staff. responsibilities related to nuclear weapons development and testing. He rendered outstanding service as director, or in executive positions, on two, successive joint study groups which examined critical aspects of the air battle situation over North Vietnam.

In April 1967 he assumed command of Carrier Division 7 and "for exceptionally meritorious service...(in that capacity) and Commander Task Group 77.6 from April 22 to July 26, 1968 and subsequently as Commander Task Group 77.8 until September 14, 1968,.." he was awarded a Gold Star in lieu of the Third Legion of Merit, The citation continues in part: "Responsible for planning, coordinating and executing combat air strike operations against the enemy in Southeast Asia, Rear Admiral Bardshar also served as Yankee Station Commander and, in this capacity, provided daily strike planning guidance to and direct tactical supervision over all air and surface units of Task Force 77 assigned to special operations at Yankee Station...The splendid combat performance of the units of Task Force 77 under his command as Yankee Station Commander was related directly to Rear Admiral Bardshar's keen analysis of the constantly changing tactical situation and to his imaginative planning and dynamic leadership..."

In June 1969 he reported as Vice Director, J-3 (Operations), The Joint Staff Office, Joint Chiefs of Staff, Washington, D. C., and was awarded a Gold Star in lieu of the Fourth Legion of Merit for forceful leadership, sound judgment, and outstanding professional competence in guiding the Operations Directorate, including the National Military Command System, as a viable instrument fully responsive to the most urgent and pressing requirements of the Joint Chiefs of Staff and the National Command Authorities.

In February 1970 he became Commander Attack Carrier Striking Force, SEVENTH .Fleet/Commander Carrier Division FIVE and in January 1971 was ordered detached for duty as Director of the Tactical Electromagnetic Programs, Office of the Chief of Naval Operations, Navy Department.

In addition to the Silver Star Medal, the Legion of Merit with three Gold Stars and Combat "V," Distinguished Flying Cross with two Gold Stars, the Air Medal with Silver Star, Navy Commendation Medal, and the Navy Unit Commendation Ribbon with Star, Vice Admiral Bardshar has the American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal with one silver star (five operations); World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; National Defense Service Medal with bronze star; Armed Forces Expeditionary Medal (Vietnam); and the Philippine Liberation Ribbon.

He was married to the former Betty Plant of Vancouver, British Columbia, and they had two daughters, Mrs. M. C. Dillon of MacDonough, New York and Mrs. H. Scott Beighley of Washington, D. C.

No picture available

## Ralph S. Barnaby, Captain, USN

(Naval Aviator Number 5220)

Ralph Stanton Barnaby recognized as a leading authority on gliders, holder of the National Aeronautical Association Number One Soaring Certificate, a founder-member and Fellow of the Institute of Aeronautical Sciences, member of the American Society of Mechanical Engineers, charter member and director and past president of the Soaring Society of America, and author of many technical papers on aeronautical engineering subjects, including a book, Gliders and Gliding (1930), also managed to combine the unusual qualities of engineering, glider piloting and designing, and sculpture with a naval career. He transferred to the Retired List of the Navy on January 1, 1947.

Born in Meadville, Pennsylvania, on January 21, 1893, son of Charles Weaver Barnaby and Jenny Christy Barnaby, he attended private School in New York City before entering the Columbia University, New York, New York, where he was graduated and received the degree of Bachelor of Mechanical Engineering in 1915. In 1945, Columbia awarded him its Medal of Excellence and cited "his many achievements in aeronautics including his experiences in gliding and soaring," The award is in lieu of a degree of Master of tarts, or Master of Science.

His interest in aviation began in 1908 with the newspaper accounts of Orville Wright's flights at Fort Myer, Virginia, for the Army. During the next three years he was busy with model airplane experimentation. In 1909 he designed, built and flew his first man-carrying glider, and in 1910 founded the New York Model Aero Club. He qualified for membership in the Early Birds, and has remained active, being Vice President of that organization, 1941-42. He was assistant chief engineer and head of the Engineering Department of Standard Aeronautical Corporation, Plainfield, New Jersey, until he enlisted in the United States Navy in December, 1917. He was discharged to be commissioned Ensign in the U.S. Naval Reserve Force, to date from March 26, 1918. The next year he was commissioned Lieutenant, Junior grade, in the Construction Corps, U.S, Navy. He transferred from the Construction Corps to the Line of the Navy in 1940, and was designated for Aeronautical Engineering Duty Only. He attained the rank of Captain on November 11, 1942.

After training at the Naval Aeronautical Ground School, Massachusetts Institute of Technology, Cambridge, Massachusetts, Curtiss Aero and Motor Corporation, and in the Inspectors School, Buffalo, New York, he became assistant inspector, later inspector of naval aircraft in the plant of the L.W.F. Engineering Corporation, College Point, New York. In August 1918 he was ordered overseas to assist with study of aviation material and European aircraft developments in England and France. Returning to the United States in February, 1919, he assisted in the preparation of the NC flying boats for the transatlantic flights.

After three years at the Naval Aircraft Factory, Philadelphia, in November, 1922 he reported to the Bureau of Aeronautics as Head of the Specifications Section, where he served a total of nine years, having detached duty for one year, January, 1928-29, at Wright Field, Dayton, Ohio, as Assistant General Inspector and Material Liaison Officer with the Engineering Division of the Army Air Corps. In 1929 he was a member of the Kemperer Expedition to investigate soaring conditions in mountainous regions. One of the most important works handled during duties in the Bureau of Aeronautics was the establishment of the Navy Aircraft Standards Board, through which materials and Equipment are brought into uniformity, a great boon to the aircraft industry in general.

In January, 1930 he achieved international recognition by making glider flight from the rigid airship Los Angeles, the first in history. Thereafter he took part in the first National Soaring Contest at Elmira, New York, and the two succeeding meets in the summers of 1931 and 1932. He was made a member of the National Contest Committee of the National Aeronautics Association. While associated with Rear Admiral William A. Moffett, Chief of the Bureau of Aeronautics, he fashioned a sculptured bust of the Admiral, completing it just a few days before his untimely death in the crash of the USS *Akron* (Sunday Star, Wash.D. C.-April 23,1933). That bust and another of Admiral W. S. Sims which he made are now in Memorial Hall, Bancroft Hall, at the Naval Academy.

After July, 1933 he served as Inspector of Naval Aircraft, Baltimore, Maryland, and the following year was on duty at Naval Air Station, Pensacola, Florida, where he sponsored a glider training experiment. He was commended by Secretary of the Navy Swanson in 1935, the letter stating in part as follows: "Recently there has been brought to my attention your outstanding achievements in the field of gliding and soaring during the last twenty-six years, and more particularly your accomplishments along this line during the last five years, Specifically, on 31 January, 1930 you made the first glider descent from an airship, the USS *Los Angeles*. This in itself is worthy of special note. Furthermore, your unusual interest is shown by the continuing record of accomplishment. It is noted that you hold the Number One Soaring license in the United States; that you advocated the use of gliders

in preliminary aviation training; that you have taken part in all national soaring meets since 1930. It is further noted that this training and experience, which has been of inestimable benefit to the Navy, has been acquired by you largely on your own initiative and your own time, and at your own expense. . ."

While at the Pensacola Naval Air Station, he was a student of heavier-than-air aviation, and was designated a Naval Aviator on May 12, 1937. The following summer he was ordered to the Fleet Air Bases, Coca Solo, Canal Zone, and after two years there, he was ordered to the Naval Aircraft Factory, Philadelphia, where he served as Chief Engineer, and the last year of the war he was Commanding Officer of the Naval Aircraft Modification Unit, Johnsville, Pennsylvania. He was awarded the Air Medal, and Legion of Merit for this period of service, the citations stating in part:

Air Medal: "For meritorious achievement in aerial flight as a Pilot of Naval Aircraft from 1942 to 1944. Zealous and farsighted in his efforts to advance Naval aviation and explore the possibilities of a practical glider and towed-aircraft program, Captain Barnaby not only conceived and planned many innovations in this pioneering field," .. but also personally conducted. numerous flight tests of experimental and hazardous nature to prove the feasibility of techniques he advocated, . . "

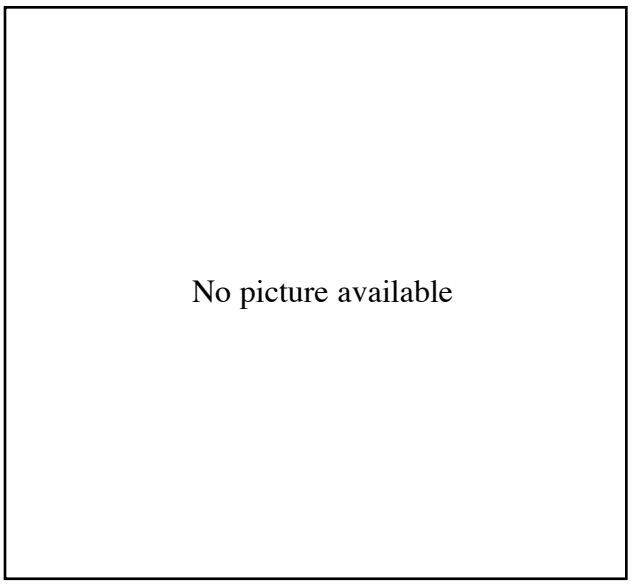
Legion of Merit: "For outstanding conduct . a . as Commanding Officer of the Naval Aircraft Modification Unit from June, 1944 to August. 1945. Displaying exceptional foresight, judgments, and professional ability, Captain Barnaby rendered invaluable service in the production of aeronautical equipment and special weapons for immediate use by the combat forces, and by his fine technical skill and tireless efforts, contributed materially to the success of our forces...."He continued in the latter assignment until relieved of active duty pending his transfer to the Retired List of the Navy on January 1, 1947. He has since then had active duty to represent the Navy at the annual National Soaring Contest,, Elmira, New York, In the summer of 1950 he also attended the First World Championship Soaring Competition in Orebro, Sweden, in which eleven nations competed.

Upon his retirement he became associated with Franklin Institute, Philadelphia, Pennsylvania, where he was Head of the Aeronautical activities in laboratories for research and development at that Institute.

He was also President of the Aero Club of Pennsylvania; First Vice President of "Early Birds" and East Coast Vice President and Director, Soaring Society of America.

In addition to the Legion of Merit and Air Medal, Captain Barnaby has the World War I Victory Medal, Overseas Clasp; American Defense Service Medal, Base Clasp; American Campaign Medal; and World War II Victory Medal.

Captain Barnaby was married in 1936 to the former Margaret Evans Elston of Columbus, Ohio.




**Marshall U. Beebe, Captain, USN**

(Naval Aviator Number 5534)

Marshall Ulrich Beebe was born in Anaheim, California, on August 6, 1913, son of Marshall E. and Anna M, (Ulrich) Beebe. He attended Occidental College, majoring in mathematics and physics, and graduated with a degree of Bachelor of Arts in 1935. He played three years of varsity football and basketball, was a Class President and a member of Kappa Sigma Fraternity. His military career started with the California National Guard during his undergraduate years.

In 1936 he sought flight training in the Naval Aviation Cadet Program and participated in the Flight Training Program at the Naval Air Station, Pensacola, in 1936 and 1937. He was designated Naval Aviator Number 5001 on December 26, 1937. Commissioned Ensign in the U. S. Naval Reserve on January 1, 1938, he applied for a commission in the U. S. Navy in 1940 and was commissioned Ensign, USN, in March 1941. By subsequent advancement he attained the rank of Captain, to date from July 1, 1956.

His first assignment was with Patrol Squadron One in Honolulu, Hawaii, and he remained on duty with that Squadron in the Pacific until July 1940, including a year in the Philippine Islands. Following a short tour as a flight instructor at the Naval Reserve Air Base, Long Beach, California, he reported to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he was assigned to the Engineering Division until March 1943. He was next ordered to Composite Squadron 64 as Prospective Commanding Officer, but before the commissioning of that squadron he was promoted to Lieutenant Commander and designated Commander Composite Squadron 39. He commanded that squadron, based on the USS *Liscome Bay*, in the Pacific, from August 1943 until that carrier was sunk during the Tarawa invasion by the Japanese later that year.

He then reported to Commander Fleet Air, West Coast, and in April 1944 was assigned duty as Commanding Officer of Fighter Squadron 17, a squadron of F6F Hellcats of Air Group 17, based on the USS *Hornet*, in the Pacific. He remained in that command until June 1945, during which period he participated in the first Navy raids on Tokyo in February 1945 and was personally credited with 10 1/2 Japanese planes. He was awarded the Navy Cross for "extraordinary heroism as a Pilot and Flight Loader in Fighting Squadron 17 ...in the vicinity of Southern Kyushu, Japan, on March 18, 1945...where he shot down five planes of twenty-five destroyed by his flight of 16 aircraft... also accounted for two aircraft destroyed on the ground, probably destroyed another in the air and damaged two others..."

From June 1945 until June 1946 he again served in the Navy Department, this time in the Office of the Deputy Chief of Naval Operations, where he was assigned to Military Requirements, Armament Desk, and for a year thereafter he was a student at the General Line School, Newport, Rhode Island. In July 1947 he reported to the USS *Badoeng Strait*, in which he served as Air Officer until March 1948. He then became Aide and Flag Lieutenant on the Staff of Admiral Arthur W. Radford, USN, then Vice Chief of Naval Operations, and later Commander in Chief, Pacific Fleet

In July 1950 he reported to Commander Air Force, Pacific as Prospective Commander of Carrier Air Group 5, and from December of that year until May 1952 commanded that Group, based on the USS *Essex*, operating in Korean waters. He was awarded the Legion of Merit with Combat "V," for "exceptionally meritorious conduct" in operations in Korea from August 1951 until January 1952. For further meritorious service in the Korean area, he was awarded Gold Stars in lieu of the fourth Distinguished Flying Cross and the tenth and eleventh Air Medals.

Detached in June 1952, he reported to the Naval Air Test Center, Patuxent River, Maryland, for duty as Chief Project Officer, and later served as Assistant Director and as Director of the Flight Test Division.

From December 1954 until February 1956 he served in the Office of the resistant Secretary of the Navy for Air, as Advisor for Military Aircraft Matters. In April 1956 he was assigned duty as U. S. Naval Attache and Naval Attache for Air, Caracas, Venezuela, where he served for two years.

In June 1958 he reported to the Office of the Chief of Naval Operations, as Head of the Airborne Weapon Systems Branch, on the Staff of the Deputy Chief of Naval Operations (Air).

In September 1959 Captain Beebe was assigned duty as Commanding Officer of the USS *Pyro* (AE-24). As Com-manding Officer, he put *Pyro* through shakedown in Guantanamo Bay, moved the ship from Service Force, Atlantic, to Service Force, Pacific, took her through Final Acceptance Trials in San Francisco and conducted a normal WestPac AE deployment. Detached in November 1960, he

- Continued -

assumed command of the USS *Bon Homme Richard* (CVA-31) on December 21, 1960. He was relieved on December 16, 1961, and on January 12, 1962 assumed the duties of Chief of Staff and Aide to Commander Carrier Division THREE. He served in that capacity until relieved of all active duty pending his transfer to the Retired List of the U. S. Navy on March 1, 1963.

In addition to the Navy Gross and the Legion of Merit with Combat "V," Captain Beebe has the Distinguished Flying Cross with three Gold Stars; the Air Medal with ten Gold Stars, Purple Heart Medal, the Presidential Unit Citation Ribbon and the Navy Unit Commendation Ribbon. His service medals include the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; National Defense Service Medal; Korean Service Medal; and the United Nations Service Medal.

James Michener, author of the best-seller "Bridges at Toko-Ri," dedicated that book to Captain Beebe.





**Patrick N. L. Bellinger, Vice Admiral, USN**
(Naval Aviator Number 8)

Patrick Neison Lynch Bellinger was born in Cheraw, South Carolina on October 8, 1885. After attending Clemson College for a short term, he entered the U. S. Naval Academy from South Carolina in 1903 and was graduated June 6, 1907. He was assigned to the USS *Vermont* in July 1907, and sailed in her on December 16, from Hampton Roads, Virginia, for a cruise around the world with the Battle Fleet. On May 12, 1908, he was transferred to the USS *Wisconsin* at San Francisco, and completed the cruise in that battleship. He was commissioned Ensign on June 7, 1909, after serving the two years at sea then required by law, and subsequently attained the rank of Vice Admiral to date from October 5, 1943. He was transferred to the Navy Retired List on October 1, 1947.

After the completion of the world cruise) he had instruction in torpedoes in the USS *Montgomery* from May until October 1909, after which he assisted in fitting out and served in the USS *South Carolina* until April 1912. Reporting to the Atlantic Submarine Flotilla on April 19, 1912, he had submarine instruction, attached to the USS *Severn*, until September 1912, when he assumed command of the submarine C-4. Two months later, in November 1912, he was assigned to aviation duty at the U.S. Naval Academy.

In January 1913, he was ordered to Guantanamo Bay, Cuba, for duty in connection with the aviation camp to be established there, taking passage in the battleship *South Carolina* on March 16. This was the first time that naval aviation accompanied the Fleet on its winter maneuvers in the south, and it demonstrated its ability in scouting and in locating mine fields and submarines. On March 5, he was detailed on aviation duty as a flyer of heavier than aircraft and on June 13, made the American seaplane record of 6,200 feet.

On January 14, 1914, he reported to the USS *Orion*, and in her proceeded to Pensacola, Florida, where the first Naval aviation training station was being established, taking all aircraft equipment. There he joined the USS *Mississippi*, and from April 24 until June 12, 1914 was in charge of the Navy's Aeroplane Section at Vera Cruz, Mexico, during the occupation of that port. In that duty he made flights over the enemy's territory and was under fire by ground troops. His plane was struck on one occasion by rifle bullets. This was the first occasion when a U. S. airplane was under enemy fire.

He served in the USS *North Carolina*, aviation training ship, from July to December 1914, and in January 1915, returned to the Naval Aeronautics Station, Pensacola, Florida. On January 21 he was designated Naval Air Pilot No. 4. During that tour of duty at Pensacola, in the rank of Lieutenant (jg), he accomplished the following outstanding feats in aviation:

• February 13-18, 1915. Piloted flying boat AB-3, in accordance with instructions from the Secretary of the Navy, from Pensacola, Florida, to Mobile, Alabama, to give demonstration during the Mardi Gras Carnival. This was the first extended flight of this kind ordered and carried out.

• April 1915. Launched from catapult, mounted on coal barge, at Pensacola, Florida, the first test of catapult after Lieutenant Ellyson was launched from catapult at the Washington Navy Yard in 1912. The catapult had been redesigned from the one used by Ellyson.

• April 23, 1915. Made American Altitude record for seaplane of 10,000 feet. Duration: 1 hour, 19 minutes. (Seaplane Burgess-Dunne, AH-10).

• July 25 to August 25, 1915. In charge of special Aviation Section, cooperating with Army, and spotting Experimental Mortar Firing, at Fortress Monroe, Virginia. Piloted spotted and signalled solo in Burgess Dunne, AH-10. Used combination of Very Pistol for signaling. This is the first actual instance in Navy where Navy aircraft spotted actual gun or mortar fire.

• March 1916. At sea, off Guantanamo Bay, Cuba, spotted for battleships firing at regular target at sea. First

- Continued -

instance of spotting of this nature in Navy. Duration of flights averaged approximately 1 hour, 50 minutes.

Detached from the Naval Air Station Pensacola, in May 1916, and as Lieutenant, he rejoined the USS *North Carolina*, with duty in connection with aeronautics. In April 1917, he returned to duty at Pensacola, and on May 9, 1917, he conducted the first night seaplane flight in which floodlights were employed on the beach for illuminating water. This marked the first phase of regular night flying instruction in the Navy.

In the rank of Lieutenant Commander, he had command of the Naval Air Station, Hampton Roads, Virginia, from December 1917 until March 1919. In May 1919, he participated in the first trans-Atlantic flight as Commanding Officer of the NC-1, and was awarded the Navy Cross with the following citation: "For distinguished service in the line of his profession as commanding officer of the seaplane NC-1 which made a long overseas flight from Newfoundland to the vicinity of the Azores in May 1919."

Attached to the Office of the Chief of Naval Operations, Navy Department, Washington, D. C., until August 1921 he was transferred to the Bureau of Aeronautics, upon its organization. He served with Aircraft Squadrons, Pacific Fleet, and Aircraft Squadrons, Scouting Fleet, from October 1921, until June 1923, when he Joined the USS *Wright*, aircraft tender, with duty involving flying. He became Executive Officer of that vessel in September 1925. After completing the course at the Naval War College, Newport, Rhode Island, and serving on its staff for several months, he reported in December as Aide and Fleet Aviation Officer on the staff of the Commander in Chief, Battle Fleet. He continued staff duty with Commander in Chief, U. S. Fleet from September 4, 1926, until November 8, 1927 with additional duty as Fleet Aviation Officer.

After a brief assignment to the Ships Movement Section, in the Office of the Chief of Naval Operations, he served as Assistant Naval Attache at the American Embassy, Rome, Italy, from July 1928 until May 1931. Upon his return to the United States, he assumed command of the USS *Wright*, aircraft tender, in July of that year. He had command of the USS *Langley* from July 1932 until June 1933, when he was ordered to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he was in Charge of the Plans Division and later of the Administration Division. He was Commanding Officer of the USS *Ranger* from June 1936 until June 1937 when he was transferred to duty as Chief of Staff and Aide to commander, Aircraft Battle Force, and Carrier Division One, U. S. Fleet.

Following command of the Naval Air Station, Naval Operating Base, Norfolk, Virginia, from July 1938 until November 1940, he proceeded to Honolulu and assumed command of Patrol Wing TWO, with the rank of Rear Admiral. In May 1942, he was ordered to duty as Commander Patrol Wings, Pacific Fleet, and in August 1942 was appointed Deputy Chief of Staff to the Commander in Chief, U. S. Fleet. He served in that capacity until March 19, 1943, when he was designated Commander, Air Force, Atlantic Fleet. On October 5, 1943, he was appointed Vice Admiral, retaining this command. For "exceptionally meritorious service to the Government of the United States in a duty of great responsibility as Commander Air Force, Atlantic Fleet, from March 1943 to February 1946..." he was awarded the Distinguished Service Medal. The citation continues in part:

",..A resourceful and aggressive administrator, (he) exercised keen foresight and sound Judgment in organizing the Air Force of the Atlantic Fleet and subsequently in directing its expansion, development and operations and, by his superior knowledge of aeronautical and naval problems and his thorough comprehension of the tasks assigned him, discharged his myriad duties expeditiously and effectively, contributing in large measure to the protection of Allied shipping in the Atlantic. As a result of his forceful leadership and expert methods, new carriers and carrier aircraft units of the United States Fleet were trained to an efficient state of combat readiness and the carriers in the Pacific theater of war were highly successful in their operations against the enemy..."

On March 7, 1946, Vice Admiral Bellinger reported for duty on the General Board, Navy Department, Washington, D. C. On July 7, 1947, he was ordered relieved of active duty pending retirement, and on October 1, 1947 he was transferred to the Retired List of the U. S. Navy in the rank of Vice Admiral. After retirement he served for ten years as President of the Craig-Bototourt Corporation. He died at Clifton Forge, Virginia on May 29, 1962, survived by his wife, the former Miriam Benoist of "Earlehurst," Covington, Virginia; a son, Frederick Wells Bellinger of Forestville Maryland; and three daughters, Mrs. Miriam B. DeOlloqui of Lewisburg, Virginia; Mrs. Patricia B. Kauffmann of Bethesda, Maryland, and Mrs. Eleanor B. Crimmons of San Francisco, California.

In addition to the Navy Cross and the Distinguished Service Medal, Vice Admiral Bellinger had the Mexican Service Medal; the World War I Victory Medal; American Defense Service Medal, Fleet Clasp; Asiatic Pacific Campaign Medal; American Campaign Medal; and the World War II Victory Medal. He also has the rank of Commander, Military Order of the Tower and Sword, from the Government of Portugal; Officer of the Order of Saints Maurice and Lazarus, from the Government of Italy; and the Legion of Honor and the Croix de Guerre with Palm, from the Government of France.


1960


1996

## William L. Bennett, Captain, USN (Ret.)

"Bill"

Date of Designation: 20 November 1945 NA # P-23015

Dates of Active Duty: 8 August 1940 - 1 November 1972

Total Flight Hours: 3,582

Carrier/Ship Landings: Fixed wing: 55 Rotary: 648

Approximate Flight Hours:
Jet: 45 Prop: 2,300 Helo: 1,200 VF/VA: 25
VR/VP: 2,050 HS/HC/HU: 1,200 VS: 110
VT: 200 LTA: 15 Other: 10 (Free air balloon)

Combat Tours:
WW II: USS *Baltimore*, Sky Plot Officer (credited with killing three Japanese "Bettys". Night firings. 14 month deployment.
Vietnam: CO, USS *Winston* (AKA-94), Vietnam coast.
CO, USS *Yorktown* (CVS-10), Sea of Japan and Vietnam

Aviation Commands:
Officer-in-Charge, HS-2 Detachment "A". Aug. 1952 - Dec. 1952.
Officer-in-Charge, HS-2 Detachment "A". Aug. 1953 - Jan. 1954.
CO, HS-3, Mar. 1960 - Mar. 1961.
CO, HS-10 (RAG), Aug. 1961 - Aug. 1962.
CO, USS *Yorktown* (CVS-10), Jul. 1967 - Jul. 1968.

### Duty Assignment Chronology

| | |
|---|---|
| 8/40-6/43 | U.S. Naval Academy, Annapolis, MD. |
| 6/43-8/43 | NAS Jacksonville - Flight Indoctrination. |
| 8/43-10/44 | USS *Baltimore*-Sky Plot Officer. Atlantic and Pacific ocean campaigns including; Tarawa, Gilbert and Marshall Islands, Truk, Saipan, Guam, Philippine Sea and Presidential cruise to Hawaii and Alaska. |
| 10/44-7/46 | Flight Training - Student Pilot at NAS Ottumwa, IA., NAS Pensacola, FL., and NAS Hutchinson, KS. |
| 8/46-8/48 | VP-102, VP (HL)-2 at NAS Agana, Guam. Co-Pilot and Patrol Plane Commander. Officer-in-Charge of Detachments at Pelilieu and Kwajalien. |
| 9/48-11/48 | VP (HL)-8 at NAS Kaneohe, HI. |
| 12/48-7/49 | COMFAIR West Coast at NAS San Diego, CA - Aide and Flag Lieutenant. |
| 8/49-8/51 | Naval Air Test Center, Patuxent River MD. Test Pilot School, Electronics Test. |
| 9/51-3/52 | HU-1 at NAAS Ream Field. Rescue Pilot. |
| 3/52-8/52 | XO, HS-2 at NAAS Ream Field. |
| 8/52-12/52 | USS *Rendova* (CVE-114). Helicopter Pilot in support of Joint Task Force 2 (First Hydrogen Bomb Test). |
| 1/53-8/53 | HS-2 at NAAS Ream Field. ASW Helicopter Pilot. |
| 8/53-1/54 | Officer-in-Charge, HS-2 Detachment A in USS *Sicily* (CVE-118) and at NS Oppama, Japan (Evaluating Dipping Sonar-OP V 109). |
| 2/54-6/54 | Student, Armed Forces Staff College, Norfolk, VA. |
| 7/54-2/57 | War Plans Officer, Chief, Naval Air Technical Training at NAS Memphis, TN. |
| 3/57-2/58 | Operations Officer, VP-11 at NAS Brunswick, ME., and RNAS Halfar, Malta. |
| 2/58-3/60 | Staff, Commander Naval Air Forces, Atlantic Fleet at NAS Norfolk, VA. Training Division. |
| 3/60-3/61 | CO, HS-3 at NAS Norfolk, VA., and USS *Valley Forge* (CVS-15) - Mediterranean deployment. |
| 4/61-8/61 | Staff, Commander Naval Air Forces, Pacific Fleet at NAS North Island, San Diego, CA. Training Division. |
| 8/61-8/62 | CO, HS-10 at NAAS Ream Field, San Ysidro, CA. Replacement Air Group Training. |
| 8/62-1/63 | U.S. Naval Academy, Annapolis, MD. Flag Lieutenant and Aide to the Superintendent. |

- Continued -

| | |
|---|---|
| 1/63-2/66 | Chief of Naval Operations Staff, Office of the Deputy for Research and Development (OP-(OP-722) - aircraft, helicopters, missiles, bombs, air cushion vehicles, and hydrofoils. |
| 3/66-6/67 | CO, USS *Winston* (AKA-94). Pacific deployment. (Moving US Army, US Marine Combat Engineers and ROK artillery along the coast of Vietnam) . |
| 7/67-7/68 | CO, USS *Yorktown* (CVS-10). Pacific deployment (Vietnam, Sea of Japan Pueblo Incident). |
| 768-5/69 | Chief of Staff, ASW Group One. Pacific deployment. |
| 7/69-10/72 | Chief of Naval Material, Washington, D. C. Special Assistant to the Chief for Joint Matters. |
| 11/1/72 | Retired from active duty. |

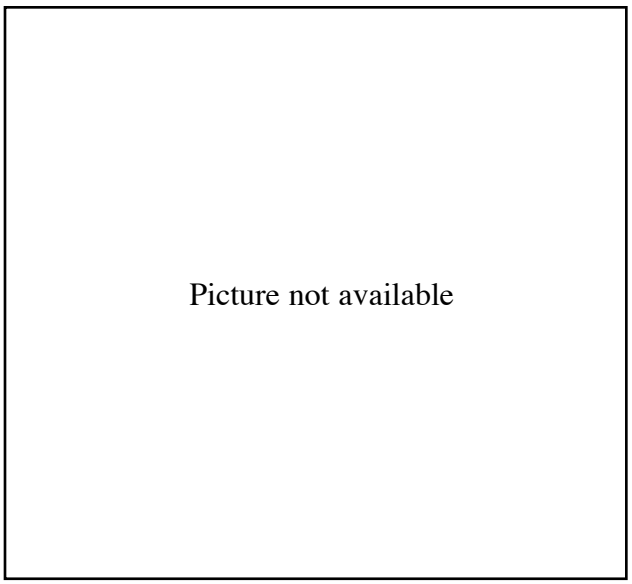
## Summary of Significant Career Events

(1) First helicopter qualified pilot to graduate from Navy Test Pilot School. Assisted TPS Professor with writing Chapter in the Aerodynamics book dealing with the coefficient of lift of a helicopters blade.

(2) Pilot of first helicopter to fly over "hole" left by Hydrogen Bomb test with Dr. Von Braum, receiving over 5,000 milli-roentgens ray exposure in 20 minutes.

(3) First helicopter pilot to hold a Green Instrument rating. Led a flight of 16 helicopters on instruments from Norfolk, VA., to Quonset Point, RI.

(4) First designated, helicopter pilot to command an *Essex* Class carrier.




**John Joseph Bergen, Rear Admiral, USNR**
(Honorary Member)

John Joseph Bergen was born in Pennsylvania, on August 7,1896. He enrolled in the U. S. Naval Reserve Force as Chief Machinist's Mate, at New York, New York, on June 3, 1918, during World War I He had training in the USS *Granite State* between June and August 1918, and after reporting to the Receiving Ship, Philadelphia, Pennsylvania, was sent to France for duty first at Paulliac later at the U. S. Naval Air Station, Brest. On November 15, 1918 he was ordered to return to the United States, and on December 3, 1918 was released to inactive status. His rating changed in July 1921 to Aviation Machinist's Mate, he was honorably discharged from the Naval Service on September 30, 1921.

Appointed Lieutenant in the U. S. Naval Reserve on July 16, 1926, he was promoted to Lieutenant Commander, on June 8, 1938; to Commander to date from March 26, 1942; and to Captain, to date from July 1, 1951. His selection for the rank of Rear Admiral in the U. S, Naval Reserve was signed by the Secretary of the Navy on February 12, 1954; his promotion approved by the President and confirmed by the United States Senate on April 6, 1954.

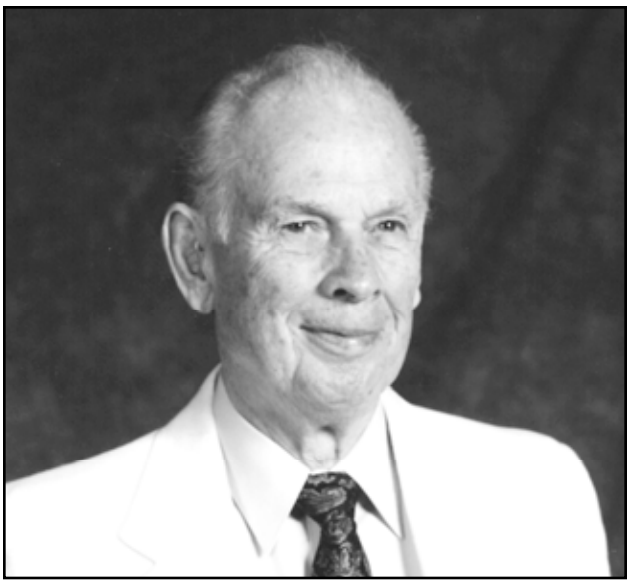
Having participated in the regular training periods of the U. S. Naval Reserve Officers during the years 1926 to 1942, while Director of Grumman Aircraft Engineering Corpora-tion, he was called to active duty on May 18, 1942. Reporting in the rank of Lieutenant Commander to the Navy Department, Washington, D. C., he was promoted to Commander the same month, and served in the Office of the Secretary of the Navy until November of that year, when he was ordered to the Naval War College, Newport, Rhode Island, for instruction. Upon completion of the course in June 1943, he reported to Commander Fleet Air, South Pacific, but was returned for hospitalization at the Naval Hospital, Corona, California, two months later.

From December 1943 until March 1944 he served at the Naval Air Center, Seattle, Washington, and in April 1944 was designated Chief of Staff and Public Relations Officer to the Commandant, Naval Air Base, Thirteenth Naval District, Seattle, Washington. He continued duty in that capacity until August 27, 1944, when he was detached for terminal leave, pending his release to inactive status in November 1944. He then returned to New York as President of his own business, John J. Bergen & Co., Ltd.; President of Graham-Paige Corporation; Chairman, Childs Co.; Louis Sherry Co.; and Director of various other companies.

Admiral Bergen has the Victory Medal for World War I service, the American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; and the Naval Reserve Medal.

He and his wife, Mrs. Mary E. Bergen, had two children.





## Richard Halsey Best, Commander, USN (Ret.)

Date of Designation: 15 November 1935 NA # 4159

Dates of Active Duty: 14 June 1928 - 1 March 1944.

Total Flight Hours: 2,744

Carrier/Ship Landings: Fixed wing: 330

Approximate Flight Hours:
Prop: 2,744 VF: 400 VB: 1,036 VS: 274

Combat Tours:
WW II: 2 missions outside Pearl Harbor on 7 Dec. 1941; 2 missions against Kwajalein and Maloelap on 1 Feb. 1942; 1 against Wake Island on 26 Feb. 1942; 1 against Marcus Island on 2 Mar. 1942; 1 against Japanese patrol boats on 15 Apr. 1942, the Doolittle Raid; 2 during battle of Midway against the carrier Akagi in the morning and the Hiryu in the P.M. on 4 June 1942.

Aviation Commands:
CO, Bombing Six in Enterprise, 14 Mar. 1942 - 5 Jun. 1942.

Combat Awards:
Navy Cross
Distinguished Flying Cross

## Duty Assignment Chronology

| | |
|---|---|
| 6/28-6/32 | U. S. Naval Academy - Midshipman. |
| 6/32-5/33 | Light cruiser USS *Richmond*, Scouting Fleet. |
| 5/33-11/34 | SPECSERVSQDN. |
| 11/34-1/36 | Flight Training, USNAS Pensacola, FL. |
| 1/36-6/38 | VN5D8, USNAS Pensacola, FL. |
| 6/38-6/40 | VB-6, USS *Enterprise*. |
| 6/42-3/44 | US Naval Hospital Mare Island and Pearl Harbor and USA General Hospital, Denver |
| 3/1/44 | Retired 100% Physically disabled. |

## Summary of Significant Career Events

(1) Flew morning and afternoon attacks at Midway against the Japanese strike force. Hit on the *Akagi* and the *Hiryu*. VB-6 only squadron to have a part in the sinking of three enemy carriers, *Akagi, Kaga* and *Hiryu*. VB-3, VS-6 and VB-6 between them sank all four enemy carriers of the Kido Butai.

(2) Served a full carrier tour in Fighting Two, the only squadron in the Navy in which enlisted pilots flew all the wing positions. In 1937, we came aboard *Lexington* with an average interval of 13 1/4 seconds.

(3) Made one bow landing on *Lexington* in 1937, and one on *Enterprise* in 1941. Early carriers had eight wires and two sets of barriers astern and three wires and one set of barriers on the bow. In winds of 30 knots or more the carrier steamed down wind and planes approached from the starboard bow,




## Joseph Dean Black, Rear Admiral, USN

Date of Designation: 17 April 1933 NA # 3993

Dates of Active Duty: 4 June 1931 - 1 February 1965

Combat Tours:
WW II: Commander, Air Group 30. ASW Patrols, Gilbert Islands Invasion (Makin), and strikes against Nauru. Feb. 1943 - Jan. 1944.
WW II: XO, USS *Ommaney Bay* (CVE-79), Jan. 1945. Ship was lost to enemy air attacks in Sulu Sea, Philippines.

Aviation Commands:
Commander, Air Group THIRTY, Mar. 1943 - Dec. 194CO, USS *Currituck* (AV-7), May 1953 - Mar. 1954
CO, USS *Hancock* (CVA-19), Dec. 1955 - Jan. 1957
Commander Carrier Division 17, Sep. 1959 - Aug. 1960

Combat Awards:
Silver Star Medal
Air Medal with Gold Star in lieu of Second Air Medal
Navy Commendation Medal

## Duty Assignment Chronology

| | |
|---|---|
| 7/31-7/31 | NAS, Hampton Roads, VA. (Student).7/31- |
| 4/32 | USS Maryland (BB-46). |
| 4/32-5/33 | NAS Pensacola, FL. (Student). |
| 5/33-6/35 | Fighter Squadron SIX, USS Saratoga6/35- |
| 5/36 | USS Texas (BB-35). |
| 5/36-5/38 | Patrol Squadron THREE (PBY). |
| 5/38-10/41 | XO, Fighter Squadron TWO, USS Lexington. |
| 10/41-4/42 | NAS Corpus Christi, TX. |
| 4/42-3/43 | CO, Carrier Pilots Training School, |
| NAAS, | Kingsville, Texas. |
| 3/43-12/43 | Commander, Air Group THIRTY, USS Monterey. Attacks on Gilbert Islands. |
| 12/43-2/44 | Receiving Station, Puget Sound Navy Yard, Bremerton, WA. (CFO USS Ommaney Bay (CVE-79). |
| 3/44-2/45 | XO, USS Ommaney Bay (CVE-79). Linguyan Gulf battles. Ship sunk after a Kamikaze hit off Mindoro. |
| 2/45-3/45 | Bureau of Naval Personnel, Wash., D. C. |
| 3/45-1/46 | Staff, Commander Air Force, Pacific Fleet (Head of Officer Personnel Section). |
| 1/46-8/48 | XO, NAS, Quonset Point, RI. |
| 8/48-1/49 | Armed Forces Staff College (Student). |
| 1/49-6/50 | XO, USS Coral Sea (CVA-43). |
| 6/50-6/51 | Naval War College (Student). |
| 6/51-5/53 | Office of Joint Staff, Joint Chiefs of Staff (Member, Joint Strategic Plans Group, Chairman Joint Advanced Study Committee) |
| 5/53-3/54 | CO, USS Currituck (AV-7). |
| 3/54-12/55 | Commander Air Force, Pacific Fleet (Asst. Chief of Staff for Personnel). |
| 12/55-1/57 | CO, USS Hancock (CVA-19). |
| 1/57-11/58 | Office of CNO, Assistant Aviation Warfare Requirements (OP-55) and Director, Air Warfare Division. |
| 11/58-9/59 | Commander Carrier Division FOUR (Chief of Staff and Aide). |
| 9/59-8/60 | Commander, Carrier Division 17, USS Yorktown. |
| 8/60-8/63 | Headquarters, Field Command, Defense Atomic Support Agency, Sandia Base, Albuquerque, NM. (Deputy Commander) |
| 8/63-1/65 | Chief, Military Assistance Advisory Group, Norway. |
| 2/1/65 | Retired from active duty. |

## Summary of Significant Career Events

Joseph Dean Black was born in Macomb, Illinois, on January 8, 1909, son of I. W. and Jennie E. Black. He attended Western Academy in Macomb, and Marion Institute, Marion, Alabama, before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from the Fourteenth District of Illinois in 1927. Graduated and commissioned Ensign on June 4, 1931, he subsequently advanced in rank to that of Rear Admiral, to date from November 1, 1959.

After graduation, he Joined the USS Maryland on July 8, 1931, and had communications duty as a junior officer on board that battleship until May 1932. The next year he was a student (flight training) at the Naval Air Station, Pensacola, Florida, where he was designated Naval Aviator on April 17, 1933. On June 1 that year he reported to the USS Saratoga, Flagship of Aircraft, Battle Force, as Assistant Gunnery Officer of Fighting Squadron SIX. He received commendatory letters from the Secretary of the Navy and the Commander in Chief, U. S. Fleet, for attainment of the highest gunnery score by a fighter plane pilot in the U. S. Navy for the years 1933-1934.

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Detached from the Saratoga on June 1, 1935, he served for a year as Gunnery Officer of the Aviation Unit on board the USS Texas, Observation Squadron ONE. From June 1936 until June 1938 he was Gunnery Officer of Patrol Squadron THREE of aircraft squadrons based on Coco Solo, Canal Zone, and during that tour of duty he received Letters of Commendation for the longest formation flight (thus far) from San Diego to Coco Solo in the Spring of 1937 (made by patrol Squadron THREE). These-letters were from the Head of the Naval Affairs Committee in Congress, the Secretary of the Navy, Commander Aircraft, Scouting Force, and Commander Patrol Wing THREE.

He next served as Flight Officer and Executive Officer of Fighting Squadron TWO, based on the USS Lexington, and on September 1, 1941, he reported to the Naval Air Station, Corpus Christi, Texas, for duty. There he commanded a Dive Bombing Training Squadron during the early months of World War II until February 1943. He subsequently fitted out and commanded Air Group THIRTY, until January 1944. During that period he flew two hundred and fifty-four hours, ten of which were on anti-submarine patrols, made twenty-two carrier landings and eighteen catapult shots. He participated in the Gilbert Islands Invasion (Makin) and the second Carrier Strike against Nauru Island, and was twice awarded the Air Medal for "meritorious achievement" while completing ten missions.

Returning to the United States, he assisted in fitting out the USS Ommaney Bay at Vancouver, Washington, and served as Executive Officer of that carrier escort vessel from her commissioning, February 11 , 1944, until she was lost as the result of an enemy air attack on January 4, 1945, in the Sulu Sea, Philippine Islands. "For distinguishing himself conspicuously by gallantly and intrepidity in action in the North Sulu Sea while serving as Executive Officer of the USS Ommaney Bay on January 4, 1945...." he was awarded the Silver Star Medal. The citation further states: "When his ship was bombed and severely damaged during an enemy air attack, Commander Black remained on board despite fires, heavy smoke and extreme heat until all personnel had abandoned ship and, supervising the evacuation of the injured and wounded by a floatable means and directing the uninjured to care for the wounded in the water, contributed materially to saving the lives of many of the wounded..."

From February 1945 until February 1946 he served as Assistant Personnel Officer on the Staff of Commander Air Force) Pacific, then reported for a tour of shore duty as Executive Officer of the Naval Air Station, Quonset Point, Rhode Island. He attended the Armed Forces Staff College, Norfolk, Virginia, from August 1948 until January 1949, and on February 1, 1949, joined the USS Coral Sea (CVA-43) as Executive Officer. When detached on July 15, 1950, he was ordered to the Naval War College, Newport, Rhode Island, for the senior course (Strategy and Tactics). A month after graduation on June 1, 1951, he became Chairman of the Joint Advanced Study Group, Joint Staff, Joint Chiefs of Staff, Washington, D. C., serving in that capacity until June 1, 1953.

Assuming command of the USS Currituck (AV-7) on June 15, 1953, he remained in that command until May 1, 1954, and during the next eighteen months he served as Assistant Chief of Staff for Personnel to Commander Air Force, Pacific. From January 8, 1956 until January 12, 1957, he commanded the USS Hancock (CVA-19), and in February 1957 was assigned to the Navy Department Washington, D. C., for duty in the Office of the Chief of Naval Operations. There he served first as Assistant Director, Air Warfare Division, and on March 13, 1958, he became the Director of that Division. In November 1958 he joined the Staff of Commander Carrier Division FOUR as Chief of Staff and Aide, and from August 1959 to August 1960 was Commander Carrier Division SEVENTEEN.

In September he became Deputy Commander, Field Command, Defense Atomic Support Agency, Sandia Base, Albuquerque, New Mexico and in August 1963 reported as Chief of the Military Assistance Advisory Group, Norway, with headquarters in Oslo. He served as such until relieved of active duty pending his retirement, effective February 1, 1965. "For exceptionally meritorious conduct...from August 1963 to January 1965 as Chief, Military Assistance Advisory Group) Norway..." he was awarded the Legion of Merit. The citation further states in part: "During this period, Rear Admiral Black exercised marked professional competence, sound leadership, and skilled diplomacy in performing varied and complex duties of great importance to the United States. Under his superior guidance, his staff effectively executed all aspects of the United States Military Assistance Program to the enhancement of the posture of the military forces of Norway and of the North Atlantic Treaty Organization.

In addition to the Silver Star Medal, the Legion of Merit, and the Air Medal with Gold Star in lieu of the Second Air Medal, Rear Admiral Black has the Navy Commendation Ribbon and the following campaign and service medals: American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; National Defense Service Medal, and the Philippine Liberation Ribbon.

Admiral Black died 23 June 1997 and was buried in Arlington National Cemetery. His first wife Jane died in 1981 and his second wife Emily died in 1997. He is survived by a daughter Cheron Black Hargrave of Annapolis, six grand children and nine great grandchildren.



**John T. Blackburn, Captain, USN**
(Naval Aviator Number 5153)

John Thomas Blackburn was born in Annapolis Maryland, on June 24, 1912, son of Captain Paul P, Blackburn, Sr., and Mrs (Nell G. Carey) Blackburn He attended Western High School in Washington, D.C., and prepared for Naval service at Severn School, Severna Park, Maryland. He entered the U. S. Naval Academy, Annapolis, by Presidential appointment on June 17, 1929, and while there as a Midshipman participated in soccer and water polo. Graduated and commissioned Ensign on June 1, 1933, he subsequently advanced in rank, attaining that of Captain, to date from July 1, 1952.

After graduation from the Naval Academy in June 1933, he was assigned to the USS *Mississippi*, in which he served first as a junior Watch and. Division Officer, and from June 1935 to February 1936 as Aviation Observer. In March 1936 he reported to the Naval Air Station, Pensacola, Florida, where he completed flight training and was designated Naval Aviator on February 26, 1937, prior to his detachment in April of that year. During the next year he was assigned to Bombing Squadron 5 of Fleet Air Detachment, Naval Air Station, San Diego, California later redesignated Bombing Squadron 2, and based on the USS *Lexington*. In June 1939 he was transferred to Fighting Squadron 2, also based on the *Lexington*, and served. as a fighter pilot, with collateral duty in Engineering, until February 1941.

In March 1941 he reported to the Naval Air Station, Miami,, Florida, and was serving as a Fighter Plane Instructor when the United States entered World War II in December of that year. He was detached in June 1942, and the same month assumed command of Fighting Squadron 29 at the Fleet Air Detachment, Norfolk, Virginia. He remained in that command for six months, during which his squadron was based on the USS *Santee* operating in European waters. In December 1942 he fitted out Fighting Squadron 17, and served as Commanding Officer from its commissioning, in January 1943, until May 1944, the squadron based on the USS *Bunker Hill* during part of that time. For outstanding service in that command, he was awarded the Distinguished Flying Cross and a Gold Star in lieu of the second Distinguished Flying Cross, later replaced by the Navy Cross. The citations follow, in part:

Distinguished Flying Cross: "For heroism and extraordinary achievement while participating in aerial flight as Squadron Commander of U.S. Navy Fighting Squadron 17, in action against enemy Japanese forces in the Solomon Islands Area from October 27 to December 1, 1943. Braving fierce enemy anti-aircraft fire and fighter opposition, Commander (then Lieutenant Commander) courageously and skillfully led his squadron on numerous hazardous missions pressing home effective attacks against Japanese shipping and airfields and, during three bitter engagements with hostile fighters.at Empress Bay, Bougainville, personally shot down four of the enemy craft and damaged five others..,"

Navy Cross: "For extraordinary heroism as Commanding Officer of Fighting Squadron 17 during action against enemy Japanese forces in the vicinity of New Britain, Solomon Islands, from January 26 to February 26, 1944. Engaging in continuous operations throughout this period, (he) led his squadron in numerous successful escort missions and fighter sweeps over the enemy-held stronghold of Rabaul. Intercepted by an outnumbering force of hostile aircraft on January 26 and 30, he courageously closed with the enemy planes and personally blasted three from the sky and probably destroyed three others. In a subsequent engagement with a numerically superior force of Japanese aircraft on February 6, (he) struck furiously at the oncoming hostile planes, personally shooting down four and severely damaging two others. Sighting an enemy auxiliary schooner off Pondo Point on February 9, he led. his flight in a series of daring strafing runs to sink the hostile vessel..."

He was awarded the Air Medal and two Gold Stars in lieu of additional awards for meritorious achievement in aerial flight in the Solomon Islands area, the first from October 29 to November 21, 1943, during which period he completed five missions; the second on November 8, 1943, when he destroyed an enemy plane in a raid on Buka; and the third on November 11, 1943, when he provided cover for aircraft carriers at night and destroyed an enemy plane. He is also entitled to the Ribbons for, and facsimiles of, the Presidential Unit Citation awarded the USS *Santee* and the Navy Unit Commendation awarded Fighting Squadron 17.

Returning to the United States in March 1944, he had brief temporary duty in June 1944 in the Naval Air Operational Training Command, Naval Air Station Jacksonville, Florida, and on June 15, reported to the Navy Department, Washington D. C., for duty as Head of the Fighter Requirements Section, Military Requirements Division, Bureau of Aeronautics. During that period he was an Observer of the Second Battle of the Philippine Sea, October 22-26, 1944. He was detached in April 1945 and a month later became Commander Air Group 74, based on Midway. He served in that command

- Continued -

for fifteen months, returning to the Navy Department in September 1946.

After a year's duty in the Office of the Chief of Naval Operations, assigned to the Office of the, Special Assistant to the Deputy Chief of Naval Operations (Air), he served from October 1947 to October 1949 in the Bureau of Aeronautics (Fighter Design Branch). He then joined the USS *Saipan* as Executive Officer, serving in that capacity until May 1951. From June of that year until July of the next, he commanded Composite Squadron 5, after which he was a student at the Naval War College, Newport' Rhode Island, where he completed the Strategy and Tactics course in June 1953.

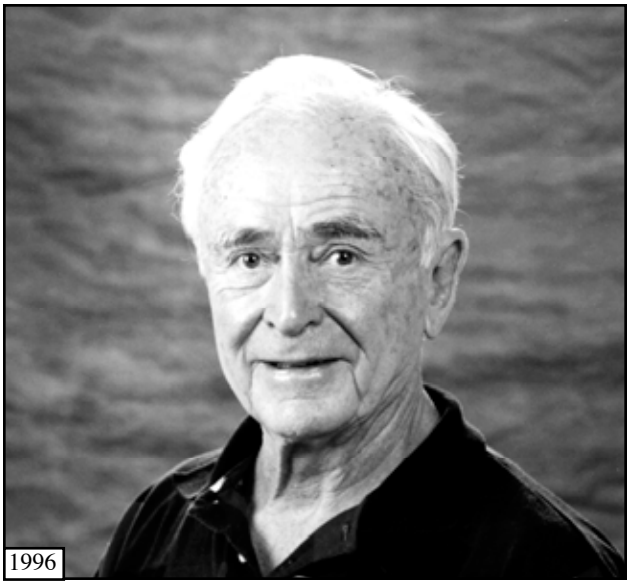
He was next assigned to the Joint Strategic Plans Group, Joint Chief of Staff,, in Washington, D. C. , and, (under orders of March 18, 1955) served as Commander Heavy Attack Wing ONE, based at the Naval Auxiliary Air Base, Sanford, Florida. On May 31, 1957, he was ordered to the Bureau of Naval Personnel, Navy Department thence to the Naval Air Training Command, Naval Air Station, Pensacola, Florida, for temporary duty. In September 1957 he joined the Staff of Commander Naval Air Force, Pacific.

In addition to the Navy Cross, Distinguished Flying Cross, Air Medal with two Gold Stars and Ribbons for the Presidential Unit Citation (*Santee*) and the Navy Unit Commendation (VF-17), Captain Blackburn has the American Defense Service Medal, Fleet Clasp; American Campaign Medal; European-African-Middle Eastern Campaign Medal with one engagement star; Asiatic-Pacific Campaign Medal with three stars; World War II Victory Medal; Navy occupation Service Medal, Europe Clasp; and the National Defense Service Medal.

Married in 1935 to Miss Rosalie Reed of Washington, D.C., Captain Blackburn had two children: Mark W. Blackburn and Patricia A. Blackburn.

Captain Blackburn was a member of a real Navy family. Besides his father, was a graduate of the Class of 1904, USNA, he has a brother, Captain Paul P. Blackburn, Jr., graduated in 1930. An uncle, Lieutenant Commander C. K. Blackburn, USN, now deceased, was graduated in 1916.




**John F. Bolt, Lieutenant Colonel, USMC (Ret.)**
"Jack"

Date of Designation: August 1942

Dates of Active Duty: 25 November 1941 - 1 April 1962

Total Flight Hours: 5,208

Carrier/Ship Landings: Fixed wing: 170

Approximate Flight Hours:
Jet: 2,000 Prop: 3,000 Helo: 200 VF/VA: 3,000

Combat Tours:

| | |
|---|---|
| WW II: | VMF-214, May 1943 - Apr. 1944, Solomon Islands - 94 combat missions. |
| WW II: | USS *Block Island*, May 1945 - Dec. 1945 - 8 combat missions |
| Korea: | VMF-211, MAG-13, Jun. 1952 - Mar. 1953, - 92 missions. |
| Korea: | USAF 51st Fighter Interceptor Squadron, Mar. 1953-Jul. 1953 - 43 missions |

Aviation Commands:
CO, VMF-214, 1958 - 1959

Combat Awards:
Navy Cross
3 Distinguished Flying Crosses
2 (USAF) Air Medals

## Duty Assignment Chronology

Born in Laurens, South Carolina, May 19, 1921. Raised in the Sanford, Florida area, 1925 through 1939. Attended the University of Florida from 1939-1941 and served in the U. S. Marine Corps from July 1942 to April 1962. Military duty assignments included:

| | |
|---|---|
| 11/41-7/42 | Naval Aviation Cadet. |
| 1943-44 | Marine Fighter Squadron 214 (Boyington's Blacksheep Squadron), Solomon Island campaign. Flew 94 combat missions. |
| 8/45-12/45 | Second combat tour aboard the USS *Block Island*, support carrier - 8 missions. |
| 1952-53 | VMF-211, K-13 Korea - 92 fighter bomber missions. |
| 3/53-6/53 | Air Force exchange pilot, USAF 51st Fighter Interceptor Squadron - 34 missions. |
| 1958-60 | CO, Marine Fighter Squadron 214. |
| 4/1/62 | Retired from active duty as Lieutenant Colonel. |
| 1970 | Graduated from the University of Florida College of Law. |
| 1971-72 | Law Professor at the University of Florida. |
| 1972-91 | Attorney in New Smyrna Beach, FL. |
| 5/91 | Retired. |

Family:
Married to the former Dorothy Wiggins Bolt of Sanford, Florida. Son Robert S. Bolt is an attorney in Tampa, FL. Daughter Barbara B. Bolt is a financial consultant in Tampa, FL.

## Summary of Significant Career Events

(1) Member of Pappy Boyington's Blacksheep Squadron.

(2) WW II Fighter Pilot Ace - 6 aerial victories.

(3) Holder of endurance record (14 hours, 9 seconds) in the F4U Corsair, June 1945.

(4) First and only Marine or Navy jet ace in Korea (6 victories).

(5) Led the first trans-Pacific flight of Navy or Marine Corps single engine aircraft from Hawaii to Japan.



**Walter F. Boone, Admiral, USN**

Born in Berkeley, California, on February 14, 1898, Admiral Boone received his early education in his native state, including half a year at Stanford University. He was appointed to the Naval Academy in 1917, and was graduated with the Class of 1922-A on June 5, 1920, and commissioned Ensign from that date. Thirty-six years later he attained the rank of Admiral as Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean,

Early in his naval career he had seas duty in the battleships *Texas* and *California*, and the light minelayer *Burns*. Standing first in his class, he was designated Naval Aviator at the Naval Air Station, Pensacola, Florida, in April 1926, and subsequently had an unbroken succession of aviation assignments until December 1945. He served with scouting, bombing, and fighting squadrons of the cruisers *Cincinnati* and *Raleigh*, and the carrier *Saratoga*; twice had staff duty with Commander Aircraft Battle Force; completed graduate instruction in Aviation Ordnance; participated in flight testing at the Naval Proving Ground, Dahlgren; and commanded patrol squadrons operating from Pearl harbor.

In 1939-1942 he was Officer in Charge, Armament Section, of the Bureau of Aeronautics; and while on special duty at the American Embassy, London, inspecting armament of British aircraft, witnessed the latter stages of the Air Blitz. During the early period of the war he served as Executive Officer of the carrier *Enterprise* through several major engagements, reporting on board in May 1942, just in time for the Battle of Midway. Later in his tour, *Enterprise* was the only operational carrier left in the Pacific, and won the Presidential Unit Citation. For his personal valor in the Battle of Santa Cruz, he was awarded the Silver Star Medal.

From December 1942 until April 1944, he was Chief of Staff to Commander Task Force 22, a carrier task group operating in the North Atlantic and later with the British Home Fleet. For ten months thereafter he commanded all Naval Air Bases in the Twelfth Naval District, with additional duty as Commander, Naval Air Station, Alameda, California. From April 1945 until the end of hostilities, he commanded the *Yorktown*, also a PUC winner, through the final actions against the Japanese home islands. He was awarded the Legion of Merit with Combat "V," for exceptionally meritorious service in the Western Pacific Area.

During the postwar period until May 1947, he served as Chief of Staff to Commander SEVENTH Fleet (later Naval Forces, Western Pacific), operating in Chinese waters. After a brief duty as a member of the General Board, he was designated Assistant Chief of Naval Operations (Strategic Plans). In October 1949 he assumed command of Carrier Division 5, and later on served for two months as Acting Commander, SEVENTH Fleet. From August 1951 to April 1952 he commanded U. S. Naval Forces, Eastern Atlantic, and for two years thereafter was a member of the Joint Strategic Survey Committee of the Joint Chiefs of Staff.
On August 12, 1954, he became Superintendent of the Naval Academy and Commandant, Severn River Naval Command, and from May 1, 1956 to February 23, 1958 was Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean. On April 18, 1958, he became U. S. Representative to the Military Committee and Standing Group of the North Atlantic Treaty Organization. "For exceptionally meritorious service..." from March 1956 to February 1960 he was awarded the Distinguished Service Medal.

Admiral Boone was transferred to the Retired List of the U. S. Navy on March 1, 1960

In November 1962 he was named Deputy Associate Administrator for Defense Affairs in the National Aeronautics and Space Administration.

PERSONAL DATA:

| | |
|---|---|
| Born: | Berkeley, California, February 14, 1898 |
| Parents: | Thomas Lee and Lily H. (Reid) Boone |
| Wife: | Pauline Heller Currey of Shreveport, Louisiana |
| Children: | None |
| Education: | Palo Alto (California) High School; Stanford University (1/2 year); U. S. Naval Academy (BS, 1920); Flight School, Naval Air Station, Pensacola. (NA: 1926); Naval Postgraduate School (Aviation Ordnance, 1930) |

PROMOTIONS:

Commissioned Ensign, June 5, 1920
Lieutenant (jg), June 5, 1926
Lieutenant Commander, June 30, 1936
Commander, September 1,1940
Captain, December 18, 1942
Commodore, October 20, 1944
Rear Admiral, November 19, 1945
Admiral, to date from May 1, 1956
Transferred to the Retired List of the USN, March 1, 1960

DECORATIONS AND MEDALS-,
Distinguished Service Medal
Silver Star Medal
Legion of Merit with Combat "V"
Commendation Ribbon
Presidential Unit Citation Ribbon with two stars
Victory Medal, Atlantic Fleet Clasp
Second Nicaraguan Campaign Medal
American Defense Service Medal, Base Clasp
European-African-Middle Eastern Campaign Medal
Asiatic-Pacific Campaign Medal with one silver star and two bronze stars (seven engagements)
American Campaign Medal
World War II Victory Medal
Navy Occupation Service Medal, Asia Clasp
China Service Medal
National Defense Service Medal
Philippine Liberation Ribbon
Order of the British Empire (Honorary Officer) by Great Britain
Order of Yun-Hui (Special Collar) by the Chinese Gov.

CITATIONS:

Distinguished Service Medal: "For exceptionally meritorious service...while serving as United States Military Representative on the North Atlantic Treaty Organization Military Committee and Standing Group from April 1958 to February 1960, and previously, as Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, from March 1956 to February 1958. An excellent leader and a skilled diplomat, Admiral Boone, in his role as the Representative of the U. S. Joint Chiefs of Staff, exercised unusual professional acumen in upholding and advancing the interests of the United States in the NATO forum. Possessing an extensive background of politico-military knowledge, and utilizing his keen analytical ability, he earned the highest respect and trust of his colleagues and promoted confidence and stability within the military trust of his colleagues and promoted confidence and stability within the military bodies of NATO, making a significant and lasting contribution to this vital organization. In his capacity as a Specified Commander, Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, Admiral Boone displayed dynamic leadership and a comprehensive grasp of the vast number of complex and delicate problems confronting him,, thereby contributing essentially to the stability of that area and to the continuing prestige of the United States..."

Silver Star Medal "For conspicuous gallantry and intrepidity as Executive Officer of the USS *Enterprise* during action against enemy Japanese forces in the Battle of Santa Cruz on October 26, 1942... With his ship under vicious attack by an overwhelming force of Japanese aircraft, (he) expertly maintained control of every department on board ship) rendering invaluable service to his commanding officer throughout the fierce action and contributing materially to the infliction of extensive and destruction on the enemy with minimum damage to the *Enterprise*...

Legion of Merit: "For exceptionally meritorious conduct ...as Commanding Officer of the USS *Yorktown* during operations against enemy Japanese forces in the Western Pacific War Area from April 23, 1945, to the close of hostilities against the Japanese Empire on August 15, 1945. Participating in fast carrier air strikes, during this period, (he) maintained his ship and air group at a high state of combat readiness and fighting efficiency....coolly directed the maneuvering and defense of his ship from the exposed navigating bridge..."

CHRONOLOGICAL TRANSCRIPT OF SERVICE:

| | |
|---|---|
| 6/20-4/21 | USS *Texas* (Engineering). |
| 4/21-6/24 | USS *California* (Deck Division Officer). |
| 6/24-6/25 | USS Burns (DM) (Gunnery officer). |
| 6/25-7/26 | Naval Air Station, Pensacola (Flight Training). |
| 7/26-6/27 | USS *Cincinnati* and USS *Raleigh* (Aircraft Squadrons). |
| 6/27-6/30 | Postgraduate School (Aviation Ordnance course). |
| 6/30-6/32 | VF-6 (Gunnery Officer, Executive Officer). |
| 6/32-6/33 | Staff, Command Aircraft, Battle Force (Gunnery and Assistant Operations Officer). |
| 6/33-6/35 | Naval Proving Ground Dahlgren, Va. (Officer in Charge, Air Detail). |
| 6/35-5/37 | VP-6; VP-4 (Commanding Officer). |
| 5/37-6/38 | VF-3 (Commanding Officer). |
| 6/38-6/39 | Staff, Commander Aircraft, Battle Force (Gun & Tactics Officer (Adm. E. J. King). |
| 6/39-4/42 | BuAer, Navy Department (Officer in Charge, Armament Section). |
| 5/42-1/43 | USS *Enterprise* (Executive Officer). |
| 1/43-3/44 | Commander Task Force 22 (Chief of Staff). |
| 4/44-2/45 | 12th Naval District (Commander of Naval Air Bases; CO, NAS Alameda, California). |
| 2/45-3/45 | Cdr. Aircraft, Pacific (Adm. Mitscher's Task Force 58). |
| 4/45-12/45 | USS *Yorktown* (CO). |
| 1/46-5/47 | Commander Seventh Fleet (Chief of Staff). |
| 6/47-10/47 | Navy Department (General Board). |
| 10/47-9/49 | Assistant Chief of Naval Operations (Strategic Plans). |
| 10/49-7/50 | Cdr. Carrier Division 5 (Division Cdr.) (Acting Cdr, 7th Fleet, two months). |
| 7/50-7/51 | U. S. Naval Forces, Eastern Atlantic & Mediterranean (Deputy and Chief of Staff). |
| 8/51-4/52 | Commander Naval Forces, Eastern Atlantic |
| 5/52-8/54 | Joint Chiefs of Staff (Navy Member, Joint Strategic Survey Committee). |
| 8/54-4/56 | Commandant, Severn River Naval Command and Superintendent, U. S. Naval Academy. |
| 5/56-2/58 | Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean. |
| 4/58 -2/60 | U. S. Representative to the Military Committee and to the Standing Group, NATO, Washington, D. C. |
| March 1, 1960 | Retired from Active Duty. |

Following retirement from the Navy he worked for McDonnell Douglas Corporation, and later as assistant to the administrtor of NASA.




## Charles T. Booth II, VADM, USN

Date of Designation: 27 January 1933

Dates of Active Duty: 4 June 1931 - 1 March 1969

Combat Awards:
Navy Cross

### Duty Assignment Chronology

Charles Thomas Booth, II, was born in Penacook, New Hampshire, on January 12, 1910, son of Charles Herbert and Fannie May (Chamberlain) Booth. He attended Lynn Classical High School in Lynn, Massachusetts, and entered the U. S. Naval Academy, Annapolis, Maryland, from the Seventh Congressional District of Massachusetts on June 21, 1927. He was graduated with the degree of Bachelor of Science and commissioned Ensign in the U. S. Navy on June 4, 1931, and through subsequent advancement attained the rank of Vice Admiral, to date from April 1, 1965.

After graduation from the Naval Academy, he had preliminary flight training at the Naval Air Station, Norfolk, Virginia, and after serving at sea from August 1931 to February 1932, reported as a student aviator at the Naval Air Station, Pensacola, Florida. Designated a Naval Aviator on January 27, 1933, he was detached in March, and during the next three years had successive duty in Observation Squadron ONE, attached to the USS *Oklahoma*, battleship, and Fighting Squadron SIX based on the USS *Saratoga*, aircraft carrier.

From May 1936 to June 1937 he served as a pilot in Patrol Squadrons 3F and 5F of Aircraft Squadrons based on Coco Solo Canal Zone. When detached he returned to Annapolis for instruction in Aeronautical Engineering at the Naval Postgraduate School. He continued the course at various places including Massachusetts Institute of Technology, from which he received the degree of Master of Science in June 1940. A month later he joined the USS *Ranger*, for duty with Fighting Squadron 4, based on board that carrier, and in March 1941 assumed command of the squadron.

He was awarded the Navy Cross "For extraordinary heroism as Commanding Officer of a Fighting Squadron during the assault on and occupation of French Morocco, November 8-11, 1942..." The citation continues: "Attacked by sixteen hostile fighters while raiding the Cazes Airdrome, Lieutenant Commander Booth and his flight of eighteen planes shot nine of the intercepters out of the sky, damaged another, and destroyed fourteen aircraft on the ground. In addition to subsequent strafing raids which silenced shore batteries near Port Lyautey and El Hank, he led a flight of eleven planes through a bursting hail of anti-aircraft fire to bombard two surfaced submarines and a light cruiser off Casablanca...(and) later led four additional flights in successful attacks against hostile troops, planes in the air, and tank and truck columns..."

Upon his return to the United States, he reported in January 1943 for duty as Assistant Flight Test Officer at the Naval Air Station, Anacostia, D. C. Six months later he was transferred for duty in a similar capacity to the Naval Air Station, Patuxent River, Maryland. From January 1945 until May 1946 he served as Operations Officer, successively, on the staffs of Commander Carrier Division TWELVE and Commander Carrier Division SEVEN, and for fifteen months thereafter was Executive Officer of the USS *Princeton*. In September 1947 he reported to the Office of the Chief of Naval Operations, Navy Department, Washington, D. C., and served for seven months in the Military Requirements Division, Air Warfare Branch. He then attended the Navy All-Weather Flight School, Corpus Christi, Texas, and in July 1950 assumed command of Composite Squadron FOUR.

On September 19, 1951, he was ordered to duty as Director of Electronic Tests, Naval Air Test Center, Patuxent River, where he remained two years. He was a student at the National War College, Washington, D. C., in 1953-1954, and after graduation in June 1954 assumed command of the USS *Badoeng Strait* (CVE-116). On June 2, 1955,he was ordered detached for duty on the staff of the Commander in Chief, U. S. Pacific Fleet. After two years, he reported to the Newport News (Virginia) Shipbuilding and Dry Dock Company, to fit out the USS *Ranger*, and assumed command of that attack aircraft carrier at her commissioning, August 10, 1957.

In February 1958 he was designated Chief of Staff and Aide to Commander Naval Air Force, U. S. Atlantic Fleet. A year later he became Assistant Chief of the Bureau of Aeronautics, for Plans and Programs, Navy Department, and on December 1 of the same year assumed the duties of Assistant Chief of the Bureau of Naval Weapons, for Program Management. He was at sea in command of Carrier Division FIVE from May 1961 to August 1962, then reported for duty as Director of Development Programs, Office of the Chief of Naval Operations, Navy Department.

On August 15, 1963, he was assigned to the Office of the Deputy Chief of Naval Operations (Development) as Acting

- Continued -

Assistant Chief of Naval Operations (Development). He reported as Deputy Chief of Naval Operations (Development), on October 5, 1963 and as such was responsible to the Assistant Secretary of the Navy (Research and Development) and to the Chief of Naval Operations for coordinating and managing the entire Navy's research, development, test and evaluation program. "For exceptionally meritorious conduct... (in that capacity)..."he was awarded the Legion of Merit. The citation further states in part:

"Serving as principal assistant to the Secretary of the Navy and the Chief of Naval Operations with responsibility for the Navy's Research, Development, Test, and Evaluation Program, Vice Admiral Booth provided an exceptionally high order of leadership, professional skill, and managerial ability in the direction and coordination of the myriad activities included in this important assignment. Through his expert appraisal, his practical approach to problems, his sound judgment, and his keen foresight, he contributed immeasurably to the Navy's efforts and was instrumental in bringing to fruition planned projects in many diverse areas of Navy interest. His leadership ability in providing proper balance and realistic priorities, and his awareness of the need for objective and firm budgetary decisions with the full understanding of their effects on other programs were especially noteworthy..."

On March 31, 1965 he became Commander Naval Air Force, U. S. Atlantic Fleet and "for exceptionally meritorious service ... from March 1965 to February 1969..." he was awarded the Distinguished Service Medal. The citation further states in part: "Vice Admiral Booth consistently displayed outstanding leadership, judgment, planning ability, and resourcefulness, while constantly increasing the operational readiness and combat effectiveness of the forces assigned to his command. In addition to implementing successful major organizational realignments and new financial management, concepts, Vice Admiral Booth was directly responsible for the expeditious and efficient introduction of new major ships and complex aircraft into the Atlantic Fleet. (He) ensured the maximum operational flexibility of the U. S. Atlantic Fleet to support national commitments in the Atlantic, Mediterranean, and Pacific areas..."

On March 1, 1969 he was transferred to the Retired List of the U. S. Navy.

In addition to the Navy Cross,, the Distinguished Service Medal, and the Legion of Merit, Vice Admiral Booth has the American Defense Service Medal, Fleet Clasp; European-African-Middle Eastern Campaign Medal; Asiatic-Pacific Campaign Medal; American Campaign Medal; the World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; the China Service Medal; National Defense Service Medal with bronze star and the Armed Forces Expeditionary Medal (Vietnam).

Married to the former Miss Peggy Maltman of Baltimore, Maryland, Vice Admiral Booth had three children: Peter Blake Booth, Peggy (Mrs. William E.) Ramsey and Thomas Blake Booth.


1955


1997 Mary Belle

## Richard Bordone, Captain, USN (Ret.)

"Dick"

Date of Designation: August 1955

Dates of Active Duty: June 1954 - June 1980

Combat Tours:
Vietnam: VA-75 (A-6A), USS *Independence*, 1965,

Aviation Commands:
CO, VA-75 (A-6A), USS *Saratoga*, 1969 (Mediterranean).
Commander, Carrier Air Wing THREE (A-6, A-7, F-4H), USS *Saratoga*, 1972 - 1973.
CO, USS *Savannah* (AOR-4), 1975 - 1976
CO, USS *Franklin D. Roosevelt* (CV-42), 1976 - 1977.

Combat Awards:
4 Silver Stars
6 Distinguished Flying Crosses
Bronze Star
19 Air Medals
2 Purple Hearts
4 Navy Commendation Medals with Combat "V"

### Duty Assignment Chronology

| | |
|---|---|
| 1954 | Graduate U. S. Naval Academy, Annapolis, MD. |
| 1955 | Designated Naval Aviator (SNJ-TV2-F9F). First operational squadron, VA 44, NAS Jacksonville, FL. (F2H-2; F-9, A-4). |
| 1959 | Project Officer, Initial Trials Phase for Special Weapons (BIS Trials A-2F), Naval Air Special Weapons Facility, Albuquerque, NM. (F-4J, F-3H, A-4, A-6A, AD-6, R-4D, S-2F & T-2V). |
| 1963-1965 | VA-75. First operational A-6A squadron (1963) First A-6A deployment, West Pac (1965) USS *Independence* (CVA-62). |
| 1966 | Joined VA-85 (A-6A), West Pac, USS *Kitty Hawk* (CVA-63). |
| 1969 | CO, VA-75 (A-6A) , USS *Saratoga* (CVA-60). Mediterranean deployment. |
| 1970 | U. S. Naval War College, Newport, Rhode Island (T-28). |
| 1972-1973 | Commander Carrier Air Wing THREE (A-6, A-7, F- 4H), USS *Saratoga* (CVA-60). West Pac deployment. |
| 1974 | COMNAVAIRLANT Staff, Air Wing Training Officer. |
| 1975-1976 | CO, USS *Savannah* (AOR-4). |
| 1976-1977 | CO, USS *Franklin D. Roosevelt* (CV-42). |
| 1977-1980 | Chief of Staff, COMNAVAIRLANT. |
| June 1980 | Retired from active duty. |

### Summary of Significant Career Events

(1) Captain Bordone is married to the former Miss Mary Belle Skinner of New Bethlehem, PA. Captain and Mrs. Bordone reside in Virginia Beach, VA. They have four children; Renee, Michael, Robert and Andrea and seven grandchildren.



**Rico Botta, Rear Admiral, USN**

Rico Botta was born in Melbourne, Australia, on November 2, 1890, son of Enrico and Lily Bagley Botta. He was educated. in Melbourne public schools, St. John's Preparatory School, and Melbourne School of Engineering. Entering the United States in 1908 he enlisted in the U. S. Naval Reserve Force as a Petty Officer, second class, in December 1917. He was appointed Ensign in June 1918, was promoted to Lieutenant (jg) October 1, 1918, and Lieutenant, April 1, 1919. Transferred to the U. S. Navy in the latter rank in November 1921, he subsequently attained the rank of Rear Admiral on January 11, 1946, to date from June 30, 1943. He was transferred to the Retired List of the U. S. Navy on December 1, 1952.

Following his enlistment in the Naval Reserve Force in December 1917, during World War I, he had duty at the Naval Air Station, Pensacola, Florida, until August 1918, when he reported as Officer in Charge of Instruction in Engines, Naval Aviation Detail, First Naval District, Boston, Massachusetts. In January 1919 he was assigned to the Wright Aeronautical Corporation, and the following June returned to the Pensacola Air Station where he was designated Naval Aviator on June 3, 1919, before his release from active duty later that month.

Recalled to active duty in his former rank of Lieutenant in August 1920, he again reported to the Naval, Air Station, Pensacola, where he was an instructor until April 1922. He was then assigned to the Bureau of Aeronautics, Navy Department, Washington, D. C. He served in the Material Division of that Bureau organized in 1921, until October 1924. Ordered to duty with Aircraft Squadrons, Battle Fleet, he joined Scouting Squadron 2, attached to the aircraft tender *Aroostook*, and later served with Torpedo Bombing Squadron 2, and Scouting Squadron 1, based on the aircraft carrier *Langley*. He was transferred in September 1926 to the *Langley* and had duty aboard that carrier until December 1927.

Between January 1928 and August 1930, he again had duty at the Naval Air Station, Pensacola, Florida. He next joined Patrol Squadron 9, attached to the *Aroostook*, and later the USS *Argonne*, and as Executive Officer of that Squadron until June, 1931 when he assumed command of Patrol Squadron 7, also of the *Argonn*e. In June 1932 he became Commanding Officer of Patrol Squadron 2, based on Coco Solo, Canal Zone. Three years later he assumed command of Observation Squadron 1, aviation unit of the battleship *Texas*, and in February 1936 was transferred to command of Observation Squadron 4, aviation unit of the battleship *West Virginia*. He remained in the latter assignment until December 1936.

He returned to the Bureau of Aeronautics, Navy Department, for duty from January 1937 until December 1942, first in the Engineering Division Material Branch, and later as Head of the Power Plant Design Section. For this service he received a Letter of Commendation with authorization to wear the Commendation Ribbon from the Secretary of Navy as follows: "Charged with the responsibility for the design and development of power plants of maximum effectiveness for fleet aircraft you performed your duties in a position of great responsibility with outstanding competence, technical skill, and aggressive leadership. It was largely through your keen foresight and vigorous intelligent direction of the aircraft engines program that Naval Aviation entered the war with the best aircraft engines in the world..."

In December 1942 he reported for duty as Assembly and Repair Officer at the Naval Air Station, San Diego, California. "For exceptionally meritorious conduct (in that capacity) from December 31, 1942 to August 14, 1945..." he was awarded the Legion of Merit. The citation states in part: "...By his outstanding technical knowledge and skill, (he) enabled his department to meet the ever increasing demands of the Fleet Air Commands for combat aircraft of the latest type and with the latest combat-improved changes installed..."

In February 1946, he became Fleet Air and Maintenance Officer on the Staff of Commander Air Force, Atlantic Fleet. He remained in that assignment until April 1949, when he reported as Assistant Chief of Naval Material and Director of the Production Policy Division, Navy Department, Washington, D. C. He continued serving there until June 1950, and on July l, he assumed command of the Naval Air Material Center, Philadelphia, Pennsylvania. On December 1, 1952 he was transferred to the Retired List of the U. S. Navy.

In addition to the Legion of Merit and Commendation Ribbon, Rear Admiral Botta has the World War I Victory Medal; the American Defense Service Medal; the American Campaign Medal; and the World War II Victory Medal.

- Continued -

Married to the former Miss Elsa C. Ricks of New Orleans, Louisiana, he had a daughter, Phyllis R. Botta.



**Harold S. Bottomley, Jr., Captain USN**

Harold Sydney Bottomley, Jr., was born in Merchantville, New Jersey, on October 13, 1915, son of Harold S. and Eleanor (Stockham) Bottomley. He was graduated cum laude from Culver Military Academy, Culver, Indiana, before his appointment to the U. S. Naval Academy from the State of Pennsylvania in 1933. Graduated and commissioned Ensign on June 3, 1937, he progressed to the rank of Captain, to date from August 1, 1955.

After graduation from the Naval Academy, he joined the USS *Concord* as a junior division officer with consecutive duties in the Engineering, Gunnery, and Communications Departments. In February 1940 he reported for flight training at the Naval Air Station, Pensacola, Florida, and was designated Naval Aviator on October 15, that year. In December 1940 he joined Bombing Squadron THREE., based variously on the aircraft carriers *Saratoga, Yorktown* (sunk at Midway) and *Enterprise*. He participated in many decisive engagements during the first half of World War II while serving as Material Officer, Gunnery Officer, Flight Officer, Executive Officer and finally in command of that squadron.

He was awarded the Navy Cross for heroism in action against enemy Japanese forces in the Battle of Midway, June 4-6, 1942; was twice awarded the Distinguished Flying Cross for extraordinary achievement in the Solomon Islands Campaign in August 1942; and is entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS *Enterprise* for heroic service in action in the Pacific Area.

Returning to the United States after his detachment from Bombing Squadron THREE in September 1943, he had shore duty at the Naval Air Material Center, Philadelphia,, as Officer in Charge of the Carrier Suitability Unit, then engaged in conducting arrested landing and catapult trials with the latest models of Navy and Air Force aircraft. In 1944, while still at Naval Air, Material Center, he was awarded the Air Medal for successfully crash landing a burning aircraft to save a crew member who was unable to bail out.

He was detached in June 1945 with orders to refresher training at the Naval Air Station, Green Cove Springs, Florida, preparatory to assuming command of a carrier air group. However, the war ended and he reported in October 1945 as Executive Officer of the USS *Fanshaw Bay* (CVE-70), and five months later assumed command for the decommissioning process. Ordered next to the Staff of Commander Naval Forces, Europe, headquarters in London, he served as Assistant Air Operations Officer until January 1947, had instruction at the Royal Navy Staff College for six months, and from July 1947 until August 1948 served with the U. S. Naval Attache, London, in an air training liaison capacity with the Royal Navy and Royal Air Force.

September 1948 found him at the Armed Forces Staff College in Norfolk, Virginia, undergoing a course of instruction in Joint Operations. He assumed command of Fighter Squadron ONE HUNDRED THIRTY ONE in February 1949, and subsequently moved on to command Carrier Air Group SIX in January 1950. Under his command Carrier Air Group SIX was embarked in the USS *Franklin D. Roosevelt* from October to December 1950, and from January to April 1951 was deployed in the Mediterranean. From June 1951 until July 1953, he headed the Air Intelligence Requirements Section, Office of the Chief of Naval Operations, Navy Department, Washington, D. C. As such he was concerned with the development of intelligence requirements essential to air warfare operations.

Reporting in August 1953 to the USS *Wasp* (CVA-18), he served as Executive Officer until August 1954, while that carrier was deployed in the Mediterranean and the Western Pacific, via Suez. He had instruction in the Special Weapons Unit at San Diego, between August and October 1954 then joined the Staff of Commander Fleet Air, Hawaii, as Staff Operations Officer. There for a year, he supervised operations and training of Air Force Pacific Units under operational control of Commander Fleet Air, Hawaii.

From August 1955 until July 1956 he was a student in Naval Warfare I at the Naval War College, Newport, Rhode Island, after which he attended a course at the National War College, Washington, D. C. On August 1, 1957 he reported as Naval Aide to the Honorable Richard Jackson, Assistant Secretary of the Navy (Personnel and Reserve Forces), where he remained until December 1958, then assumed command of the USS *Rainer* (AE-5). In February 1960 he transferred to command of the USS *Bon Homme Richard* (CVA-31).

- Continued -

In January 1961 he became Assistant Chief of Staff for Operations, on the Staff of Commander Naval Air Force, Pacific Fleet, and in August 1963 was detached for duty in the Joint Staff Office, Joint Chiefs of Staff, Washington, D. C. “For exceptionally meritorious conduct...as Chief of the Strategic Nuclear Branch of the Chairman, Joint Chiefs of Staff, Special Studies Group, from August 1963 to September 1965...” he was awarded the Legion of Merit. On March 14, 1966 he reported as Commanding Officer of the Naval Support Activity, Naples, Italy.

In addition to the Navy Cross, Legion of Merit, Distinguished Flying Cross with Gold Star, the Air Medal with Gold Star and the Presidential Unit Citation Ribbon, Captain Bottomley has the American-Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; China Service Medal; and the National Defense Service Medal.

His official address was Merchantville, New Jersey, where he lived during his boyhood. He was married to the former Dorothy Jane Filbert of Reading, Pennsylvania, and they had two daughters, Sydney and Barbara, and two sons, Richard and Harold S. Bottomley, III.





**Howard J. Boydstun, Captain, USN (Ret.)**
"Howie"

Date of Designation: 5 June 1942 NA # 14059

Dates of Active Duty: 15 June 1941 - 30 June 1972

Total Flight Hours: 4,249

Carrier/Ship Landings: Fixed wing: 384

Approximate Flight Hours:
Jet: 1,045 Prop: 1,393 VF/VA: 4,000

Combat Tours:
WW II: VF-10, USS *Enterprise*, Nov. 1942 -May 1943 - 45 Missions.
WW II: VF-8, USS *Bunker Hill,* Mar. 1944 - Oct. 1944 - 96 Missions.
Korea: VF-52 USS *Valley Forge*, Jul. 1950 - Nov. 1950 - 38 Missions.

Aviation Commands:
CO, VF-154, May 1955 - Oct. 1956.
COMCVG-21, Dec. 1959 - Jun. 1961.
CO, NAS Lemoore, Jul. 1965 - Jul. 1967.

Combat Awards:
WW II: 9 Air Medals and
2 Distinguished Flying Crosses.
Korea: 2 Air Medals.

## Duty Assignment Chronology

| | |
|---|---|
| 10/40 | Apprentice Seaman on active duty without pay in the Battleship USS *New York*. |
| 6/41-9/41 | Midshipman (V-7), Northwestern University, Chicago, IL. Received Commission as Ensign. Resigned and enlisted as Seaman V-5 in the Aviation Cadet Program. |
| 10/41-11/41 | E base training, Opa Locka, FL. |
| 12/41-4/42 | Flight Training, Pensacola |
| 5/42-6/42 | Fighter Training, NAS Miami. (Commissioned 30 June 1942). |
| 7/42-10/42 | Advanced Carrier Training Group, NAS North Island, CA. |
| 11/42-5/43 | VF-10 (The Grim Reapers), aboard USS *Enterprise*, South Pacific. |
| 7/43-12/44 | VF-8, NAF Pungo, VA; USS *Intrepid*; USS *Bunker Hill*, WestPac. |
| 1/45-2/45 | NAS New Orleans, Primary Flight Instructor School. |
| 3/45-8/45 | NAS Dallas, Primary Flight Instructor. |
| 9/45-3/48 | Staff, Naval Air Primary Training/NavAir Reserve Training. |
| 4/48-12/50 | VF-52, NAS North Island; USS *Valley Forge* in Korea. |
| 1/51-12/51 | Navy General Line School, Monterey, CA. |
| 1/52-4/54 | OPNAV (OP-551), Washington, D. C. |
| 5/54-6/54 | Special Weapons Employment School. |
| 6/54-4/55 | USS *Wasp* (CVA-17). |
| 5/55-10/56 | CO, VF-154. |
| 11/56-7/58 | OPNAV (OP-551). |
| 8/58-7/59 | Industrial College of the Armed Forces, Washington, D. C. (Student). |
| 8/59-11/59 | Replacement Air Group Training, Pacific Fleet |
| 12/59-6/61 | COMCVG-21. |
| 7/61-8/62 | Executive Officer, USS *Ranger* (CVA-61). |
| 9/62-6/65 | Joint Command and Control Requirements Group, Joint Staff. |
| 7/65-7/67 | CO, NAS Lemoore, CA. |
| 7/67-4/69 | Staff, COMNAVAIRPAC (Code 50). |
| 5/69-6/72 | Chief of Staff, COMFAIRMED/COMASW-FORSIXTHFLT. |
| 1 July 1972 | Retired from active duty. |

## Summary of Significant Career Events

(1) During WW II, on 24 Sep. 1944, during a strike at Leyte Gulf, I sank, with machine gun fire only, a Japanese Destroyer Escort and shot down a Japanese "Pete" aircraft.

- Continued -

Summary of Significant Career Events continued

(2) On 10 October 1944, as flight leader of a division of four F6F aircraft, each with one 500 lb bomb, we sank four Japanese midget submarines in the harbor at Unten Ko, Okinawa.

(3) On 12 October 1944, shot down a Japanese “Hamp” over Taipeh airfield.

(4) On 16 October 1944, on a 300 mile radius search, made the first contact by carrier aircraft with the Japanese fleet (2BB, 1CL, 7DD) since the First Battle of the Philippine Sea in June 1944.

(5) In May and June of 1948, I received Jet Transition Training in the P-80 aircraft at Williams Air Force Base, then returned to VF-52 at NAS North Island where I was involved in development and execution of the Navy's Jet Transition Training program.

(6) I was one of eight Naval Aviators in Carrier Air Group FIVE to make the first night carrier landings in Jet aircraft aboard the USS *Valley Forge* in the Pacific Fleet. This event was later portrayed on the cover of Life Magazine.

(7) On 3 July 1950, I made the first fighter sweep to strike Pyongyang, the Capitol of North Korea, at the beginning of the Korean conflict.




## Gregory Boyington, Colonel USMC

"Pappy"

Date of Designation: 11 March 1937

Combat Awards:
Congressional Medal of Honors
Navy Cross

### Duty Assignment Chronology

Colonel Gregory "Pappy" Boyington, Marine Corps Ace credited with the destruction of 28 Japanese aircraft, was awarded the Medal of Honor " for extraordinary heroism above and beyond the call of duty" while in command of a Marine Fighting Squadron in the Central Solomons Area from September 12, 1943 to January 3, 1944. He was shot down over Rabaul on the latter date, and his capture by the Japanese was followed by 20 months as a prisoner of war.

Gregory Boyington was born at Coeur d'Alene, Idaho, December 4, 1912. He was graduated from Lincoln High School in Tacoma, Washington, and majored in aeronautical engineering at the University of Washington, graduating in 1934 with a Bachelor of Science degree. He was a member of Lambda Chi Alpha fraternity. Always an athlete, he was a member of the college wrestling and swimming teams, and is a one-time holder of the Pacific Northwest Intercollegiate middle-weight wrestling title.

During his summer vacations he worked in either a mining, camp or a logging camp in his home state. One summer, he was employed by the Coeur d'Alene Fire Protective Association in road construction and lookout work.

The famed flyer started his military career while attending college. As a member of the Reserve Officers Training Corps for four years, he became a cadet captain. He was commissioned a second lieutenant in the Coast Artillery Reserve in June,, 1934, and served two months of active duty with the 630th Coast Artillery at Fort Worden, Washington. On June 13, 1935 he enlisted in the Volunteer Marine Corps Reserve. He went on active duty that date and returned to inactive duty on July 16.

In the meantime the Colonel had become a draftsman and engineer for the Boeing Aircraft Company of Seattle.

It was on February 18, 1936 that Boyington accepted an appointment as an aviation cadet in the Marine Corps Reserve, He was assigned to the Naval Air Station, Pensacola, Florida for flight training. Years before, he first flew when he was only eight years old, with Clyde Pangborn, who later flew the Pacific non-stop.

He was designated a Naval Aviator on March 11, 1937, he was next transferred to Quantico, Virginia for duty with Aircraft One, Fleet Marine Force. He was discharged from the.. Marine Corps Reserve on July 1, 1937 in order to accept a second lieutenant's commission in the regular Marine Corps the following day.

Detached to the Basic School, Philadelphia in July, 1938, Lieutenant Boyington was transferred to the Second Marine Aircraft Group at the San Diego Naval Air Station upon completion of his studies. With that unit he took part in fleet problems off the aircraft carriers USS *Lexington* and USS *Yorktown*.

Promoted to first lieutenant on November 4, 1940, he went back to Pensacola as an instructor the next month.

Lieutenant Boyington resigned his commission in the Marine Corps on August 26, 1941 to accept a position with the Central Aircraft Manufacturing Company. CAMCO was a civilian organization formed for the protection of the Burma Road. The unit later became known as the American Volunteer Group, the famed "Flying Tigers" of China. During his months with the "Tigers" Boyington became a squadron commander and shot down six Japanese planes to secure an appreciable lead over other American aces who didn't get into the fight until after December 7, 1941. He flew 300 combat hours before the AVG disbanded. (Continued)

He returned to the United States in July, 1942 and accepted a first lieutenant's commission in the Marine Corps Reserve on September 29, that year. He reported for active duty at the Naval Air Station, San Diego on November 23, 1942, and was assigned to Marine Aircraft Wings, Pacific. The following day he was temporarily promoted to major in the Reserve, which is the rank in the regular Marine Corps he would have held had his service been continuous. Within two months, he was on his way overseas again.

Major Boyington joined Marine Aircraft Group Eleven of the First Marine Aircraft Wing and became Commanding Officer of Marine Fighting Squadron Two Fourteen after a short tour in the Solomons with another squadron. The new squadron was made up of a group of casuals, replacements, and green pilots and was dubbed the "Black Sheep" Squadron.

Before organizing the "Black Sheep," major Boyington had done some combat flying at Guadalcanal in April, 1943, as Executive Officer of Marine Fighting Squadron One Twenty Two, but he had added no enemy planes to his score there. However, during those two periods of intense activity in the Russell Islands-New Georgia and BougainvIlle-New Britain-New Ireland areas,, Pappy, so named because of his age (31) compared to that of his men, added to his total almost daily. During his squadron's first tour of combat duty, the major personally shot down 14 enemy fighter planes in 32 days. On December 17, 1943, he headed the first Allied fighter sweep over impregnable Rabaul. By December 27, his record was 25. He tied the then-existing American record of 26 planes on January 3 when he shot down another fighter over Rabaul.

Typical of Major Boyington's daring feats is his attack on Kahili airdrome at the southern tip of Bougainville on October 17, 1943. He and 24 fighters circled the field persistently where 60 hostile aircraft were grounded, goading the Japs into sending up a large numerically superior force. In the fierce battle that followed, 20 of the enemy planes were shot out of the skies. The Black Sheep roared back to their base without the loss of a single ship.

On January 3, 1944, 48 American planes, including one division (4 planes) from the Black Sheep Squadron took off from Bougainville for a fighter-sweep over Rabaul. Pappy was tactical commander of the flight and arrived over Rabaul at eight o'clock in the morning. In the ensuing action the major was seen to shoot down his 26th plane. He then became mixed in the general melee of diving swooping planes and was not seen or heard from again. Following a determined search which proved futile, the major was declared as missing in action.

While a prisoner of the Japanese he was selected for temporary promotion to the rank of lieutenant colonel.

Came mid-August, 1945, the atom bombs, and the Japanese capitulation. Major Boyington was liberated from Japanese custody at Omori Prison Camp in the Tokyo area on August 29 and arrived in the United States shortly afterwards.

On September 6, the top ace who had been a prisoner of the Japanese for the past 20 months accepted his temporary lieutenant colonel's commission in the Marine Corps.

At the time of his release it was confirmed that Colonel Boyington had accounted for two Japanese planes on-that fateful January 3 before he himself was shot down. That set his total at 28 planes which is high for Marines.

Shortly after his return to his homeland,, Colonel Boyington was ordered to Washington to receive the nation's highest honor, the Medal of Honor, from the President. The medal had been awarded by the late president, Franklin D. Roosevelt in March, 1944 and held in the Capital until such time as the colonel was able to receive it. On October 5, 1945,. "Nimitz Day," he, together with a number of other Marines and Naval personnel appeared at the White House and was decorated by President Harry S. Truman.

On the day previous to that he was presented the Navy Cross by the Commandant of the Marine Corps for the ace's heroic achievements on the day he became missing in action.

Following the receipt of his Medal of Honor and Navy Cross, Colonel Boyington made a Victory Bond Tour. Originally ordered to the Marine Corps Schools, Quantico, he was later directed to report to the Commanding General, Marine Air West Coast, Marine Corps Air Depot, Miramar, San Diego, California.

Colonel Boyington was retired from the Marine Corps on August 1, 1947 and, because he was specially commended for the performance of duty in actual combat, he was advanced to his present rank.

In addition to the Medal of Honor and Navy Cross, Colonel Boyington holds the American Defense Service Medal; Asiatic-Pacific Campaign Medal; American Campaign Medal; and the World War II Victory Medal.

He had three children - Gregory Boyington, Jr., born May 24, 1935; Janet Sue Boyington, born January 26, 1938; and Gloria Boyington.







## William F. Bringle, Admiral, USN (Ret.)

"Bush"

Date of Designation: December 1940 NA # 7000

Dates of Active Duty: 3 June 1937 - 1 January 1974

Combat Tours:

WW II: CO, VOF-1, Dec. 1943 - Oct. 1945. Allied invasion of Southern France, Pacific operations in the vicinity of Sakishima, Nansei Shoto invasions of Luzon and Iwo Jima, operations in the Inkirawa and Philippine Islands areas, Western Carolines, Leyte, Luzon, and Okinawa Gunto area

Vietnam: Commander Attack Carrier Striking Force SEVENTH Fleet/Commander Task Group 77.6, Mar. 1965 - Jun. 1965

Vietnam: CTF-77, May 1965 - Jun. 1965
COMSEVENTHFLT, Nov. 1967 - Mar. 1970

Aviation Commands:

CO, Composite Scouting Squadron 2, Nov. 1942-Aug. 1943
CO, Observation Fighting Squadron 1, Nov. 1943-Oct. 1944.
CO, Composite Spotting Squadron 1, Oct. 1944 - Jun. 1945
Commander, Carrier Air Group 17, Jun. 1945 - Aug. 1946
CO, Fighter Squadron 17, Aug. 1946 - Sep. 1946
Commander, Air Group 1, Jun. 1948 - May 1950
Commander, Heavy Attack Wing 2, Aug. 1957 - Jul. 1958
CO, USS Kitty Hawk (CVA-63), Apr. 1961 - May 1962
COMCARDIV 7, Mar. 1964 - Jul. 1965
COMSEVENTHFLT, Nov. 1967 - Mar. 1970
COMNAVAIRPAC, Mar. 1970 - May 1971
CINCUSNAVEUR, May 1971 - Dec. 1973

Combat Awards:

Navy Cross
Distinguished Service Medal with two Gold Stars
Legion of Merit with two Gold Stars and Combat "V"
5 Distinguished Flying Crosses
17 Air Medals
French Croix de Guerre with Silver Star

## Duty Assignment Chronology

| | |
|---|---|
| 7/33-6/37 | Midshipman, U. S. Naval Academy. |
| 6-37-3/40 | USS Saratoga (CV-3). |
| 3/40-1/41 | NAS Pensacola, FL. (Flight Training). |
| 1/41-11/42 | USS Milwaukee (CL-5). |
| 11/42-8/43 | CO, Composite Scouting Squadron TWO. |
| 8/43-11/43 | NAS, Melbourne, FL. (Instruction). |
| 11/43-11/43 | Carrier Aircraft Service Unit 21 (Instruction). |
| 11/43-10/44 | CO, Observation Fighting Squadron ONE. |
| 10/44-6/45 | CO, Composite Spotting Squadron ONE. |
| 6/45-8/46 | Commander, Carrier Air Group SEVENTEEN |
| 8/46-9/46 | CO, Fighter Squadron SEVENTEEN. |
| 9/46-6/48 | Staff, U. S. Naval Academy. |
| 6/48-5/50 | Commander, Air Group ONE. |
| 5/50-7/52 | Staff, U. S. Naval Academy (Flag Lt/Aide). |
| 7/52-6/53 | Naval War College (Student). |
| 6/53-9/53 | New York Naval Shipyard (PXO USS Hornet (CVA-12). |
| 9/53-12/54 | XO, USS Hornet (CVA-12). |
| 12/54-8/55 | Office of CNO (Head, Operational Intelligence Branch). |
| 8/55-6/57 | Office of the Secretary of the Navy (Aide). |
| 6/57-8/57 | Jet Transitional Training Unit, NAS, Olathe, Kansas (Instruction). |
| 8/57-7/58 | Commander, Heavy Attack Wing TWO. |
| 8/58-7/60 | Staff, U. S. Naval Academy (Commandant of Midshipmen). |
| 7/60-4/61 | New York Shipbuilding Corporation, Camden, NJ. (PCO USS Kitty Hawk (CVA-63). |
| 4/61-5/62 | CO, USS Kitty Hawk (CVA-63). |
| 5/62-2/63 | Office of CNO (Assistant Director, Aviation Plans Division). |
| 2/63-3/64 | Office of CNO (Director, Aviation Plans Division). |
| 3/64-7/65 | Commander, Carrier Division SEVEN. |
| 7/65-11/67 | CINPACFLT (Deputy Chief of Staff, Operations and Plans). |
| 11/67-3/70 | Commander, SEVENTH Fleet. |
| 3/70-5/71 | Commander, Naval Air Force, U. S. Pacific Fleet. |

(- Continued -)

| | |
|---|---|
| 5/71-12/73 | CinC, U. S. Naval Forces, Europe<br>Naval Component Commander of the U.S. European Command/ADDU: Commander. |
| 1/1/74 | Retired from active duty. |

## Summary of Significant Career Events

William Floyd Bringle was born in Covington, TN., on April 23, 1913. He attended Byars-Hall High School in Covington, and Columbia Military Academy, Columbia, Tennessee, and entered the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state on July 6, 1933. As a Midshipman he was a member of the Naval Academy Football Team (N* award). He was graduated and commissioned Ensign on June 3, 1937, and through subsequent advancement attained the rank of Rear Admiral, to date from January 1, 1964; Vice Admiral, to date from November 6, 1967 and Admiral, to date from July 1, 1971.

After graduation from the Naval Academy in June 1937, he was assigned to the USS Saratoga until February 1940, with engineering, communications and gunnery duties on board that carrier, operating in the Pacific. In April 1940 he reported to the Naval Air Station, Pensacola, Florida, for flight training, and was designated Naval Aviator in December of that year. Detached from Pensacola in January 1941, he joined the USS Milwaukee, and served as Senior Aviator on board that cruiser until December 1942. During the eight months to follow, he served as Commanding Officer of Composite Scouting Squadron TWO.

From September to November 1943 he had training at the NAS Melbourne, Florida, and in December formed the first Observation Fighting Squadron (VOF-1) during World War II. He commanded that squadron throughout the period of hostilities. For outstanding service while in command of that squadron during the invasion of Southern France and Pacific operations in the vicinity of Sakishima, Nansei Shoto invasions of Luzon and Iwo Jima and operations in the Inkirawa and Philippine Islands areas, he was awarded the Navy Cross, the Distinguished Flying Cross with Gold Star in lieu of five additional awards and the Air Medal with Gold Stars in lieu of sixteen similar awards.

He is also entitled to the Ribbon with Star for the Navy Unit Commendation awarded the USS Marcus Island and USS Wake Island and their Air Groups for heroic service in the Western Carolines, Leyte, Luzon, and Okinawa Gunto areas. He was also awarded the Croix de Guerre with Silver Star by the Government of France for heroism while commanding VOF-1 during the Allied Invasion of Southern France in August 1944 before he moved his squadron to the Pacific.

After the Japanese surrender, from October 1945 until October 1946 he was Air Group Commander of Group SEVENTEEN, and when detached he returned to the Naval Academy for duty as Battalion Officer. He remained there until June 1948, then for two years was Air Group Commander of Carrier Air Group ONE, based on the USS Tarawa and USS Philippine Sea. Again at the Naval Academy, he served from June 1950 until July 1952 as a member of the Superintendent's Staff. The next year he spent as a student at the Naval War College, Newport, and from July 1953 to December 1954 served as Executive Officer of the USS Hornet (CVA-12).

In January 1955 he reported to the Navy Department, Washington, D.C., for duty as Head of the Operational Intelligence Branch in the Office of the CNO and on August 24, 1955, was transferred to duty as Naval Aide to the Secretary of the Navy. He commanded Heavy Attack Wing TWO from August 1957 until June 1958, after which he had duty until August 1960 as Commandant of Midshipmen at the Naval Academy.

Ordered to the USS Kitty Hawk, building at the New York Shipbuilding Corporation, Camden, New Jersey, he served as PCO until she was placed in commission, April 29, 1961, then as CO. In June 1962 he was assigned to the Office of the CNO, Navy Department, where he served as Assistant Director of the Aviation Plans Division until January 1963, then was designated Director of that division. On April 6, 1964, he assumed command of CARDIV SEVEN. "For exceptionally meritorious service as Commander Attack Carrier Striking Force SEVENTH Fleet and as Commander Task Group SEVENTY-SEVEN POINT SIX from March 29 to June 29, 1965, and as Commander Task Force SEVENTY-SEVEN from May 28 through June 27, 1965..." he was awarded the Legion of Merit with Combat "V".

On July 12, 1965 he became Deputy Chief of Staff for Plans and Operations to the CINCPACFLT and was awarded a Gold Star in lieu of the Second Legion of Merit for exercising "...forceful supervision and outstanding direction over each of the many diverse and complex operations conducted by the Pacific Fleet..." In November 1967 he became COMSEVENTHFLT and for "exceptionally meritorious service...was awarded the Distinguished Service Medal and Gold Star in lieu of a Second similar award for combat operations in Southeast Asia during the Vietnam conflict.

In March 1970 he became COMNAVAIRPAC, with headquarters at the NAS North Island, San Diego, California. For "...his distinguished and dedicated service..." in that capacity, from March 1970 to May 1971, he was awarded a Gold Star in lieu of the Third Legion of Merit. In July 1971 he reported as Commander in Chief, U. S. Naval Forces, Europe and Naval Component Commander of the U. S. European Command with additional duty as United States Commander Eastern Atlantic. "For exceptionally meritorious service... from July 1971 to August 1973. . ." he was awarded a Gold Star in lieu of the Third Distinguished Service Medal.

Returning to the United States, Admiral Bringle had temporary duty at Headquarters Naval District, Washington, D. C from September 1973 and on January 1, 1974 was transferred to the Retired List of the U. S. Navy.





**Charles M. Brower, Captain, USN (Ret.)**
"Charlie"

Date of Designation: 28 September 1937 NA # 5396

Dates of Active Duty: September 1936 - 1 July 1968.

Total Flight Hours: 5,344

Carrier/Ship Landings: Rotary wing: 96

Approximate Flight Hours:
Prop: 5,000 Helo: 96 VP: 5,000
Other: SNB-100 Misc: 150

Combat Tours:
WW II: VP-207 (PBMs), Jun. 1943 - Dec. 1943. Salinas, Ecuador.
WW II: VP-18 (PBMs), Jul. 1944 - Mar. 1945. Invasion of Saipan. Tender based. Twenty-eight (28) combat missions, day and night.
WW II: VP-18 (PBMs), Mar. 1945 - May. 1945. Kerama Retto, Okinawa. Tender based.

Aviation Commands:
CO, VP-207, Temporary Command, Sep. 1943 - Dec. 1943.
CO, VP-18 (PBMs). Charleston, Pearl Harbor, Saipan, and Okinawa, Jan. 1944 - May 1945.
CO, HEDRON TWO, Kaneohe, HI., Jun. 1945 - Jun. 1947.
OinC, ATU-10, PMB Training Unit, NAS Corpus Christi, TX., Aug. 1948 - Jun. 1950.
CO, USS *Shasta* (AE-6), May 1959 - Apr. 1960.
CO, USS *Princeton* (LPH-5), Jul 1960 - Jun. 1961.

Combat Awards:
Legion of Merit, Combat "V"
Bronze Star, Combat "V"
Unit Citation, Combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 9/36-9/37 | Flight Training, Pensacola, Florida. |
| 10/37-9/40 | VP-1 (PBYs) - Pearl Harbor and Philippines. |
| 10/40-10/42 | Flight Instructor, PBYs, NAS Corpus Christi, Texas. |
| 11/42-12/43 | VP-207 (PBMs), Ops/XO/CO. |
| 1/44-5/45 | CO, VP-18 (PBMs) training in Charleston; operations and training at Pearl Harbor; operations at Saipan and Okinawa. |
| 6/45-6/47 | CO HEDRON TWO, FAW-2, Kaneohe, HI. |
| 7/47-6/48 | General Line School, Newport R.I. |
| 8/48-6/50 | OinC, ATU-10, (PBM Training Unit) Corpus Christi, TX. |
| 7/50-9/51 | Assistant Operations, FAW-4, Whidbey Island, Washington. |
| 6/52-6/53 | Operations Officer, USS *Princeton* (CV-37), Pacific. |
| 7/53-6/55 | XO, NAS Corpus Christi, TX. |
| 8/55-6/56 | Naval War College, Newport, R.I. , Student. |
| 6/56-3/59 | Operations Officer, COMFAIRELM, Naples, Italy. Selected for Captain. |
| 5/59-4/60 | CO, USS *Shasta (*AK-6), Norfolk, VA. |
| 5/60-6/60 | Helicopter training, Pensacola, FL. |
| 7/60-6/61 | CO, USS *Princeton* (LPH-5), Long Beach, CA. |
| 7/61-7/64 | Joint Staff, Pentagon - SACSA Navy representative. |
| 6/64-6/66 | Chief of Staff, Operational Test and Development Force, Norfolk, VA. |
| 1/66-6/68 | Chief of Staff, Armed Forces Staff College, Norfolk, VA. |
| 6/30/68 | Retired from active duty. |

## Summary of Significant Career Events

(1) As a fresh caught Ensign, flight instructor and engineering officer, PBY training squadron, Corpus Christi, TX.

- Continued -

Summary of Significant Career Events continued

(2) Co-pilot, VP-1 (PBYs). Squadron of 15 planes flew from San Diego to Pearl Harbor - conducted training, then flew from Pearl to Sangley Point, (Cavite) Philippines via Midway, Wake and Guam. Tender based aboard the old USS *Langley*! Conducted patrols and submarine search.

(3) Assistant Operations, FAW-9, Whidbey Island, WA Formed and supervised Transitional Training Unit, training PB4Y reserve crews in P2Vs.

(4) Operations Officer, USS *Princeto*n (CV-37). Two cruises during Korean war. Qualified underway. (Quite a challenge, going from PBM pilot to ops of a strike carrier with no carrier landing experience).

(5) Operations Officer, COMFAIRELM, Naples, Italy. Logistic support for SIXTH Fleet. Active in development of the airfield at Suda Bay on island of Crete. Also active in planning and development of NAF Sigonella, Sicily.

(6) CO, USS *Shasta* (AE-6). Underway Training, Guantanamo; fleet support; delivery of special weapons; tested anti-torpedo equipment out of Key West with civilian technicians aboard.

(7) CO, USS *Princeto*n (LPH-5). Marine helicopter squadrons aboard; conducted amphibious exercises, day/night in Korea area with amphibious staff aboard; supported President Eisenhower's visit to the Pacific area; had all kinds of communications equipment aboard to test; last six months, FRAM II overhaul in Long Beach Shipyard.

(8) Three years on Joint Staff in SACSA - counter intelligence, (had FBI civilian assigned - worked with CIA).

(9) Chief of Staff, Operational Development and Evaluation Force, Norfolk. Tested the early Air Cushion Vehicles; units assigned under OPTEVFOR were: AirDevRon ONE; Norfolk Test and Development; VX-4-Air to Air missiles; Air Development Squadron 5; Key West development Detachment; New London Test & Evaluation.

(10) Chief of Staff, Armed Forces Staff College, Norfolk.

(11) Retired, 1 July, 1968.







**Leslie E. Brown, Lt. General, USMC (Ret.)**
"Les"

Date of Designation: August 1947 NA # F25986

Dates of Active Duty: August 1940 - October 1978

Total Flight Hours: 4,300

Carrier/Ship Landings: Fixed wing: 69

Approximate Flight Hours:
Jet: 1,000 Prop: 2,000 Helo: 300 VF/VA: 2,500

Combat Tours:
WW II: Platoon leader 2D MARDIV, Pacific. Participated in combat operations at Tarawa, Saipan, Tinian and Okinawa, May 1943 - Jul. 1945.
Korea: Short liaison tour with USAF Korea, Sep. 1950 - 11 missions (F-80).
Assistant Operations Officer, MAG- 12, Oct. 1950 - Jul. 1951. 25 combat missions in F4U.
Vietnam: G-3, 1st MAW, Jul. 1965 - Sep. 1965. 6 Helicopter missions.
CO, MAG-12 , Sep. 1965 - Jul. 1966. 112 combat missions in A-4.
CG, 1st MAW, Apr. 1972 - Apr. 1973. From Japan, returned major units to combat in Vietnam and Thailand.

Aviation Commands:
CO, VMF (AW)-513 (F3Ds), Japan, Sep. 1965 - Jul. 1966.
Acting CO, VMF-115, El Toro, transitioning from F-9's to F4D's, Nov. 1955 - Mar. 1957.
CO, MAG 12, Chu Lai, Vietnam, an all A-4 Air Group, Sep. 1965 - Jul. 1966.
CG, 3rd MAW, El Toro, Nov. 1970 - Mar. 1972.
CG, 1st MAW Japan, Vietnam, Thailand, Apr. 1972 - Apr. 1973
Commander Marine Corps Air Bases EAST, Jun. 1973- Jun. 1975.

Combat Awards:
1 Distinguished Service Medal
2 Silver Stars
2 Legion of Merit with Combat "V"
Distinguished Flying Cross
Bronze Star with Combat "V"
8 Air Medals
2 Purple Hearts
Various Korean and Vietnamese Presidential Unit Citations
Plus U.S. PUC and various Korean and Vietnamese Crosses of Gallantry.

## Duty Assignment Chronology

| | |
|---|---|
| 8/40-4/43 | Enlisted (2 years aboard the USS Mississippi). |
| 5/43-6/43 | F-Co., 2nd Regiment, 2d Mar Div. Field Commission from Staff NCO to 2nd Lt. USMCR. |
| 6/43-7/45 | Weapons Company, 6th Regt, 2d Mar Div. |
| 9/45-10/45 | Instructor Marine Corps Schools, Quantico, VA. |
| 10/45-12/45 | Legal Officer, Discipline Division, HQMC. |
| 12/45-3/46 | JAG, Navy Department, General Court Martial Review Officer. |
| 4/46-7/46 | NAS Dallas, TX., Flight Training. |
| 7/46-4/47 | NATB, Corpus Christi, TX., Flight Training. |
| 4/47-8/47 | NATB, Pensacola, FL., Flight Training. |
| 8/47-2/48 | NAS, Jacksonville, FL., Flight Training |
| 3/48-5/48 | VMF-224, El Toro, CA. |
| 5/48-4/49 | VFM-214, El Toro, CA. |
| 4/49-6/49 | Legal Officer, MCAS, EL Toro, CA. |
| 6/49-8/49 | All Weather Flight, Corpus Christi, TX. |
| 8/49-1/50 | VMT-2, 1st MAW, El Toro Instrument Instr. |
| 1/50-7/50 | VMF-311, MAG-12, 1ST MAW, El Toro, CA. 1st West coast jet squadron. |
| 7/50-10/50 | USAF Liaison, Korea Flying F-80. |
| 10/50-3/51 | MAG-12, 1st MAW, Asst. Operations Officer. |
| 5/51-9/52 | Director of Instructor Training, Marine Corps School (MCS), Quantico, VA. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 7/53-12/53 | Field Officers Course, Maxwell Field, Montgomery, AL. |
| 12/53-4/54 | VMF-533, MCAS Cherry Point, NC. |
| 4/54-7/54 | Nellis AFB, Fighter Weapons Instructor Course, F-86. |
| 9/54-5/55 | Operations Officer, MAG-11, Japan. |
| 5/55-10/55 | CO, VMF (AW)-513, Japan. |
| 11/55-5/56 | Acting CO, VMF-115, MAG-33, El Toro, CA |
| 7/58-6/59 | Student, Naval War College. |
| 7/59-7/62 | Plans Officer, G-3 Div (13 Months) and Assistant Secretary to the General Staff, QMC (37 Months). |
| 8/62-5/63 | College Degree Program, Oklahoma State (2 Degrees). |
| 7/63-7/64 | XO, MAG 13, Kanahoe, Hawaii. |
| 7/64-6/65 | Assistant G-4, Air Operations, HQ, FMFPAC, Hawaii (11 months). |
| 6/65-9/65 | G-3, 1st MAW, Vietnam. |
| 9/65-7/66 | CO, MAG-12, Chu Lai, Vietnam. |
| 8/66-8/68 | HQ, Marine Air Reserve, Glenview, IL., G-4 (8 months) and Chief of Staff (16 months). |
| 8/68-9/70 | Deputy Director for Operations, US European Command, Stuttgart, Germany. Battle Staff Coordinator (NATO). |
| 10/70-3/72 | Asst. Wing Commander (3 Months), and CG, 3rd Wing (12 Months), 3rd MAW, El Toro. |
| 4/72-4/73 | CG, 1st MAW, Japan. |
| 6/73-6/75 | COMCABSEAST, MCAS Cherry Point, NC. |
| 7/75-7/77 | Chief of Staff, HQ Marine Corps, Wash, D. C. |
| 8/77-10/78 | CG, Marine Forces Pacific, Hawaii. |
| 10/1/78 | Retired from active duty. |

## Summary of Significant Career Events

(1) Member Marine first West coast jet squadron.

(2) First Marine to fly a jet (F-80) in combat (USAF liaison, Korea, 1950.)

(3) First Marine to sustain jet combat strike damage (in F-80, Korea - 1950).

(4) Completed USAF Fighter Weapons Instructor Course (F-86's), Nellis AF Base, 1954. This was AF version of TOP GUN at the time.

(5) First after burner Takeoff at El Toro (F4-D, 1956).

(6) Qualified Helicopter Aircraft Commander, 1964.

(7) As Wing G-3, developed first jet combat escort tactics for helicopters. Vietnam, October 1965.

(8) As Wing G-3, planned and participated (as observer) in the Corps first night helicopter assault in Vietnam, July 1965.

(9) As CO, MAG-12, operated Corps first SATS (Short airfield tactical support) airfield at Chu Lai, Vietnam. Takeoff's were JATO or catapult and landings were MOREST (Just like a carrier operation). Didn't miss a combat sortie.

(10) Flew first combat mission launched from a land based catapult (A-4 Chu Lai, Vietnam).

(11) As U.S. Military Ret., accompanied Vice President AGNEW to ceremonies in Tokyo returning Okinawa to Japanese rule. Emperor Hirohito presided.

(12) As a family friend and Marine Corps rep, along with Tom Miller, accompanied John and Anne Glenn and family to all official festivities and formal ceremonies following his history making flight. This included, among many others, the ticker tape parade in New York, Joint session of U.S. Congress and UN. Social events attended by LBJ, President Kennedy and his cabinet. While in N.Y, along with John, Tom Miller and several other astronauts, officially paid our respect to General McArthur at his permanent residence in the Waldorf Astoria Hotel (where we were all staying).

(13) Only the 2nd Aviator to be assigned as Chief of Staff, Headquarter Marine Corps (1975).

General Les Brown passed away on September 12, 1997



**Samuel R. Brown Jr., Rear Admiral, USN**

Samuel Robbins Brown was born in Chicago, Illinois, on May 6, 1913, son of Samuel R. and Rebecca Atkinson Brown. He attended Shanghai American School from 1925 to 1928, and had a year at the Severn School, Severna, Park, Maryland, before his appointment to the U. S. Naval Academy, Annapolis, Maryland, which he entered in August 1930. Graduated and commissioned Ensign in the U. S. Navy on June 1, 1934, he subsequently advanced in rank to that of Rear Admiral, to date from July 1, 1962.

Upon graduation from the Naval Academy, he was assigned to the USS *Marblehead* (CL-12), in which he had gunnery, engineering, communications and navigation duties of a junior officer from July 1, 1934, until December 30, 1936. On February 1, 1937, he reported to the Naval Air Station Pensacola, Florida, where he completed flight training and was designated Naval Aviator on January 1, 1938. In February he was assigned to Torpedo Squadron FIVE as Gunnery Officer, and served with that squadron, based on the USS *Yorktow*n, for more than two years.

From July 1940 until November 1942 he served as Senior Naval Aviator on board the USS *New Orleans*, attached to Scouting Squadron SIX, aviation unit of that cruiser during the early period of World War II. He was awarded the Distinguished Flying Cross and the Air Medals with citations, in part, to follow:

Distinguished Flying Cross: "For heroism and extraordinary achievement in aerial flight as Pilot of a Scouting Plane, attached to the USS *New Orleans*, during operations against enemy Japanese forces in the Battle of Midway on June 6, 1942. When his plane was launched on the morning of June 6 to search singly for an enemy force reportedly consisting of two aircraft carriers and supporting ships, Lieutenant Brown located the enemy over 150 miles away by his skillful piloting and navigation and, reporting its composition and location, remained in close contact with the enemy until recalled five and one-half hours later. Although subjected to continual antiaircraft fire for two hours, he directed the carrier based bombers to their targets by radio reports and kept a running account of the ensuing actions which resulted in the sinking of one enemy heavy cruiser and one destroyer..."

Air Medal: "For meritorious achievement in aerial flight as Pilot of a Plane attached to the USS *New Orleans*, in action against enemy Japanese forces in the Pacific War Area from December 8, 1941, to July 27, 1942. Completing his fifth mission during this period, Lieutenant Brown contributed materially to the success of his squadron…"

Having participated in action at Pearl Harbor on December 7, 1941, in the Battles of the Coral Sea and Midway, and in the Solomons Invasion and action in the Eastern Solomons and at Santa Cruz in 1942, he returned to the United States to serve from December of that year until March 1944 as Superintendent of Aviation Training at the Naval Air Station, Miami, Florida.

He next assumed command of Bombing Squadron EIGHTY-TWO, and in January 1945 was transferred to command of Carrier Air Group FOURTEEN, which he commanded until January 1946. From February to December 1946 he served as Operations Officer on the Staff of Commander Carrier Division THREE. This was followed by duty as Training Officer on the Staff of the Chief, Naval Air Basic Training and his assignment as Operations Officer on the Staff of Commander Carrier Division SIX, during the periods December 1946 to April 1948 and April 1948 to June 1950, respectively.

The next two years he spent as Executive Officer of the Naval Air Station, Whidby Island, Oak Harbor, Washington, and in June 1952 he became Commanding Officer of Composite Squadron ELEVEN, which saw service during the Korean incident. After a year with that squadron, he had a tour of duty in the Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

He was a student at the National War College, Washington, D. C. in the 1956-1957 year, and upon graduation in June 1957 reported as Commanding Officer of the USS *Orca* (AVP-49). A year later he became Assistant Chief of Staff for Readiness, to Commander Naval Air Force, Atlantic Fleet and under orders of February 16, 1959, assumed command of the USS *Forrestal* (CVA-59) on May 9, that year. From June 1960 until September 1963 he was Deputy Director of the Net Evaluation Sub Committee, National Security Council, Washington, D. C., after which he commanded Carrier Division FOUR.

Assigned in January 1965 to the Office of the Vice Chief of Naval Operations, Navy Department, he had duty

- Continued -

as Naval Command and Control Systems Executive (title changed to Director of the Command Control and Electronics Division), Office of the Chief of Naval Operations, from October 1965 to September 1967, when he reported as Assistant Deputy Chief of Naval Operations (Fleet Operations and Readiness). "For exceptionally meritorious service from October 1965 through June 1968 as the Director of the Command, Control and Electronics Division, and the Assistant Deputy Chief of Naval Operations (Fleet Operations and Readiness) of the Office of the Chief of Naval Operations..." he was awarded the Legion of Merit. The citation further states in part:

"During a period when the resources of the Navy were severely taxed by the conflict in Southeast Asia, Rear Admiral Brown was instrumental in the promotion of concepts and methods for improving the Navy's role in the critical area of electronic warfare. He skillfully directed the orderly development of numerous sensitive and highly urgent electronic warfare programs. His unique ability to relate technology to operational requirements resulted in a major increase in the electronic warfare capability of ships and aircraft. In addition to contributing significantly to decisions regarding electronic countermeasures (ECM) equipment, passive detection devices, and defensive tactics against enemy surface-to-air missiles, Rear Admiral Brown initiated electronic warfare training for various key officers and ECM operators in a simulated task force environment. He tactfully and aggressively represented the Navy in electronic warfare matters to the President's Scientific Advisory Council, the Defense Science Board, and the Office of the Secretary of Defense. While serving as the Assistant Deputy Chief of Naval Operations (Fleet Operations and Readiness), (he) has been responsible for significantly increasing the capability, flexibility, and readiness of the Navy's operating forces..."

In July 1968 he became Commander Fleet Air, Alameda, with headquarters at the Naval Air Station, Alameda, California and "for exceptionally meritorious service from August 1968 through June 1969... he was awarded a Gold Star in lieu of the Second Legion of Merit. The citation continues in part:

"Rear Admiral Brown consistently carried out his duties with outstanding leadership, skill, and resourcefulness, contributing directly to the combat effectiveness of Attack Carrier Air Wings of the United States Pacific Fleet. As a result of his exceptional background in electronics/electronic warfare, his keen foresight, and his forceful supervision, the air wings were ensured of receiving proper training in order to effectively carry out their assigned missions. Through Rear Admiral Brown's personal efforts, the electronic warfare range at Naval Auxiliary Air Station, Fallon, Nevada, was developed into a most important facility to aid the training of air wings in the art of electronic warfare. Additionally, through his efforts, Electronic Warfare Wing THIRTEEN was established to provide training, and electronic-warfare squadrons were formed to support United States efforts in Southeast Asia..."

On July l, 1969 he was transferred to the Retired List of the U. S. Navy. He continued to serve on active duty as Senior Member of the Board of Decorations and Medals, Navy Department.

In addition to the Legion of Merit with Gold Star, the Distinguished Flying Cross and the Air Medal, Rear Admiral Brown has the American Defense Service Medal with Star; Asiatic-Pacific Campaign Medal with one silver and one bronze star (six operations); American Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; National Defense Service Medal with bronze star; Korean Service Medal; and the United Nations Service Medal. He also holds the Expert Pistol Shot Medal,

Rear Admiral Brown and his wife, the former Anne Banning Macfarland of Pasadena, California, had four daughters, Eleanor B., Marion T., Robin A. and Elizabeth M. Brown. Married in June 1940, Mrs. Brown was in Honolulu, Hawaii, during the Japanese attack on December 7, 1941, and remained there for the first four months of World War II.







## Charles L. Burbage, Captain, USN (Ret.)

"Mike"

Date of Designation: 2 January 1944 NA # P-8971

Dates of Active Duty: 1 December 1935 - 30 June 1971

Total Flight Hours: 7,500

Carrier/Ship Landings: Fixed wing: 475

Approximate Flight Hours:
Jet: 1,500 Prop: 4,500 VR/VP: 1,500

Combat Tours:

WW II: OOD, USS *Detroit* moored at Ford Island on December 7, 1941.
USS *Detroit*, Aleutian Campaign, Jun. 1941 - Mar. 1943.

WW II: VF-5, (F4U & F6F) USS *Franklin* (CV-13), Okinawa Campaign, Feb. 1945 - Mar. 1945 - 3 combat missions.

Vietnam: CO, USS *Franklin D. Roosevelt* (CVA-42) Jul. 1965 - Sep. 1965.

Aviation Commands:
CO, VFB-80, Apr. 1945 - Sep. 1946.
CO, VF-22, Sep. 1946 - Oct. 1947.
Commander, Air Group 19, Jul. 1955 - Jul 1957
CO, USS *Canisteo* (AO-99), Jul. 1961 - Aug. 1962.
CO, USS *Franklin D. Roosevelt* (CVA-42), Jul. 1965 - Sep. 1966.

Combat Awards:
Bronze Star

### Duty Assignment Chronology

| | |
|---|---|
| 12/35 | Boot Camp and USS *Cincinnati*. |
| 10/36-7/37 | U.S. Naval Academy Preparatory School, Norfolk, VA. |
| 7/37-2/41 | Midshipman, U.S. Naval Academy, Annapolis. |
| 2/41-3/43 | USS *Detroit*. |
| 3/43-1/44 | Flight training, Dallas, TX and Pensacola, FL. |
| 1/44-6/44 | Flight Instructor, NAS Vero Beach, FL. |
| 6/44-4/45 | VF-5 flying the F4U and F6F aircraft. |
| 4/45-9/46 | XO and CO, VBF-80 flying the F4U and F6F. |
| 9/46-10/47 | CO, VF-22 flying the F4U and F8F. |
| 10/47-4/49 | Bureau of Naval Personnel, Washington, D. C. |
| 4/49-10/50 | NAS Anacostia, Washington, D. C., flying the F4U, F6F, SNB and PBO. |
| 10/50-4/53 | XO, VR-22 flying the R4D and R5D. |
| 4/53-7/55 | Aviation Officer Detailer, Bureau of Naval Personnel, Washington, D. C. |
| 7/55-7/57 | Commander, Air Group 19, flying the FJ-3, F9F-6, F9F-8, F2H-3 and AD. |
| 7/57-7/58 | Naval War College, Student. |
| 7/58-9/59 | XO, USS *Franklin D. Roosevelt* (CVA-42). |
| 9/59-7/61 | CNO Staff (OP-431K). |
| 7/61-8/62 | CO, USS *Canisteo* (AO-99). |
| 8/62-8/65 | Aviation Officer Detailer, Bureau of Naval Personnel, Washington, D. C. |
| 8/65-9/66 | CO, USS *Franklin D. Roosevelt* (CVA-42). |
| 9/66-3/69 | Chief of Staff, COMNAVAIRPAC, San Diego, CA. |
| 3/69-6/71 | CO, NATTC, Memphis, TN |
| 6/30/71 | Retired from active duty. |

### Summary of Significant Career Events

(1) OOD and anti-aircraft Gunnery Officer in USS *Detroit,* moored at Fox 13 at Ford Island just forward of USS *Raleigh* and USS *Utah* during Pearl Harbor attack, and was eyewitness to entire attack.

(2) Was aboard USS *Franklin* (CV-13) when she was hit, losing 900 men on March 19, 1945, while bombing targets in Japan.

(3) Set Navy record of 9.4 hours in FJ-3 (same aircraft) in one day while with CAG-19.



**Arleigh A. Burke, Admiral, USN**

Arleigh A. Burke was born far from the sea in Boulder, Colorado on October 19, 1901. On June 8, 1923, he was graduated from the U. S. Naval Academy, commissioned Ensign in the United States Navy,, and married to Miss Roberta Gorsuch of Washington, D. C.

Throughout his professional career, Arleigh Burke had prepared himself for combat with the enemy having served in battleships, destroyers, and having received the degree of Master of Science in Engineering at the University of Michigan. Then, when World War II came, he found himself, to his great disappointment, in a shore billet at the Naval Gun Factory in Washington, D. C. After persistent effort on his part, he received orders to the South Pacific where, under Admiral Halsey, he successively commanded Destroyer Division 43, Destroyer Division 44, Destroyer Squadron 12, and Destroyer Squadron 23. This latter squadron, known as the "Little Beavers," covered the initial landings in Bougainville in November 1943, and fought in 22 separate engagements during the next four months. During this time, the "Little Beavers," were credited with destroying one Japanese cruiser, nine destroyers, one submarine, several smaller ships, and approximately 30 aircraft. Because he pushed his destroyers just under boiler-bursting speed, he became known as "31-Knot Burke."

From Destroyer Command in the South Pacific, he reported in March of 1944 as Chief of Staff to Commander, Fast Carrier Task Force 58, Admiral Marc Mitscher. While serving with this famed carrier force, Arleigh Burke was promoted to Commodore, and participated in all its naval engagements until June 1945 shortly before the surrender of Japan. He was aboard both *Bunker Hill* and *Enterprise* when they were hit by Japanese suicide planes during the Okinawa campaign.

At the outbreak of the Korean war, Admiral Forrest Sherman, then CNO, ordered Admiral Burke to duty as Deputy Chief of Staff to Commander Naval Forces, Far East. From there, he assumed command of Cruiser Division Five, and in July 1951 he was made a member of United nations Truce Delegation to negotiate with the Communists for a military armistice in Korea. After six months in the truce tents, he returned to the Office of Chief of Naval Operations where he served as Director of Strategic Plans Division until 1954.

In April 1954, he took command of Cruiser Division Six, and in January 1955 assumed command of Destroyer Force Atlantic Fleet in which capacity he served until he succeeded Admiral Robert B. Carney as Chief of Naval Operations in August 1955. He served an unprecendented three terms in that duty before being transferred to the Retired List on August 1, 1961.

Admiral Burke has received numerous combat awards during his forty-two years in the Navy including the Distinguished Service Medal, the Navy Cross, the Legion of Merit and the Purple Heart. But none are more cherished than two awards which came early in his career. In 1928 while serving aboard the USS *Procyon*, he was commended for the "rescue of shipwrecked and seafaring-men," and in 1939 while serving in his first command, USS *Mugford*, he was commended when his destroyer won the fleet gunnery trophy with the highest score that had been achieved in many years. His ship also stood third in engineering competition and high in communication competition.

For his service in Destroyer Squadron 23, Admiral Burke was awarded the Distinguished Service Medal, the Navy Cross, the Legion of Merit., and is entitled to the Ribbon for, and a facsimile of, the Presidential Unit Citation awarded Destroyer Squadron 23. The citations follow, in part:

Distinguished Service Medal; "For exceptionally meritorious service to the Goverment of the United States in a duty of great responsibility as Commanding Officer of a Destroyer Division and subsequently a Destroyer Squadron operating against enemy Japanese forces in the South Pacific Area from early February to December 1, 1943. Throughout this period, Captain Burke led his forces in many offensive operations... His indomitable fighting spirit and great personal courage contributed directly to the success of our forces in that area and were in keeping with the highest traditions of the United States Naval Service."

Navy Cross: "For extraordinary heroism and distinguished service ... as the Commander of a destroyer squadron operating in the Northern Solomon Islands area during the period from midnight October 30 to noon November 2, 1943. (His) squadron, as a part of a task force, participated in the first bombardment of the Buka-Bonis area and also in the first daylight bombardment of the Shortland area... During the

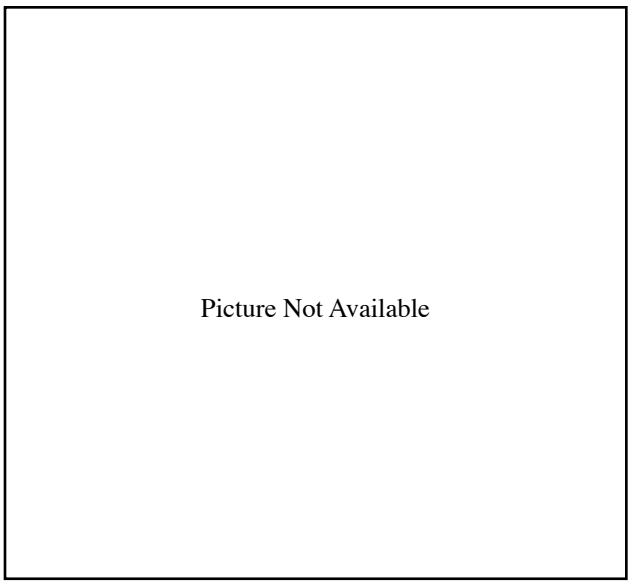
the night of November 1-2, a heavier gunned Japanese naval force was met and decisively defeated with the loss to the enemy of one cruiser and four destroyers sunk, and an additional two cruisers and two destroyers damaged. The action contributed much to the success of our operations at Empress Augusta Bay. Thereafter, a heavy air attack by sixty-seven enemy dive bombers was fought off with a total of seventeen enemy planes being destroyed..."

Legion of Merit (with Combat "V"): "For exceptionally meritorious conduct...as Commander Destroyer Squadron Twenty-three, in action against enemy Japanese forces northwest of the Bismarck Archipelago, at Kavieng, New Ireland, and Duke of York Island, February 17 to 23, 1944...(He) expertly directed his squadron in destroying two Japanese naval auxiliary vessels, one large cargo ship, a mine layer, four barges and inflicting severe damage on enemy shore installations and subsequently effected a skillful withdrawal without damage to his vessels..."

Silver Star Medal; "For conspicuous gallantry and intrepidity as Chief of Staff to Commander FIRST Carrier Task Force in action against enemy Japanese forces in the Pacific War Area, May 11, 1945. When the flagship on which he was embarked was hit by two enemy suicide dive bombers.. Commodore Burke proceeded to a compartment in which personnel were trapped by fire and heavy smoke, and succeeded in evacuating all hands. When the flagship to which he had removed his staff was in turn hit by a suicide plane on May 14, he again arranged for the transfer of his command to a new ship. In spite of all difficulties, he maintained tactical control of the Task Force throughout, thereby contributing materially to the success of the operations..."

## Duty Assignment Chronology

| | |
|---|---|
| 6/20-9/20 | USS *South Carolina* for Midshipman cruise. |
| 6/21-8/21 | USS *Michigan* for Midshipman cruise. |
| 6/22-8/22 | USS *North Dakota* for Midshipman cruise. |
| 6/8/23 | Graduated from U. S. Naval Academy with Bachelor of Science Degree. |
| 6/3/23 | Appointed to rank of Ensign. |
| 6/23-4/28. | USS *Arizona*. Gunnery Division, Turret Officer, Torpedo Officer, Engineering Division and Plotting Room Officer. |
| 6/8/26 | Appointed to rank of Lieutenant junior grade. |
| 4/28-6/28 | USS *Procyon*. Division Off./Ass't Navigator |
| 6/28-9/28 | Commander Fleet Base Force, Pearl Harbor, Flag Lieutenant (Aide). |
| 9/23-5/29 | USS *Procyon*. Division Off./Ass't Navigator |
| 5/29-9/30 | U. S. Naval Academy, Annapolis. Maryland Postgraduate Student (Ordnance) |
| 8/1/30 | Appointed to rank of Lieutenant |
| 9/30-6/31 | University of Michigan, Ann Arbor, MI. Post Graduate Student (Chemical Engr.) (MS). |
| 6/31-5/32 | Navy Yard, Washington, D. C. (U. S. Naval Gun Factory). Post Graduate Student (Ordnance) Also included periods at the Naval Proving Ground, Dalghren, VA and Indian Head, MD. |
| 5/32 -4/33 | USS *Chester*. Assistant Gunnery Officer and Main Battery Officer. |
| 4/33-9/34 | Commander Base Force, U. S. Fleet. USS *Argonne*. Assistant to Officer in Charge, Battle Force Camera Party. |
| 9/34-4/35 | Battle Force Camera Officer and Staff Duty Officer. |
| 4/35-6/37 | Bureau of Ordnance, Navy Department. Assistant in Explosives Section. |
| 6/37-9/37 | USS *Craven*. Commissioning/fitting out. |
| 9/37-6/39 | XO/Navigator, USS *Craven* |
| 6/23/38 | Appointed to rank of Lieutenant Commander. |
| 6/39-7/40 | CO, USS *Mugford*. |
| 7/40-1/43 | Navy Yard, Washington, D. C. U. S. Naval Gun Factory Inspector |
| 6/30/42 | Appointed to permanent rank of Commander. |
| 1/43-5/43 | Commander, Destroyer Division 43. |
| 5/43-8/43 | Commander, Destroyer Division 44. |
| 8/43-10/43 | Commander, Destroyer Squadron 12. |
| 10/43-3/44 | Commander, Destroyer Squadron 23. |
| 11/6/43 | Appointed to temporary rank of Captain. |
| 7/45-10/45 | Headquarters, Commander in Chief, U.cS. Fleet, Washington, D. C. Temporary Duty. |
| 10/45-2/46 | Bureau of Ordnance, Washington, D. C. Director, Research and Development Division. |
| 2/46-9/46 | Commander, Eighth Fleet Chief of Staff/Aide. |
| 3/5/46 | Appointed to rank of temporary Commodore. |
| 9/46-3/47 | Commander. U.S. Atlantic Fleet. Chief of Staff/ Aide. |
| 3/47-7/48 | General Board, Navy Department. Member. |
| 4/1/47 | Appointment as Commodore terminated, reverted to rank of Captain. |
| 8/7/47 | Appointed to permanent rank of Captain. |
| 7/48-12/48 | CO, USS *Huntington* (CL-107). |
| 14/48-11/49 | OPNAV, Washington, D. C. ACNO (Organizational Research and Policy Division |
| 11/49-1/50 | Assistant to Deputy CNO for preparation of Report on Discipline |
| 1/50-8/50 | Department of Defense, Washington, D. C. Research and Development Board |
| 7/15/50 | Appointed to rank of Rear Admiral for tempo rary service. |
| 8/50-5/51 | Commander Naval Forces, Far East. Chief of Staff. |
| 5/51-9/51 | Commander, Cruiser Division FIVE. |
| 9/51-12/51 | Delegate, Military Armistics Delegation, United Nations Forces, Korea, while Commander, Cruiser Division FIVE. |
| 12/51-3/54 | OPNAV, Director Strategic Plans Division. |
| 5/1/52 | Appointed to permanent Rear Admiral. |
| 3/54-1/55 | Commander, Cruiser Division SIX. |
| 1/55-6/55 | Commander, Destroyer Force, Atlantic Fleet |
| 6/55-8/55 | Office of Chief of Naval Operations, Navy Department, Washington, D. C. |
| 8/17/55 | Appointed to rank of Admiral to rank from 6 June 1955 |
| 8/17/55 | Appointed as Chief of Naval Operations and Member of Joint Chiefs of Staff |




## Sherman E. Burroughs, Jr., Captain, USN

Captain Burroughs, born in Manchester, New Hampshire, February 22, 1903, attended Manchester High School. He also attended Central and Western High Schools, and the Columbian Preparatory School in Washington, D. C., before his appointment to the U. S. Naval Academy, Annapolis, Maryland, by Senator H. W. Keyes of New Hampshire in 1920. While a Midshipman he participated in class soccer and swimming. Graduated and commissioned Ensign in June 1924, he subsequently progressed in grade as follows; Lieutenant (junior grade), June 5, 1927; Lieutenant, June 30, 1933; Lieutenant Commander, February 13, 1939; Commander, July 17, 1942; and Captain, June 1, 1943.

After graduation in 1924, Captain Burroughs joined the USS *Oklahoma*, in which he served until January 1925, making the cruise to Australia in that battleship. He was then ordered to the Naval Air Station, Pensacola, Florida, for flight training. Designated naval aviator in January 1927, he had continuous duty with naval aviation since that time.

In February 1927, Captain Burroughs reported for duty with Fighting Squadron 6, attached to the USS *Langley* operating with Aircraft Squadrons, Battle Fleet, and in July 1928 that squadron was redesignated Bombing Squadron 2, and transferred to the USS *Saratoga*. Detached from that squadron in September 1929, he was assigned duty with the Experimental Unit at the Naval Air Station, Hampton Roads, Virginia, where he served until June 1930. The succeeding three years he had instruction in ordnance engineering (aviation), at the Postgraduate School, Annapolis, Maryland, at the Navy Yard, Washington, D. C., and at the Naval Proving Ground, Dahlgren, Virginia.

From July 1933 until June 1935, Captain Burroughs served as senior aviator attached to Scouting Squadron 5, aviation unit of the cruiser *Memphis*. The following year, he served as gunnery officer of Fighting Squadron 6, based on the aircraft carrier *Saratoga*, during which period that Squadron stood first in gunnery among all Aircraft Battle Force Squadrons. He received the Silver Life Saving Medal for rescuing a man from drowning off North Beach, Coronado, California, on July 21, 1935.

Captain Burroughs reported on June 30, 1936, for duty in the Aviation Section of the Bureau of Ordnance, Navy Department, Washington, D. C., serving in that assignment the following two years. In July 1936 he joined Observation Squadron 1, aviation unit of the battleship *Arizona*, as senior aviator and later commanded that squadron. Detached from that duty In January 1940, he was transferred to command of Observation Squadron 4, aviation unit of the USS *West Virginia*. In July 1940, Captain Burroughs was assigned duty as Gunnery Officer for Aircraft on the staff of Fleet Admiral (then Vice Admiral) William F. Halsey, Jr., U.S.N., Commander, Aircraft Battle Force, USS *Yorktown*, flagship. He continued in that duty, when Vice Admiral Halsey later transferred his flag to the USS *Enterprise*, and was attached to that aircraft carrier when the Japanese attacked Pearl Harbor, T. H., on December 7, 1941. Returning to Pearl Harbor from delivering planes at Wake Island when the news of the attack was received, squadrons from the *Enterprise* were launched in a fruitless search for the fleeing enemy.

Captain Burroughs participated in the first offensive war in the Central Pacific, as set forth in the citations that follow, and received a facsimile of, and is entitled to wear the Ribbon for, the Presidential Unit Citation awarded the USS *Enterprise*, the first carrier to be so honored. For his services on the staff of Fleet Admiral (then Vice Admiral) Halsey, he was awarded the Silver Star Medal, and a Gold Star in lieu of a second Silver Star Medal. The citations follow: Silver Star Medal "For conspicuous gallantry and intrepidity while serving on the Staff of the Task Force Commander during a series of highly successful offensive missions including the attacks on the Marshall and Gilbert Islands, the raids on Wake and Marcus Islands, the Battle of Midway and similar operations in the Central Pacific covering a period from December 6, 1941, to June 14, 1942. While under constant threat of attack by air and submarine, the Task Force to which Commander Burroughs was attached repeatedly steamed for

protracted periods in enemy waters and in close proximity to enemy territory and bases. Largely due to his skill and determination under fire, only minor damage was suffered from attacking heavy bombers in the Marshall Islands engagement. In addition, he contributed materially to the marked success of the other actions through which the Task Force came unscathed after inflicting extremely heavy damage on Japanese installations and shipping."

Gold Star in lieu of second Silver Star Medal: "For extremely gallant and intrepid conduct in action while serving on the Staff of the Task Force Commander during the Battle of Stewart Island, August 24, 1942. Constantly in danger from enemy surface and submarine forces while operating in hostile waters, the Task Force to which Commander Burroughs was attached was repeatedly subjected to heavy enemy air attacks in this action. His cool determination and courage under fire were important factors contributing to the successful culmination of this battle."

Presidential Unit Citation - USS *Enterprise*: "For consistently outstanding performance and distinguished achievement during repeated action against enemy Japanese forces in the Pacific war area, December 7, 1941, to November 15, 1942. Participating in nearly every major carrier engagement in the first year of the war, the *Enterprise* and her Air Group, exclusive of her far-flung destruction of hostile shore installations throughout the battle area, did sink or damage, on her own a total of 35 Japanese vessels and shoot down a total of 185 Japanese aircraft. Her aggressive spirit and superb combat efficiency are fitting tribute to the officers and men who so gallantly established her as a solid bulwark in defense of the American Nation."

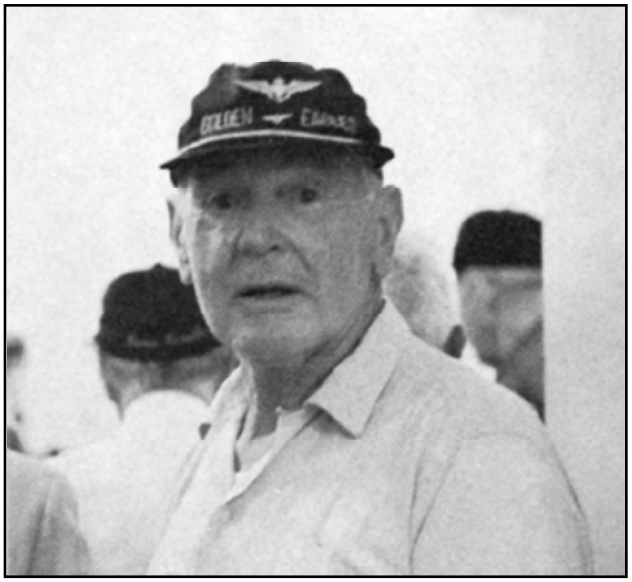
| | |
|---|---|
| Gilbert and Marshall Islands Raid | February 1, 1942 |
| Wake Island Raid | February 24, 1942 |
| Marcus Island Raid | March 4, 1942 |
| Battle of Midway | June 4-6, 1942 |
| Occupation of Guadalcanal | August 7-8, 1942 |
| Battle of Stewart Islands | August 24, 1942 |
| Battle of Santa Cruz | October 26, 1942 |
| Battle of Solomon Islands | November 14-15, 1942 |

In October 1942, Captain Burroughs was ordered, to duty as Commander, Air Group of the USS *Saratoga*. For his services from February to March 1943 as Commander, Air Group 3, based on the *Saratoga*, he was awarded the Distinguished Flying Cross with the following citation: Distinguished Flying Cross "For heroism and extraordinary achievement as Air Group Commander of *Saratoga* Air Group Three while participating in aerial attacks upon enemy Japanese shore installations and shipping in the Solomon Islands area from February 19 to March 8, 1943. Personally leading six coordinated attacks upon Munda Point, Kahili, Buin Harbor and Ballale Island, Commander Burroughs, by his excellent judgment and cool courage in the face of heavy enemy anti-aircraft fire, contributed greatly to the destruction of numerous anti-aircraft batteries, ammunition and supply dumps and one large cargo transport. During the action against Kahili he further proved his brilliant leadership when, with complete disregard for his own safety, he intentionally exposed himself to hostile anti-aircraft fire while indicating to the pilots who followed him the location and identity of the target area. Despite hazardous opposition from enemy guns and fighter aircraft, Commander Burroughs gallantly led his air group to successful completion of each mission. His heroic conduct was in keeping with the highest traditions of the United States Naval Service."

After duty in the Bureau of Ordnance, Navy Department, Washington, D.C., Captain Burroughs served as Commanding Officer of the Naval Ordnance Test Station, Inyokern, California, and for his services in that command from December 1943 until August 1945, he was awarded the Legion of Merit with the following citation: Legion of Merit "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the Naval Ordnance Test Station, Inyokern, California, from December 1943, to August 1945. By his initiative, technical ability and aggressive spirit, Captain Burroughs was instrumental in evolving and executing a carefully planned development and test program for rocket ammunition through which new types of rocket ammunition were developed for use by small vessels, invasion craft and aircraft, thereby greatly increasing the effectiveness of these vessels and the firepower of the fleet. His brilliant professional skill and devotion to duty reflect the highest credit upon Captain Burroughs and the United States Naval service."

In October 1945, Captain Burroughs was ordered to duty as Commanding Officer of the USS *Cape Gloucester* (CVE-109). Detached from that duty in July 1946, he reported the following month for duty as Chief of Staff and side to the Commander, Carrier Division 5.

In addition to the Silver Star Medal with Gold Star, the Legion of Merit, the Distinguished Flying Cross, the Presidential Unit Citation Ribbon, and the Silver Life Saving Medal, Captain Burroughs is entitled to the American Defense Service Medal, Fleet Clasp (USS *Arizona* and USS *West Virginia*); he Asiatic-Pacific Area Campaign Modal; the American Area Campaign Medal and the World War II Victory Medal.



**Patrick J. Byrne, CDR, USN**
"Pappy"

Date of Designation: 1920 Navy Pilot #10

Flight Hours: 22,600+

The last page of a Navy legend will be written this month, March 1958. On Monday, March 31, 1958, Chief Boatswain Patrick J. "Pappy" Byrne, USN of Rumson, New Jersey, the "grand old man of Naval Aviation" will don his Navy wings for the last time. He will retire at the Naval Air Station, Lakehurst, New Jersey, after a long and distinguished career which began on December 14, 1917.

Chief Boatswain Byrne, who has been flying Navy aircraft for 40 years, has logged more hours of flight time than anyone else in the Armed Forces. He has flown over 140 different types of aircraft for a total of over 22,600 hours, spending over two years and seven months of his life in the air. But of greater importance has been his pioneering work in Naval aviation, particularly in the field of seaplanes. Byrne established or helped to establish practically every U. S. seaplane base in the world, and laid out for the Navy and commercial airlines the world's major seaplane routes. A former commanding officer, Captain D. L. Mills, USN, now retired, said of Byrne that be "is without peer in the field of flying boats." For his outstanding service to the Government Byrne, in January 1955, received the Legion of Merit.

Still flying at the age of 62, Byrne is now 'the Operations Duty Officer at the Lakehurst Naval Air Station. He is in charge of landing and take-off operations there.

Byrne, whose list of old flying friends of years gone by reads like a portion of the admirals' register, is a legendary figure in the Navy. For years now, Navy pilots have learned about him long before they ever met him.

After receiving his Navy training as a machinist mate in 1918, Chief Boatswain Byrne flew as co-pilot, plane captain and signalman with the seaplane patrol units based at U. S. Naval Air Station, Norfolk, Virginia.

In 1919, he was ordered to the first Fleet Air Detachment in the Navy, aboard the flagship USS *Shawmut*. This unit, flew the first aerial flights in the Caribbean Sea area, conducting the first aerial maneuvers with the fleet.

In 1920 Byrne graduated from flight training with the first class of enlisted men, and was designated Naval Aviation Pilot #10. A shipmate in that first class was the late Floyd Bennett for whom the Long Island Navy field is named. As pilot #10: he instructed at the Naval Air Station, Pensacola, Florida, for two years.

In 1922 he was assigned to the USS *Wright*, where he served as pilot for Patrol and Scouting Squadron ONE. He then served aboard the USS *Langley*, the Navy's first aircraft carrier. His next assignment was aboard the cruiser, USS *Richmond*, where he worked on hydrographic surveys, beginning a long career of surveying for seaplane routes and seadromes, both for the Navy and for civilian organizations,

While attached to a patrol squadron in the Pacific area, he was ordered in 1942 to the Naval Air Station, Norfolk, Virginia, to aid in the commissioning of the seaplane division of Air Transport Squadron ONE. This was the first unit of the Naval Air Transport Service later known as the Fleet Logistic Air Wing.

By now Byrne had established such an excellent reputation of his flying ability that he was selected in 1942 to make the test, flights of the soon to become famous Martin "Mars" flying boat.

In 1943 he flew survey flights over the Atlantic and Mediterranean for the purpose of establishing seaplane routes and bases. The following year he was instrumental in the establishment of a largo ferry wing at Floyd Bennett Field.

- Continued -

The wing, which ferried aircraft all over the world, in one month transferred 5,257 aircraft, an amazing record.

From 1948-49 Bryne ferried seaplanes from the east coast to Seattle, Washington. This was a highly dangerous task for after leaving Corpus Christi, Texas, there were only four bodies of water large enough to permit emergency landings. In 1950, he flew survey flights over the Mediterranean for the purpose of establishing seaplane bases and anchorages to provide logistical support to the Mediterranean fleet.

Byrne fondly recalls the early years of flying. As one of the pioneers he first flew in planes which had nothing like the maze of complicated gauges and dials that confront the aviator of today. In those days there was merely an oil pressure gauge, He used a string tied to the bow of the plane to tell whether the plane was slipping, skidding or flying straight ahead. He judged his airspeed by the singing of the plane's wires. Instead of a radio, telegrams were used to notify an airfield impending arrival of an "aeroplane". In place of radio beacons at night and overcast days, pilots used their noses.

Byrne remembers more than once flying down the east coast at about 200 feet knowing only by the smell of coffee that he was over Brooklyn, and only by the odor of fish packing plants that he was over the Delaware Coast. The fumes of sulphuric acid from paper mills were a welcome sign for they signified the end of the flight at Charleston, South Carolina.

A cheerful Irishman with snowy windblown hair, Byrne at 62 showed no signs of slowing down. He loved the outdoors and preferred to walk the mile or so from his quarters to the Operations Building. When Chief Boatswain Byrne, who calls everyone from admiral on down "mate", reported to NAS Lakehurst in 1954, it was the first time in 26 years that he bad been assigned shore duty.





## James B. Cain, Captain, USN (Ret.)

"Jim"

Date of Designation: 16 October 1941

Dates of Active Duty: 12 April 1941 - 31 December 1970.

Total Flight Hours: 10,000

Carrier/Ship Landings: Fixed: 455 (44 Night straight deck)

Approximate Flight Hours:
Jet: 3,500 Prop: 6,500 VF/VA: 8,000

Combat Tours:
WW II: 102 Missions
Korea: 101 Missions (F2H-2 Banshees)

Aviation Commands:
CO,VF-ATU-1 (Cosairs)
CO, VF-172 (Banshees)
CO, JTTU (Cougars and Tiger Cats)
CO, USS *Regulas* (AF-57)
CO, USS *Yorktown*
CO, USS *Ticonderoga*

Combat Awards:
Silver Star
Legion of Merit
4 Distinguished Flying Crosses
13 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 4/12/41 | Entered aviation through V-5 program. |
| 11/16/41 | Designated a Naval Aviator. |
| 11/41-43 | Flight Instructor, NAS Jacksonville, FL. Additional duties as technical advisor and camera plane pilot for MGM & Warner Brothers pictures. During this assignment, participated in one of first "snatch rescue" operations |
| 1943-45 | VF-45 (flying Hellcats). VF-45 formed at NAS Atlantic City, NJ. Trained at NAS Squantum, MA and at Maui, HI. Boarded USS *San Jacinto* and participated in battles of the Marianas, Philippines, South China Sea, 1st and 2nd battles of Tokyo, Iwo Jima, Formosa, and Okinawa. During these air and ground battles, destroyed 8 and 1/2 enemy aircraft in the air, listed two as probables or damaged and some 27 burned in strafing attacks. (No credit was received at that time for aircraft damaged or destroyed on the ground). In addition to these air victories, was credited with sinking a Japanese destroyer escort. |
| 1944-70 | During this period commanded; VF-ATU-1 (Corsairs), VF-172 (Banshees), JTTU (Cougars and Tiger Cats). Flew F2H-3 Banshees for two tours in Korea and com manded the USS *Regulas* (AF-57), the USS *Yorktown* and the USS *Ticonderoga* in Vietnam. Last combat tour was Chief of Staff to Commander, Carrier Division THREE in the South China Sea. |
| 12/31/70 | Retired from active duty. |
| 1973 | Returned to active duty temporarily to become a Convoy Commodore in the War Emergency Force. |

### Summary of Significant Career Events

(1) Participated in first trans-Atlantic jet fighter flight of F8U Crusader in 1957.



**Henry H. Caldwell, Rear Admiral, USN**

Henry Howard Caldwell was born in Rocklin, California, on October 3, 1905, son of the late Elmer A. and Rachel H. (Layton) Caldwell. He attended Roseville High School in California, Sparks High School in Nevada, and the University of Nevada at Reno, for one year, prior to his appointment to the U. S. Naval Academy, Annapolis, Maryland, from the State of Nevada in 1923. As a Midshipman he played football and baseball, was Class Vice President (1926-1927), and was Battalion Commander. Graduated and commissioned Ensign on June 2, 1927, he subsequently advanced in rank, attaining that of Rear Admiral, to date from October 1, 1954.

Following graduation from the Naval Academy in 1927, he reported aboard the USS *Mississippi*, and in March 1930 was detached with orders to the Naval Air Station, Pensacola, Florida, for flight training. Designated Naval Aviator on December 6, 1930, he was assigned the following month to the aviation unit of the USS *Idaho*. In July 1931 he transferred to the aviation unit of the USS *New York*. He was an Instructor in the Department of Seamanship and Navigation at the Naval Academy, between July 1934 and June 1937, when he joined Scouting Squadron THREE aboard the USS *Saratoga* and later the USS *Lexington*.

From July 1940 until February 1942 he served in the Division of Fleet Training, Office of the Chief of Naval Operations, Navy Department, Washington, D. C., after which he had an eight months' assignment in the Readiness Division, Headquarters, Commander in Chief, United States Fleet, Navy Department. During October and November 1942 he had duty in connection with fitting out Carrier Air Replacement Group TWELVE at Alameda, California, and became Commanding Officer of that Air Group when it was commissioned, November 2, 1942. For outstanding services as Commander Carrier Air Group TWELVE, attached to the USS *Saratoga*, he was awarded the Distinguished Flying Cross and the Navy Cross. The citations follow in part:

Distinguished Flying Cross: "For heroism and extraordinary achievement...during operations against enemy Japanese forces in the Solomon Islands and Central Pacific Areas from September 24 to November 19, 1943. Participating in numerous missions over Japanese territory, (he) led his group in damaging bombing and strafing attacks against enemy airfields and other installations on Kolombangara, Bougainville and Nauru Islands. During a strike against enemy shipping in the harbor of Rabaul, New Britain, he braved intense antiaircraft fire to obtain valuable photographs and direct the action of his group before making a low-altitude bombing run against a hostile vessel. By his airmanship and devotion to duty he contributed materially to the success of our forces in neutralizing enemy airfields..."

Navy Cross: "For extraordinary heroism as Commander of Air Group TWELVE and pilot of a Torpedo Bomber... in action against enemy Japanese forces in the strongly fortified harbor at Rabaul, New Britain, on November 5, 1943. Skillfully planning the details for a coordinated attack, (he) boldly led two air groups in a vigorous strike against vital enemy shipping and, maneuvering his torpedo bomber for maximum combat efficiency, assisted in blasting an enemy aircraft from the sky and in probably destroying three others. With one member of his crew dead, another seriously injured and his plane seriously damaged by intense and accurate hostile fire, he steadfastly remained at the controls and, with expert airmanship, succeeded in returning his crippled bomber safe to the parent carrier..."

Continuing duty in the *Saratoga*, he served as Air Officer from April to July 1944. "For meritorious service...(in that capacity) during joint operations of United States and British Naval Forces against enemy Japanese bases in the Netherlands East Indies, April 19 and May 17, 1944..." he was awarded the Bronze Star Medal. The citation further states in part. "...Commander Caldwell efficiently organized the Air Department of the *Saratoga* and,, subsequently assisting in the planning of two daring strikes on the enemy bases at Sabang., Sumatra, and Soerabaja, Java, trained and directed the airmen of his command so expertly that the operations were expeditiously begun without casualty or delay. By his fine initiative and tireless effort, Commander Caldwell contributed materially to the brilliant success of these two vital attacks in destroying or inflicting heavy damage on important hostile shipping., aircraft and shore installations."

Returning to the United States, he reported in July 1944, as Training officer on the Staff of Commander Naval Air Training, Pensacola, Florida, where he remained until December 1945. For outstanding services in that capacity during the period July 15, 1944 to August 31, 1945, he received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of the Navy. In February 1946 he assumed command of the USS

*Pine Island* and under his command that vessel participated in the 1946-1947 Antarctic Expedition. During that expedition he was a member of a PBM search plane which crashed on an isolated ice pack at the tip of Thurston peninsula on December 30, 1946. Three crew members were killed and he, with five other members of the plane, were unheard of for thirteen days prior to their rescue.

Detached from command of the *Pine Island* in June 1947, the next month he joined the Staff of the Commander in Chief, U. S. Atlantic Fleet as Air Operations Officer. For three years, June 1948-June 1951, he was assigned to the Naval Academy, first as Head of the Department of Mathematics and from December 1948 as Head of the Department of Physical Training and Director of Athletics at the Naval Academy. He next had duty as Chief of Staff to the Commander Carrier Division SIX, serving in that capacity until July 1952 and following instruction at the Naval War College, Newport, Rhode island, assumed command of the USS *Coral Sea* in August 1953. On June 23, 1954 he reported to Commander Air Force, U. S. Atlantic Fleet, for duty as Chief of Staff and Aide. On November 10, 1956 he became Chief of Naval Air Reserve Training, with headquarters at the Naval Air Station, Glenview, Illinois, and in August 1958 was assigned as Commander Carrier Division ONE.

He was Commander Alaskan Sea Frontier, with additional duty as Commandant of the Seventeenth Naval District, from April 1960 until may 1962, after which he was in command of Fleet Air, Quonset/Commander Naval Air Bases, First Naval District, his headquarters at the Naval Air Station, Quonset Point, Rhode Island. In July 1963, he became Commander Caribbean Sea Frontier, with additional duty as Commandant of the Tenth Naval District and Commander Antilles Defense Command; Commander Fleet Air, Caribbean/Commander Naval Air Bases, Tenth Naval District. In September 1965 he reported as Commander Fleet Air, Jacksonville with headquarters at the Naval Air Station, Jacksonville, Florida, and for "exceptionally meritorious service...in that capacity from September 30, 1965 to October 31, 1967, he was awarded the Legion of Merit. The citation further states in part:

"...Rear Admiral Caldwell ensured that ever-increasing commitments of his forces in the Atlantic and Mediterranean areas could be effectively met despite the deployment of many aviation squadrons to the Pacific area in direct support of the growing conflict in Southeast Asia. His foresight, planning and execution were in large part instrumental in a smooth transition of Atlantic Fleet Naval Air Force reconnaissance attack facilities from Naval Air Station, Sanford, Florida to Naval Air Station, Albany, Georgia. Rear Admiral Caldwell coordinated the successful introduction of a new aircraft, the A-7A 'Corsair II,' to the Atlantic Fleet and conducted intensive training to qualify fleet squadrons in the aircraft as rapidly as possible. As Commander Fleet Air, Jacksonville, (he) was task group commander in several major exercises,, including CLOVE HITCH, LANTFLEX and MINIBEX series. Additionally, he served as Commander Orange Forces in a joint NATO Exercise, LASHOUT. As Area Coordinator for Sub-Area 'B,' Sixth Naval District, he effectively coordinated area coordination responsibilities for forty-eight share-based commands,.."

In addition to the Navy Cross, the Legion of Merit, the Distinguished Flying Cross, the Bronze Star Medal,, and the Commendation Ribbon, Rear Admiral Caldwell has the American Defense Service Medal, Fleet Clasp; Asiatic-Pacific Campaign Medal with four engagement stars; American Campaign Medal; World War II Victory Medal, Navy occupation Service Medal, Europe and Asia Clasps; China Service Medal; National Defense Service Medal with bronze star; Antarctica Service Medal; and the Armed Forces Expeditionary Medal (Dominican Republic).

He was married to the former Dorothea Matz of Reading, Pennsylvania, and they had two children, Mrs. Joyce Caldwell White and Henry Howard Caldwell, Jr.

## Duty Assignment Chronology

| | |
|---|---|
| 7/23-6/27 | Midshipman, U.S. Naval Academy |
| 6/27-12/27 | Staff, U. S. Naval Academy. |
| 12/27-3/30 | USS Mississippi (BB-41). |
| 3/30-1/31 | NAS, Pensacola, Instruction. |
| 1/31-4/31 | Observation Squadron FOUR B. |
| 4/31-9/31 | Observation Squadron TWO B. |
| 9/31-6/34 | Observation Squadron ONE B. |
| 6/34-7/37 | Scouting Squadron TWO B. |
| 7/37-6/40 | Scouting Squadron THREE B (Exec. Off.) |
| 6/40-2/42 | Office of CNO. |
| 2/42-10/42 | Staff, Headquarters, Commander-in-Chief, U. S. Fleet. |
| 10/42-1/44 | Commander, Air Group TWELVE. |
| 1/44-6/44 | USS *Saratoga* (CV-3) (Air Operations Officer) |
| 6/44-12/45 | Naval Air Training Command, NAS Pensacola (Training Officer). |
| 12/45-1/46 | COMCARDIV FOUR (C/S and Aide). |
| 1/46-4/47 | CO, USS *Pine Island* (AV-12). |
| 4/47-6/48 | Staff, CINCLANTFLT (Aviation Ops. Officer.) |
| 6/48-7/51 | U. S. Naval Academy (Head of Department of Mathematics and Physical Training). |
| 7/51-7/52 | COMCARDIV SIX (C/S and Aide). |
| 7/52-6/53 | Naval War College (Student). |
| 6/53-6/54 | CO, USS *Coral Sea* (CVA-43). |
| 6/54-10/56 | Commander Air Force, Atlantic Fleet (C/S and Aide). |
| 10/56-10/58 | Chief Naval Air Reserve Training, NAS, Glenview, IL. |
| 10/58-2/60 | COMCARDIV ONE. |
| 2/60-5/62 | Commander, Alaskan Sea Frontier (ADDU: Commandant, SEVENTEETH Naval District) |
| 5/62-6/63 | COMFAIRQUONSET/Commander, Naval Air Bases, FIRST Naval District. |
| 6/63-9/65 | Commander, Caribbean Sea Frontier (ADDU: Commandant, TENTH Naval District and Commander, Fleet Air, Caribbean) |
| 9/65-11/67 | Commander, Fleet Air Jacksonville, NAS, Jacksonville, Florida. |
| 11/1/67 | Transferred to the Retired List of U. S. Navy. |


1951


1997 Marie

**Desmond E. Canavan, Colonel, USMC (Ret.)**
"Des"

Date of Designation: 17 March 1937 NA # 5159

Dates of Active Duty: 19 February 1936 - 1 April 1962

Combat Tours:
WW II: Pearl Harbor, 1941
Midway, 1942
Marshall Islands, Marianas area, 1945

Combat Awards:
Bronze Star with Combat "V" (Pacific area, 1945)
Air Medal (Ryukyu Islands, 1945)

## Duty Assignment Chronology

| | |
|---|---|
| 9/35-10/35 | Elimination Flight Training, NAS Seattle, WA. |
| 2/36-3/37 | Flight training, Pensacola, FL. |
| 4/37-8/39 | VMB-1, Quantico, VA. |
| 9/39-2/40 | Flight instructor, Pensacola. |
| 2/40-12/40 | Northwest Airlines. |
| 1/41-9/42 | VMJ-1, Ewa, T.H. |
| 5/43-1/45 | Flight Test, NAS Patuxent River, MD. |
| 2/45-4/46 | CO, VMR - Marianas. |
| 5/46-7/49 | CO, MAD, NAS Seattle. |
| 8/49-6/50 | Senior Course, Marine Corps Schools, Quantico, VA. |
| 7/50-7/52 | Air Warfare, CNO Staff, Washington, D. C. |
| 8/52-7/53 | XO, MAG-14, MCAS Cherry Point, NC. |
| 8/53-4/54 | CO, Naval Air Facility Edenton, NC. |
| 5/54-6/55 | CO, MAG-12 & K6 CO - Korea. |
| 8/55-6/56 | Air War College, Maxwell AFB. |
| 7/56-4/58 | Operations Officer, MCAS El Toro, CA. |
| 5/58-4/62 | CO, Naval ROTC Unit, Dartmouth College, NH. |
| 4/1/62 | Retired from active duty. |

Desmond Canavan was born on February 3, 1913 in West Sound, Washington. He attended grammar and high school there. He enrolled in the University of Washington and graduated with a Bachelor of Science degree in June of 1935.

On September 5, 1935, he enlisted in the U. S. Marine Corps Reserve for elimination flight training. He commenced Navy flight training at NAS Pensacola on January 26, 1936. He was designated a Naval Aviator on March 17, 1937, completed flight training on April 12, 1937 and was ordered to duty at Aircraft One at Quantico, Virginia.

He was at Pearl Harbor in December 1941, Midway in 1942 and participated in combat operations in the Marshall Islands, Marianas Islands and Ryukuys Island areas in 1945, for which he was awarded the Bronze Star with Combat "V" and the Air Medal.

Colonel Canavan completed the AWS, Senior Course, Quantico, Virginia in 1950. He graduated from the Air War College, Maxwell AFB in 1956 and earned a Master of Arts degree from Dartmouth College in 1960.

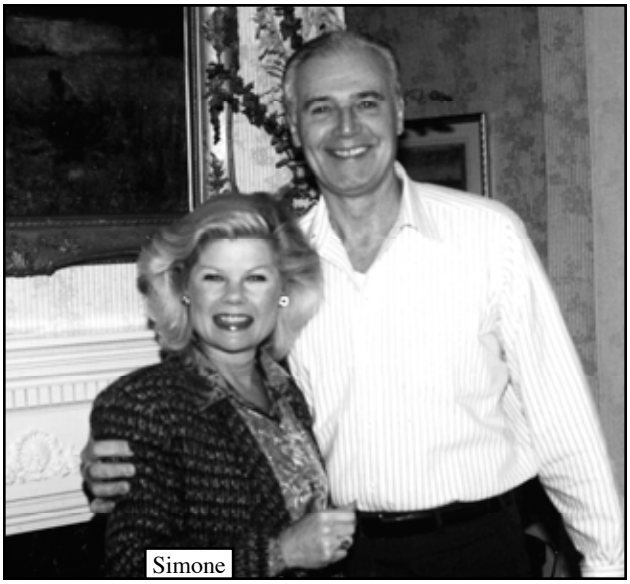
## Summary of Significant Career Events

(1) U. S. Marine Corps Jet Pilot #1.

(2) U.S. Marine Corps Helo Pilot #1.

(3) U. S. Navy Jet Pilot #11.




Simone

## Guy Cane, Captain, USN (Ret.)

"Guy"

Date of Designation: 31 August 1955 NA # V-7968

Dates of Active Duty: June 1954-June 1977

Total Flight Hours: 6,400

Carrier/Ship Landings: Fixed wing: 1,002

Approximate Flight Hours:
Jet: 4,000 Prop/Turboprop: 2,400 VF/VA: 4,000
VS/VR/VP: 2,400
Other: 1,100 (Airline and corporate jets worldwide)

Combat Tours:
Vietnam: VF-53 (F8), 1967, USS Hancock;
1968, USS *Bon Homme Richard*,
Total of 212 combat missions.

Aviation Commands:
CO, VF-41, 1971-1972
CAG-6, 1973-1974
CO, USS Detroit (AOE-4), 1975-1977

Combat Awards:
Silver Star
2 Distinguished Flying Crosses
12 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 1948 | Enlisted in the Navy. |
| 1949-50 | Naval Academy Prep School. |
| 1950-54 | Naval Academy. |
| 1954-55 | Flight training. |
| 1955-58 | VS-30, NAS Norfolk, VA. (S2). |
| 1958-59 | VRF-31, NAS Norfolk, VA. (F3H, F2H, F6F, JD, AJ, FJ, AD, F9F, TV, P2, UF, P5M and seven other aircraft as pilot in command. |
| 1959-62 | Naval Air Test Center, Class 24, Service Test. (F8, F4, A4, F4D, E2, P3, C130 and others). |
| 1962-65 | VF-11, NAS Cecil Field, FL. (F8). |
| 1965-66 | Flag LT to Adm. Jimmy Thach, CINCUSNAVEUR, London. |
| 1966-68 | VF-53, NAS Miramar. CA. (F8). |
| 1968-69 | Fighter Training Officer, ComFairMirama |
| 1970-71 | XO/CO VF-41, NAS Oceana,VA. (F4). |
| 1972 | OPNAV (OP-96), Fighter Analysis. |
| 1973-74 | CAG-6 (F4/ A7 night; A6, E1, RF8 day). |
| 1974-75 | National War College. |
| 1975-77 | CO, USS *Detroit* (AOE-4). |
| 6/30/77 | Retired from active duty |

Civilian Career

| | |
|---|---|
| 1977-80 | Corporate jet sales. |
| 1980 | Founded Cane Associates, Inc. Provides support in the purchase, sale and lease of turbine powered airline and corporate aircraft. Services include inspection, flight test and evaluation. Has flown most models currently in operation, and has soloed Africa, Europe and the North Atlantic with his wife on different projects. |

Family

Married in 1959 to Simone Rosier of the Netherlands. Two sons, Peter (private flyer) and John (USMC Harrier flyer).

### Summary of Significant Career Events

(1) 1960-62. Test pilot, Service Test. Flew fifteen different jets and turboprops, including NPEs on the E2 and P3.

(2) 1967 - VF-53 (F8). A4 driver on same mission shot down by AAA over North Vietnam. First on scene, established radio and visual contact with downed pilot while conducting low altitude strafing attacks and dry runs for the next hour. Unbelievably heroic helo effort under intense ground fire got the pilot out.

- Continued -

Summary of Significant Career Events continued

(3) 1968 - VF-53 (F8). Shot down a MIG-17 over North Vietnam.

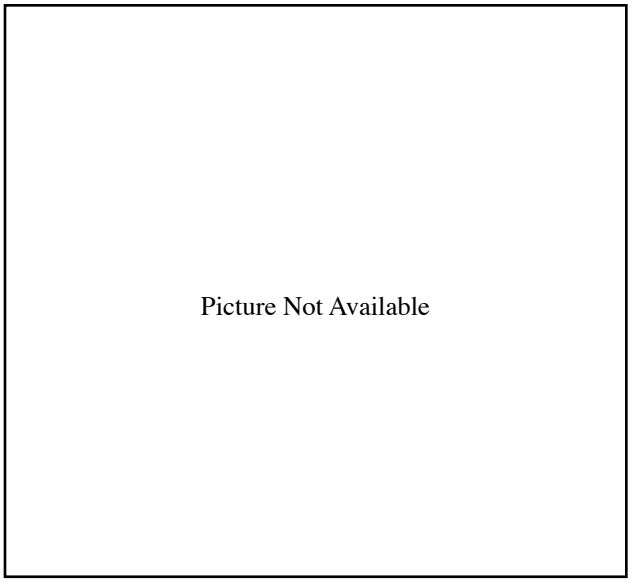
(4) 1968 - VF-53 (F8). Hit by a SAM over Haiphong as fighter escort lead on an Alpha Strike to Hanoi. Continued the mission and brought the aircraft back aboard.

(5) 1968 - VF-53 (F8). Wing damage during flak suppression mission over North Vietnam. Could not get below 220 knots without loss of control. Shutdown the engine on final and dead sticked it into the mid-field gear at Danang, wing down.

(6) 1973-74. CAG-6 embarked in FDR. Flew all fixed wing aircraft. 1,000th carrier landing in the RF8 (16 carriers).

(7) 1975 - Selected for major shore command.

(8) 1976 - Finalist in a special selection for direct assignment as CO of a nuclear powered aircraft carrier.




**William H. Cantwell, LTJG, USNR**
(Naval Aviator #264)

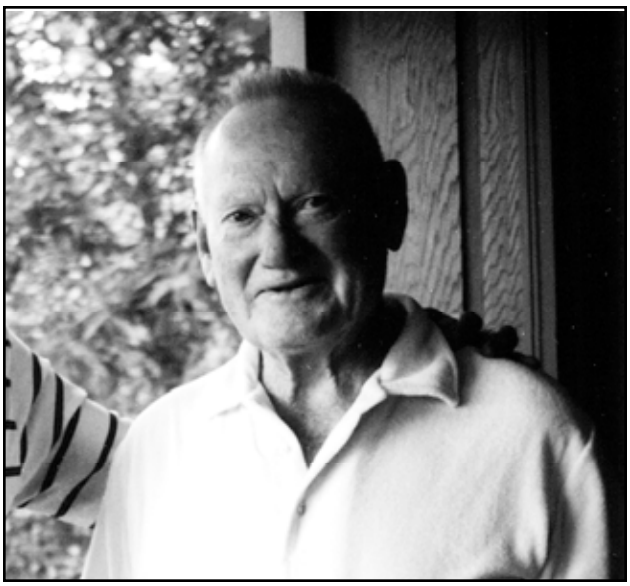
William Henry Cantwell was born in Buffalo, New York on March 20, 1895. He attended Harvard University and was awarded a BS degree in 1917.

On June 15, 1917 he enrolled in the U. S. Navy at Boston, Massachusetts as a Seamen 2/c, while a student at Harvard University. After ground school at the Massachusetts Institute of Technology, he went to Pensacola where he received flight training, his designation as Naval Aviator No. 264, and his commission as Ensign on January 21, 1918.

He was assigned to NAS Moutchic, France for gunnery and bombing training and then to the Northern Bombing Group headquartered at Paris. He returned to the U. S. at Bay Shore, Long Island, NY in December 1918. He was released from active duty on January 8, 1919 and Honorably Discharged on June 14, 1921 as a LTJG. He made his home in Bedford Village, N.Y. He attended the University of Colorado and earned an LLB degree in 1926.

He and his wife Virginia retired to Bedford Village, New York





## John F. Carey, Colonel, USMC (Ret.)

"John"

Date of Designation: 7 June 1938 NA # 5640

Dates of Active Duty: August 1937 - June 1965.

Total Flight Hours: 4,755

Carrier/Ship Landings: Rotary: 48

Approximate Flight Hours:
Jet: 150 Prop: 3,900 Helo: 680 VF/VA: 840
VR/VP: 892 VT: 960 Other: 1,360 (Utility, Proficiency)

Combat Tours:
WW II: VMF-221, Dec. 1941 - Jun. 1942. Battle of Midway and Midway Island.
Korea: CO, HMR-161, A-17, Aug. 1952 - Mar. 1953. - 103 combat missions.
Vietnam: Commander, Task Unit 79.3.5, Apr. 1962 - Jul. 1962, Soc Trang. - 25 combat missions.

Aviation Commands:
CO, SMS-24, MAG-24, Jan. 1946 - Apr. 1946, Peiping, China.
CO, HMX-1, Quantico, VA., Jun. 1949 - Jun. 1950.
CO, HMR-161, Korea, Aug. 1952 - Mar. 1953.
CO, MARTD, Dallas, TX., Jul. 1956 - Jul. 1958.
CO, MAG-16, Okinawa, Aug. 1961 - Feb. 1962.
CTU 79.3.5, Vietnam, Apr. 1962 - Jul. 1962.

Combat Awards:
Navy Cross (Midway).
Legion of Merit with Combat "V", Gold Stars in lieu of 2nd & 3rd Legion of Merit.
6 Air Medals.
Purple Heart
Peruvian Flying Cross.

## Duty Assignment Chronology

| | |
|---|---|
| 8/37-7/38 | NAS Pensacola, Flight Training. |
| 8/38-11/38 | MCAS Quantico, VA. |
| 11/38-3/39 | VMS-3, St Thomas, V.I. |
| 3/39-6/40 | VMS-1, MCAS Quantico, VA. |
| 6/40-8/41 | NAS Pensacola, Instructor.. |
| 8/41-6/42 | VMF-221, San Diego and Midway Island. |
| 6/42-1/43 | Naval Hospital, San Diego, CA. |
| 2/43-11/43 | MCAS Quantico, VA. |
| 11/43-11/45 | Navy Air Mission Lima, Peru. |
| 1/46-6/47 | SMS-24, FMAW, MAB-1, Teintsin, China. |
| 8/47-5/48 | Amphibious Warfare School, Senior Course, MCS Quantico, VA (Student). |
| 5/48-7/50 | HMX-1, (Exec 12 months and CO 12). |
| 7/50-6/52 | DCNO Air, Aircraft Plans. |
| 8/52-3/53 | CO, HMR-161, Korea. |
| 3/53-6/55 | Exec MCAS Kaneohe Bay, HI. |
| 8/55-6/56 | Air War College, Maxwell AFB - Student. |
| 7/56-7/58 | CO, MARTD Dallas, TX. |
| 8/58-6/61 | Assistant Chief of Staff, G-2 and Assistant G-2, Headquarters Marine Corps. |
| 8/61-2/62 | CO MAG-16, MCAS Futema, Okinawa. |
| 2/62-4/62 | Deputy Chief of Staff, Command, FMAW. |
| 4/62-7/62 | CTU 79.3.5, Soc Trang, Vietnam. |
| 9/62-7/63 | Pres T&T Bd, MCLFDC, Quantico, VA. |
| 7/63-7/64 | Chief of Staff MCB, Quantico, VA. |
| 7/64-6/65 | Deputy Director MCLFDC, Quantico, VA. |
| 6/30/65 | Retired from active duty. |

## Summary of Significant Career Events

(1) Participation in the Battle of Midway was the high point of my career. However, my greatest achievement had to do with helicopters.

(2) Trained in 1948, by HU-2, and designated Helicopter Pilot #82 in the Naval Service (#15 in the Marine Corps). I was XO and then the 2nd CO of HMX-1,

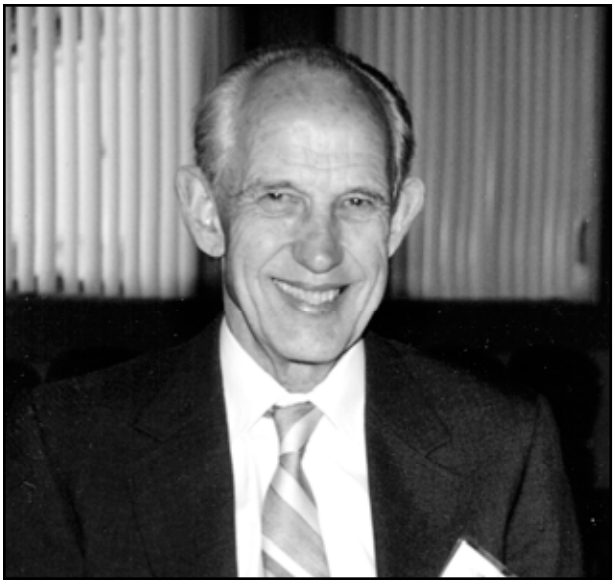
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which was tasked with developing the Tactics and Techniques of military use of the helicopter, particularly troop-carrying transport types. Which it did. The work accomplished by HMX-l was the forerunner of helicopter operations of both the Marine Corps and the Army.

(3) Led the first emplacement/recovery of artillery (4.5in. rockets) by helicopter in actual combat in Korea, 1952.

(4) As Commander, Task Unit 79.3.5 in 1962, took the first Marine Corps unit into South Vietnam to provide airlift for ARVN troops against the Viet Cong.





**Marion E. Carl, Major General, USMC (Ret.)**
"Marion"

Date of Designation: 1 December 1939 NA # 6235
Jet Pilot #34
Marine Helo Pilot #1

Dates of Active Duty: 1 December 1939 - 1 June 1973

Total Flight Hours: 14,000

Combat Tours:
WW II: Midway, Guadalcanal
Korea: Post war duty
Vietnam: Photo-Recon flights and Red China flights in 1955

Aviation Commands:
CO, two Marine fighter squadron, including the first jet squadron.
CO, Photo-recon Squadron.
Marine Aircraft Group
Marine Brigade
Marine Aircraft Wing
Marine Corps Air Bases Eastern Area

Combat Awards:
2 Navy Crosses
4 Legion of Merit
5 Distinguished Flying Crosses
14 Air Medals

## Summary of Significant Career Events

(1) First Marine Corps Ace, Aug. 26, 1942. Destroyed 18 enemy aircraft.

(2) First Marine designated as a helicopter pilot, Jul. 1946.

(3) First Marine to land a jet aboard an aircraft carrier, Nov. 1, 1946.

(4) First pilot in the world to be catapulted in a Jet aircraft (P-80) from the deck of an aircraft carrier.

(5) World Speed Record - 650.7 MPH in Douglas Skystreak, Aug. 25, 1947.

(6) World Altitude Record - 83,235 ft. in Douglas Skystreak, Aug. 21, 1953.

(7) Leader of the first Marine Jet Aerobatics Team, 1948.

(8) Five and one-half years as Test Pilot, four years as Chief Test Pilot, carrier type aircraft, Flight Test Division of Naval Air Test Center, Patuxent River, MD., 1945-47 and 1949-52.

(9) First military pilot to wear a full pressure suit, Aug. 1953.

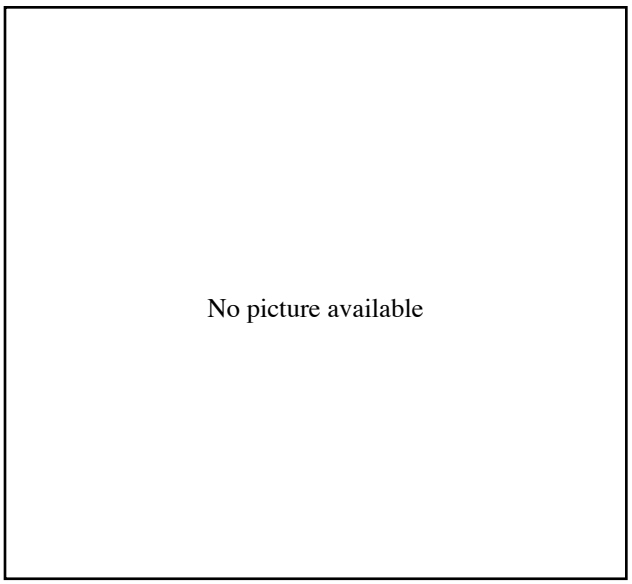
(10) Flew 260 different types and models of aircraft, including single and multi-engine:
- seaplanes,
- (reciprocating) land planes,
- turbo-props,
- jets,
- helicopters,
- transports and rocket powered aircraft.

(11) Flew 30 different experimental (X) aircraft.

(12) First living Marine to be enshrined in the Naval Aviation Hall of Honor, May 8, 1986.

(13) First Marine to be enshrined in the Navy Carrier Aviation Test Pilots Hall of Honor, Oct. 10, 1987.

(14) Received the Octave Chanute Award for notable contributions to the Aeronautical Sciences.




## Henry Francis Carlson, Commander, USN

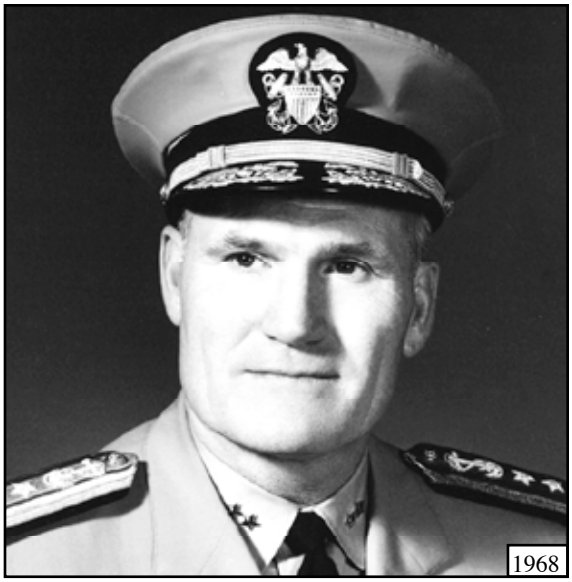
Enrolled in the U. S. Naval Reserves Class 4 in April, 1917, first active duty Philadelphia Navy Yard, in May, 1917. Transferred to Naval Aviation Ground School at MIT, Boston in October, 1917, and later to Pensacola, Florida for flight training. Commissioned Ensign, March, 1918. Served as flight and gunnery instructor at Pensacola during the remainder of World War I. January, 1920, transferred to Atlantic Fleet Air Detachment, USS *Shawmut,* remaining with that activity for the next three and one-half years. In June, 1923, transferred to Naval Air Station, Anacostia as Photographic Officer and test pilot, conducting flight tests in connection with development of power type catapults. August, 1924, transferred to Naval Air Station Pensacola with duties as flight instructor and later In charge of the Photographic School. September, 1927, transferred to USS *Lexington* fitting out at Fore River, Quincy, Mass., serving, onboard that vessel as Photographic Officer and Air Intelligence Officer until July, 1930. Then transferred to Naval Air Station, Coco Solo in Command of Torpedo Squadron THREE, and later in Command of Patrol Squadron TWO which in February, 1932, flew from Coca Solo to San Diego to take part in Fleet Maneuvers. June, 1932, transferred to USS *Indianapolis* fitting out at Camden, New Jersey. Served as Senior Aviator on the *Indianapolis* until June 1934, when transferred to Cruiser Division SIX in command of Scouting Squadron ELEVEN. June, 1935, transferred to Naval Air Station, Pensacola, Florida, serving one year as Executive Officer of Ground School and two years as Officer in Charge of Ground School. June, 1938, transferred to Battleship Division, THREE in Command of Observation Squadron THREE. June, 1939, transferred to Patrol Wing FOUR, Seattle, Washington, in Command Patrol Squadron FORTY-THREE. June, 1940, transferred to Naval Air Station, Pearl Harbor, as Operations Officer.

## Duty Assignment Chronology

Enrolled In Naval Reserve Force May 1917. Commenced aviation training at Ground School, MIT, October 1917 and flight training at Pensacola January 1918. Commissioned Ensign USNRF March, 1918, and served through remainder of World War at Pensacola as flight instructor. Entered regular Navy as Lieutenant (jg) in 1921.

Assignments and duties as follows:

| | |
|---|---|
| 1/20-6/23 | Atlantic Fleet Air Detachment (Pilot and Photographic Officer). |
| 6/23-8/24 | NAS Anacostia (Photographic Officer). |
| 8/24-7/27 | NAS Pensacola (Flight Instructor and in Charge of Photo School). |
| 7/27 -7/30 | USS *Lexington* (Photographic and Air Intelligence Officer). |
| 7/30 -7/31 | NAS Coco Solo, Canal Zone (Operations Officer). |
| 7/31-6/32 | Fleet Air Detachment Coca Solo & NAS, San Diego. (Command, VP2-F). |
| 6/32-6/34 | USS *Indianapolis* (Senior Aviator). |
| 6/34-6/35 | Cruiser Division 6, USS Louisville (Command VS11-S). |
| 6/35-6/38 | NAS Pensacola (XO and Officer-in-Charge, Ground School). |
| 6/38-6/39 | Battleship Division THREE (CO, Observation Squadron THREE). |
| 6/39-6/40 | Patrol Wing FOUR, Seattle, Washington (CO, Patrol Squadron FORTY-THREE). |
| 6/40-?? | NAS Pearl Harbor (Operations Officer). |







**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, Holandia, 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 Se*a (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.

- Continued -

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 mesures 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 multiplace 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 expdite 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 radiman, 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 *Gattling*.

(14) During my last year in service I had the honor to be the Gray Eagle.



**Joseph M. Carson, Rear Admiral, USN**

Joseph Malcolm Carson was born in Enniskillen, Ulster County, Ireland, on June 22, 1901, son of Joseph Lougheed Carson and Mrs. Jeanie McNeal Carson. He attended Front Royal, Virginia High School and the Army-Navy Preparatory School, Washington, D. C., prior to his appointment to the U. S. Naval Academy Annapolis, Maryland, from the Seventh District of Virginia in 1920. As a Midshipman he was a member of the football "B" squad, and the varsity wrestling squad, and won his letter in lacrosse in 1925. Graduated and commissioned Ensign on June 4, 1925, he subsequently attained the rank of Captain, to date from July 20, 1943. He was selected and approved for temporary promotion to the grade of Rear Admiral in the Navy in July 1952, to date from June 1, 1953,

After graduation from the Naval Academy in June 1925, he served successively for two years in the USS *Texas*, USS *Oklahoma* and the USS *Argonne*. In July 1927 he reported to the Naval Air Station, Pensacola, Florida, for flight training, and completing the course was designated Naval Aviator in May 1928. From June of that year until May 1930, he served with Fighting Squadron 3, based on the aircraft carrier Lexington, operating with Aircraft Squadrons, Battle Fleet. He then served for two years in the training division and the year following in the experimental division of the Naval Air Station, Norfolk, Virginia.

In June 1933 he joined Observation Squadron 1, aviation unit of the USS *Texas*, and two years later was transferred to duty with Scouting Squadron 1, based on the USS *Ranger*. Detached from the latter squadron in June 1936, he served for two years at the Naval Air Station, Anacostia, D. C. He returned to sea in June 1938 in command of the USS *Avocet*, and in July 1940 was designated Commander Cruiser Scouting Squadron 4 (and later 5), attached to the USS *Northhampton*.

He assumed command of the Naval Reserve Aviation Base, Anacostia, D. C., in September 1941, and served in that command during the early period of World War II. In May 1943 he joined the USS *Bunker Hill* as Air Officer, and in January 1944 became Executive Officer of that carrier. He is entitled to a facsimile of, and the ribbon for, the Presidential Unit Citation to the USS *Bunker Hill*, awarded for "extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat in the South, Central, Southwest and Western Pacific, from November 11, 1943 to May 11, 1945..."

He was awarded the Bronze Star Medal with Combat "V," and cited in part as follows: "For meritorious service as Air Officer and later as Executive Officer of the USS *Bunker Hill* during operations against enemy Japanese forces in the Pacific Ocean Area from May 25, 1943 to May 1944 ... Participating in strikes against Nauru, the hostile stronghold at Rabaul, and the Japanese base at Kavieng; the siege and capture of the Gilbert Islands; and the capture and occupation of Kwajalein Atoll, Marshall Islands, he skillfully directed air operations with the result that his ship was not damaged during the many Japanese air attacks, while great damage was inflicted on the enemy by the *Bunker Hill* aircraft in the air, ashore and afloat..."

Detached from the *Bunker Hill* in May 1944, he reported for duty on the staff of Commander Carrier Division 22, USS *Sangamon* flagship. He was awarded the Navy Cross "For extraordinary heroism as Chief of Staff for Carrier Task Group 77.4 in action against enemy Japanese forces in the Battle for Leyte Gulf, on October 24, 1944..." The citation continues: "An alert and aggressive leader, Captain Carson zealously directed complex operations against the enemy in the face of constant attack from hostile aircraft, thereby contributing to the destruction of a large portion of the enemy force. His cool courage, inspiring leadership and unwavering devotion to duty under fire were important factors in the success of a vital mission..."

He is also entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the USS *Sangamon*.

He assumed command in January 1945 of the Naval Air Station, Glenview, Illinois, with additional duty with the Naval Air Bases, Ninth Naval District. Detached two years later, he went to sea in April 1947 in command of the USS *Salerno Bay*, and in September of that year was transferred to command of the USS *Mindoro*. On May 20, 1948 he was ordered to duty as Chief of Staff and Aide to Commander Carrier Division One. After a year in that duty, including a Mediterranean cruise, he was detached to report to the office of the Chief of Naval Operations, Navy Department, Washington, D. C., and soon thereafter assumed command

- Continued -

of Fleet Air Wing 6. He received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Commander Naval Forces, Far East, as follows:

"For outstanding performance of duty as Commander, Fleet Air Wing 6 from August 29 to October 8, 1950... Assuming command of Fleet Air Wing 6 soon after it was commissioned, Captain Carson quickly and efficiently brought its staff to a high degree of competency and so coordinated and directed the training and operations of these squadrons and ships under his control that they were able to carry out their missions with increasing success...During the course of naval operations taking place in conjunction with the Korean War, especially in connection with the Inchon landing, squadrons under his command rendered invaluable service in antisubmarine patrol, anti-mine patrol, and search and rescue missions..."

In October 1950 he assumed comma-ad of the USS *Valley Forge*, and for "exceptionally meritorious conduct in the performance of outstanding service as Commanding Officer (of that aircraft carrier) during operations against the enemy in the Korean Theater from October 10, 1950 until March 22, 1951..." he was awarded the Legion of Merit with Combat "V."

In August 1951 he assumed command of the Naval Air Station, Memphis, Tennessee, and remained there until February 1953, when he reported as Commander Fleet Air, Japan, with additional duty from July 9, 1953 in command of Naval Air Bases, Japan. On November 26, 1954 he became Commander Fleet Air, Western Pacific, with additional duty as Commander Fleet Air, Japan, and Commander Naval Air Bases, Japan.

"For exceptionally meritorious conduct...as Commander Fleet Air Japan from February 9, 1933 to March 4, 1955, and as Commander Naval Air Bases, Japan, from July 8, 1953 to March 4, 1955..."he was awarded a Gold Star in lieu of the Second Legion of Merit. The citation continues in part:

"Exercising outstanding leadership and foresightedness throughout, Rear Admiral Carson discharged his many responsibilities with sound judgement and skillfully directed the support operations which kept the naval air forces in action against the enemy during the latter part of the Korean conflict and in instant readiness during the uneasy period after the signing of the truce agreement. In executing his command functions, he displayed professional acumen and expertness in all fields of naval warfare. By his tireless devotion to the fulfillment of exacting assignments, Rear Admiral Carson contributed materially to the success of the United States naval operations in the Far East..."


1944


1969

## George L. Cassell, Rear Admiral, USN (Ret.)

"George"

Date of Designation: 14 March 1942 NA # 11262

Dates of Active Duty: 21 July 1941 - 1 September 1977

Total Flight Hours: 8,500

Carrier/Ship Landings: Fixed wing: 226

Approximate Flight Hours:
Jet: 2,600 Prop: 5,900 VF/VA: 2,200
Other: 8,200 (Commercial, company and personal aircraft)

Combat Tours:
WW II: Night Fighter with VF-3, USS *Yorktown* (CV-10) 1944 - 1945. (Philippines, Formosa, Japan, Okinawa). Combat missions - 43.
Korea: USS *Bairoko* (CVE-115), Navigator.
Vietnam: CO, USS *Coral Sea* (CVA-43)

Aviation Commands:
CO, VA-126 (F7U-3 Cutlass), 1956 - 1957
CO, USS *Nitro* (AE-23), 1963 - 1964
CO, USS *Coral Sea* (CVA-43) 1965 - 1966
ComASWGrp 1, 1971
ComASWGrp 4, 1972 - 1973
ComFair Quonset, 1973 - 1974

Combat Awards:
Distinguished Flying Cross
Legion of Merit with Combat "V" as CO, USS *Coral Sea* (Vietnam)

### Duty Assignment Chronology

| | |
|---|---|
| 7/41-3/42 | Flight Training (NRAB Dallas & NAS Pensacola). |
| 4/42-12/43 | NAS Dallas (Primary Flight Instructor and Operations pilot) |
| 1/44-4/44 | NAS Vero Beach (VF and VFN operational training). |
| 5/44-7/44 | VFN-105, NAAF Charlestown, R.I. |
| 9/44-10/44 | VF-3, NAS Barbers Point & NAS Kalulhui. |
| 10/44-4/45 | VF-3, USS *Yorktown* (CV-10). |
| 5/45-8/46 | VF-3, NAS Atlantic City & NAS Oceana, VA. |
| 9/46-12/47 | NAS San Juan, P.R. (Operations Department). |
| 1/48-12/48 | General Line School, Monterey, CA. (Student) |
| 1/49-7/50 | NAAS Cabaniss Field, TX (Operations Officer). |
| 8/50-3/52 | Navigator, USS *Bairoko* (CVE-115). |
| 4/52-6/53 | VX-5, NAS Moffett Field, CA. |
| 7/53-7/55 | Office of Chief of Naval Operations (Op-33). |
| 8/55-1/56 | Armed Forces Staff College, Norfolk,VA. (Student). |
| 2/56-6/57 | CO, VA-126, NAS Miramar, CA. |
| 7/57-7/59 | ComNavAirPac (FairSanDiego carrier training). |
| 8/59-5/61 | Operations Officer, USS *Ticonderoga* (CVA-14). |
| 6/61-11/63 | Office of Chief of Naval Operations, Op-05W. |
| 12/63-11/64 | CO, USS *Nitro* (AE-23). |
| 1/65-2/66 | CO, USS *Coral Sea* (CVA-43). |
| 4/66-11/68 | CINCPACFLT {Staff, Ops Officer). |
| 12/68-9/71 | Deputy Commander, Striking Force South, Naples, Italy. |
| 10/71-2/72 | Commander, ASWGru Two, USS *Was*p (CVS-18). |
| 2/72-11/72 | Commander, ASWGru Four, USS *Intrepid* (CVS-11). |
| 11/72-3/74 | Commander Fleet Air Quonset. |
| 3/74-7/l74 | Commander Sea Based ASW Forces Lant Flt. |
| 7/74-4/77 | Commandant Eighth Naval District., New Orleans, LA. |
| 4/77-9/77 | Office of Chief of Naval Operations (Op-02). |
| 9/1/77 | Retired from active duty. |

George L.Cassell was born in Dallas, Texas on 3 June 1918 the son of Percy and Grace Cassell. He graduated from Southern Methodist University with the class of 1941 and

- Continued -

Duty Assignment Chronology continued
received a Bachelor of Business Administration degree. He enlisted in the U. S. Naval Reserve in July of 1941 and received flight training at Pensacola, Florida where he wonhis "Wings of Gold" in March 1942. He was promoted to Rear Admiral on 1 July 1969. He was the "Gray Eagle" of Naval Aviation—the naval aviator who has been a designated pilot the longest of any aviator on active duty—at the time of his retirement in September 1977.

Admiral Cassell has had a variety of assignments in squadrons, ships and shore bases. During WW II he flew from the aircraft carrier USS *Yorktown* (CV-10) attached to Fighting Squadron Three. At the time he was was among the first carrier based night fighter pilots flying the F6F Hellcat.

After World War II he received postgraduate training at the General Line School, Monterey, California and the Armed Forces Staff College, Norfolk, Virginia. He commanded Attack Squadron 126, the USS *Nitro* (AE-23) and the USS *Coral Sea* (CVA-43). He had duty on the staff of Commander Naval Air Force Pacific, the staff of the Office of the Chief of Naval Operations and the staff of the Commander in Chief, U.S. Pacific Fleet. In 1968, he was selected for flag rank and assigned as the Deputy Commander Naval Striking and Support Forces, Southern Europe in Naples, Italy. In October 1971, he commanded Antisubmarine Warfare Group Two on board USS *Wasp* (CVS-18) and later Antisubmarine Warfare Group Four on board USS *Intrepid* (CVS-11). He then became Commander Fleet Air Quonset Point and Commander Hunter Killer Force, Atlantic Fleet.

His next and final duty was Commandant Eighth Naval District, New Orleans, Louisiana. The Eighth Naval District was comprised of five states and as commandant he exercised command over specified activities and area coordination over all shore activities within the geographical limits of Texas, Arkansas, Oklahoma, New Mexico and Louisiana. After temporary assignment to the Office of the Chief of Naval Operations, he retired on 1 September 1977.

His awards include the Distinguished Service Medal, four Legions of Merit, one with the Combat V, The Distinguished Flying Cross for heroism and extraordinary achievement against enemy Japanese forces, the Presidential Unit Citation, the Navy Unit Commendation and and other campaign and service awards.

## Summary of Significant Career Events

(1) One of the early carrier based night fighter pilots. Helped develop tactics and shipboard lighting.

(2) While a member of VX-5 in1953-55, participated in the development of day and night delivery tactics of special weapons by light carrier based aircraft.

(3) As CO, USS *Coral Sea* during 1965, was the first carrier to launch 10,000 sorties in combat. Also longest deployment since WW II, eleven months.

(4) Gray Eagle, 1977.

**Family**

Admiral Cassell is married to the former Ellen Yates of Dallas, Texas and they have two daughters and three grandchildren.



**Thomas H. Chapman, Commander, USNR**
(Naval Aviator Number 249)

Landing a World War I vintage "flying Jenny" atop a hangar does not make for longevity, but Cmdr. Thomas H. Chapman, 70, USNR is living proof that it can (or could) be done. And because he has reached "three score and ten" Chapman, one of the Navy's pioneering pilots, is retiring today from his post as chief of a materiel inspection group in the Federal Aviation Agency's Bureau of Facilities and Materiel. Chapman, who was designated in 1918 as U. S. Naval Aviator No. 249, staged his hangar-top landing at a British Royal Flying Corps school in Ontario, Canada, while he was a cadet there in 1917. One of his four Navy class was the late Defense Secretary James V. Forrestal. Chapman's Jenny ran out of gas while he was on a sofa training mission and he had to settle for the hangar top when he could not make it back to the field. "The instructors were not so concerned about that, but they confined me to my barracks for impersonating an Army flier," Chapman said with a laugh. He explained that after the Army heard how the British were training Navy fliers 20 Army cadets were sent to Canada to win their wings. Chapman became interested in aviation just after the turn of the century. He recalls seeing the Wright Brothers make demonstration flights in their flying machine for the Army at Fort Myer about 1908. A veteran of more than 40 years of Government service including active duty in both World Wars—Chapman began his work in Civil Aviation as Airways Extension Superintendent in the Commerce Department's Bureau of Lighthouses in 1927.






## Pierre N. Charbonnet, Jr., VADM, USN (Ret.)

"Pierre"

Date of Designation: 10 March 1944 NA # P-10675

Dates of Active Duty: 7 February 1941 - 1 September 1978

Total Flight Hours: 6,780* ( * is approximate)

Carrier/Ship Landings: Fixed wing: 463*

Approximate Flight Hours:
Jet: 1,423 Prop: 3,741 VF/VA: 2,250
VT: 750 Other: 1,616 (T-39)

Combat Tours:
WW II: USS *Augusta* (CA-31), Ships Company, Dec. 1941 - Jun. 1942. Atlantic campaigns.
WW II: USS *New Orleans* (CA-32), Ships Company, Oct. 1942 - Jul. 1943. Southwest Pacific campaigns.
WW II: VF-24, Jun. 1944 - Aug. 1945. Okinawa and other Pacific campaigns.

Aviation Commands:
CO, VF-24, Jun. 1944 - Aug. 1945
CO, VBF-82, 16 May 1946 - Aug. 1946
CO, VF-18A, Aug. 1946 - Feb. 1948
Commander, CAG-8, Apr. 1955 - Sep. 1956
CO, USS *Coral Sea* (CVA-43), Dec. 1963 - Jan. 1965
Commander CARDIV 6, May 1968 - Aug. 1969
Commander, Fleet Air Mediterranean, Mar. 1971- Aug. 74

Combat Awards:
4 Legion of Merit
3 Distinguished Flying Crosses
7 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 6/37-2/41 | Midshipman, U. S. Naval Academy. |
| 2/41-7/42 | USS *Augusta* (CA-31), Watch & Division Officer, Turret Officer - Atlantic. |
| 9/42-7/43 | USS *New Orleans* (CA-32), Watch & Division Officer, Main Battery Spotter - Pacific. |
| 7/43-10/43 | NAS, Dallas, TX (Instruction). |
| 10/43-3/44 | NAS, Pensacola, FL (Flight training). |
| 3/44-6/44 | NAS Melbourne FL., (Operational flight training). |
| 6/44-8/45 | CO, Fighting Squadron 24. |
| 8/45-11/45 | Staff, Commander Fleet Air, West Coast. |
| 11/45-5/46 | XO, Bombing Fighting Squadron 17. |
| 5/46-8/46 | CO, Bombing Fighting Squadron 82. |
| 8/46-2/48 | CO, Fighting Squadron 18A. |
| 2/48-1/51 | NAS, Pensacola, FL. (Assistant O-in-C of Instructor Basic Training Unit). |
| 2/51-3/51 | NAAS Whiting Field, Milton, FL (Instruction) |
| 3/51-1/53 | XO, Air Development Squadron THREE. |
| 1/53-7/53 | Test Pilot Training Division, NATC, Patuxent River, MD (Instruction). |
| 8/53-4/55 | Tactical Test Division, NATC Patuxent River, MD (Head, Carrier Branch). |
| 4/55-9/56 | Commander, Carrier Air Group EIGHT. |
| 9/56-5/58 | Staff, Commander Air Force, U. S. Atlantic Fleet (Air Group Training Officer). |
| 5/58-7/59 | XO, USS *Forrestal* (CVA-59). |
| 7/59-6/60 | National War College (Student). |
| 6/60-9/62 | Office of CNO (Head, Planning Requirements Branch, Aviation Plans Division). |
| 9/62-8/63 | CO, USS *Marias* (AO-57). |
| 8/63-12/63 | Harvard University, Cambridge, MA. Advanced Management Program student. |
| 12/63-1/65 | CO, USS *Coral Sea* (CVA-43). |
| 1/65-11/65 | Commander Carrier Division SEVEN (Chief of Staff and Aide). |
| 11/65-5/68 | Commandant, EIGHTH Naval District. |
| 5/68-8/69 | Commander, Carrier Division SIX. |

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Duty Assignment Chronology continued

| | |
|---|---|
| 8/69-3/71 | Office of CNO (Director, Fleet Operations Division). |
| 3/71-8/74 | Commander, Fleet Air Mediterranean/ADDU: as Commander, Antisubmarine Warfare Force, U. S. SIXTH Fleet/Commander, Maritime Air Forces Mediterranean. |
| 8/74-8/78 | Chief of Naval Reserve/ADDU: Director of Naval Reserve (OP-09R); Commander Naval Air Reserve Forces since July 1975, and Commandant Eighth Naval District since April 1977. |
| 9/1/78 | Retired from active duty. |

**Naval Service and Promotions**:

| | |
|---|---|
| 6/30/37 | Midshipman, U. S. Naval Academy |
| 2/7/41 | Commissioned Ensign |
| 6/15/42 | Lieutenant (junior grade) |
| 12/1/42 | Lieutenant |
| 7/20/45 | Lieutenant Commander |
| 7/1/51 | Commander |
| 7/1/59 | Captain |
| 10/11/66 | Rear Admiral |
| 8/21/74 | Vice Admiral |

**Family:**

Admiral Charbonnet is married to the former Mary Dutton of Annapolis, Maryland and Upperville, Virginia. They presently reside in Pensacola, Florida. They have five children; daughters Hildegarde Charbonnet Leffen, Louise Charbonnet McIver (deceased), Michelle Charbonnet Tompkins, and Suzanne Charbonnet Benefield, and son Pierre N. Charbonnet III. To date there are eight grandchildren and three great grandchildren.

## Summary of Significant Career Events

(1) Member 4-Cs Club (Having flown Corsair I, Cutlass, Crusader and Corsair II).

(2) As CAG-8, made first deployment in F7U-3M.

(3) Arthur Godfreys flight instructor.

(4) Leader in low level bombing tactics for atomic weapons delivery.

(5) Participation in TACAN procedure development.

(6) Significant participation in development of all-weather carrier approach tactics and in ZUNI rocket tactics.

(7) Made milestone landings on USS *Forrestal* and *Coral Sea*, earning him a blue and gold rocker chair complete with relief tube.

(8) As Air Group Commander on USS *Santee* during the 1944 Okinawa invasion, the Air Group flew 2,902 sorties comprising 9,535 hours against enemy planes and airfields.





## John S. Christiansen, RADM., USN (Ret.)

Date of Designation: 13 June 1943

Dates of Active Duty: 25 February 1941 - 1 September 1946. and 1 February 1951 - 1 June1975.

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 600

Approximate Flight Hours:
Jet: 4,000 Prop: 2,000 VF/VA: 6,000

Combat Tours:
WW II: VF-16 and VBF-16, Nov. 1943 - Aug. 1944 and Oct. 1944 - Nov. 1945, Marianas Turkey Shoot, Palau, Hollandia, Truk, and Tokyo.

Aviation Commands:
CO, VF-11, Jun. 1958 - Feb. 1959.
CO, VF-32, Feb. 1960 - Oct. 1961.
CAG-6, Nov. 1963 - Jul. 1964.
Readiness Attack Carrier Air Wing-4, Jun. 1965 - Jul.1967.
CO, USS *Tappahanock* (AO-43), Jul. 1967 - Aug. 1968.
CO, USS *Constellation* (CVA-64, Aug. 1968 - Jan. 1970.
COMCARDIV SEVEN, Feb. 1972 - Apr. 1973.

Combat Awards:
Navy Cross
Distinguished Flying Cross
8 Air Medals
2 Legion of Merit

### Duty Assignment Chronology

| | |
|---|---|
| 1941 | Entered U. S. Navy. |
| 1943 | Designated Naval Aviator and commissioned Ensign, USNR. |
| 1943-45 | VF-16 and VBF-16. Participated in Marianas Turkey Shoot, the attack on Palau, Hollandia, Truk and Tokyo in the Pacific theatre. |
| 1945-46 | Naval Air Training Command, Kingsville, TX. - Instructor. |
| 1946 | Released from active duty. Attended Florida Southern College and Stetson University, obtaining LLB (law) degree. Admitted to Florida Bar in 1950. |
| 1951-53 | Recalled to active duty during the Korean conflict and served with VF-742. |
| 1953-55 | Transferred to the Bureau of Aeronautics at Dallas, Texas, as a flight test officer. |
| 1955-56 | Line School, U. S. Naval Postgraduate School, Monterey, California. |
| 1956-58 | VX-4. Made a WESTPAC deployment with four F7U-3M's (Cutlasses) aboard USS *Shangri La*. |
| 1958 | Armed Forces Staff College, Norfolk, VA. |
| 6/58-2/59 | CO, VF-11. VF-11 decommissioned in 1959. |
| 2/60-10/61 | CO, VF-32. |
| 10/61-1/63 | Legal Assistant to Deputy Chief of Naval Operations (Air). |
| 1/63-7/64 | Commander Air Wing SIX. |
| 6/65-7/67 | Commander, Readiness Attack Carrier Air Wing FOUR. |
| 7/67-8/68 | CO, USS *Tappahanock* (AO-43). |
| 8/68-1/70 | CO, USS *Constellation* (CVA-64). |
| 1/70-2/71 | OPNAV, Director, Aviation Plans and Programs (OP-508). |
| 2/71-2/72 | Deputy Director of Operations, National Military Command Center, Pentagon. |
| 2/72-4/73 | Commander, Carrier Division SEVEN. |
| 4/73-7/75 | Assistant Deputy Chief of Naval Air Warfare (OP-05B). |
| 7/75 | Retired from active duty. |
| 1/76 | Grumman Aerospace Corporation, Special Assistant to President and Chairman. Subsequently promoted to Vice President and ran the Field Service Division. |

Family
He is married to the former Clare Demaline of Cleveland, Ohio.



**Thomas A. Christopher, Rear Admiral, USN**

Thomas Aloysius Christopher was born in Perth Amboy, New Jersey on May 24, 1911, son of Thomas A. and Estelle L. (Rankin) Christopher. He attended high school in Perth Amboy and the Cochran-Bryan Preparatory School, Annapolis, Maryland, before entering the U. S. Naval Academy on appointment from the Third Congressional District of New Jersey in 1929. He graduated and was commissioned Ensign on June 1, 1933. His date of rank as Rear Admiral is July 1, 1961.

Following graduation from the Naval Academy in 1933, he had two years duty in the cruiser *Memphis* and in June 1935 reported for flight training at the Naval Air Station Pensacola, Florida and was designated Naval Aviator on June 12, 1936. While he was assigned to Scouting Squadron ELEVEN-S, his unit was embarked on the USS *Indianapolis* and participated in the Presidential good-will tour to South America in the Fall of 1936. In June 1938 he transferred to the USS *Langley* for duty with patrol Squadron ELEVEN based at San Diego and participated in operations in Alaska, Panama Canal, Puerto Rico and Norfolk. In July 1939 he was assigned to Patrol Squadron FOUR (redesignated Patrol Squadron TWENTY-TWO); based on Pearl Harbor, Territory of Hawaii.

In May 1941 he joined Patrol Squadron TWENTY-ONE (at Pearl Harbor) and was stationed at the Advanced Base on Midway Island when that island was attacked by the Japanese on December 7, 1941. His wife was living on Ford Island that fateful day and as a nurse, joined the many others in rendering aid to the survivors of the attack. Patrol Squadron TWENTY-ONE was deployed to Perth, Australia in March 1942, where, with the remnants of Patrol Wing TEN evacuated from the Philippines and Patrol Squadron TWENTY-TWO it was reorganized as Patrol Squadron ONE HUNDRED ONE.

Between April and September 1942 he was Executive Officer of Headquarters Squadron TEN, based on Perth, Australia, after which he commanded the seaplane tender USS *Childs*. In October 1943 he reported as Operations Officer on the Staff of Deputy Commander Fleet Air Wing TEN and two months later became Commanding Officer of Patrol Squadron THIRTY-FOUR. Under his command that squadron participated in "Black Cat" operations and in search and rescue missions for the FIFTH Air Force in the New Guinea and Bismarck Sea areas. He was awarded the Navy Cross and a Gold Star in lieu of a Second Navy Cross and cited in part as follows:

Navy Cross: "For extraordinary heroism as Commander of a PBY-5 aircraft during action against enemy Japanese forces in the Bismarck sea on the nights of December 31, 1943 and January 22, 1944. Operating in the vicinity of strongly defended Japanese bases, Commander Christopher pressed home close range attacks, flying in at extremely low level and striking fiercely. Despite adverse weather conditions, enemy aircraft and heavy, accurate anti-aircraft fire which damaged his plane on both occasions, he succeeded in inflicting serious damage on two Japanese warships..."

Gold Star in lieu of the second Navy Cross: "For extraordinary heroism as Commander of a flight of five PBY-5 planes during action against enemy Japanese forces in the Bismarck Sea Area, January 15, 1944. Locating a large, strongly escorted enemy convoy, Commander Christopher pressed home a masthead attack at extremely close range, inflicting extensive damage an the enemy vessels. Braving intense heavy and light anti-aircraft fire, as well as enemy aerial opposition in the vicinity, he brought his flight in low over the convoy and personally destroyed one 6,800 ton merchantman while the remainder of his flight destroyed two more. By his bold tactics and daring leadership, he contributed immeasurably to the success of the mission and to the ultimate destruction of vital Japanese shipping in the area..."

He was awarded the Air Medal and Gold Stars in lieu of the Second and Third Air Medals for completing missions in the Pacific war area and is entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded Patrol Squadron THIRTY-FOUR.

He was assigned to the Office of the Deputy Chief of Naval Operations (Air), Navy Department, where he served in the Aviation Flight Division from June 1944 until September 1945 when he was ordered to fitting out duty in the escort carrier *Palau* and became Executive Officer upon her commissioning. Detached from that escort carrier in October 1947, he next reported as Operations Officer at the Naval Air Station, San Diego, California, where he remained until July 1950. He then reported to the Commander Fleet Air Wings, Pacific, at Whidbey Island and was assigned as Officer-in-Charge, Fleet Air Detachment, Seattle, Washington. In February 1951 he joined the USS *Princeton* in the Far East as Executive Officer.

He received a Letter of Commendation with authorization to wear the Commendation Ribbon and Combat "V" from the Commander SEVENTH Fleet "for meritorious

- Continued -

achievement as the Executive Officer of the USS *Princeton* during the sustained operational activities of that vessel as flagship of Commander Carrier Division FIVE and Commander Task Force SEVENTY-SEVEN against the enemy North Korean and Chinese Communist Forces from June 1 to August 15, 1951." He is also entitled to the Ribbon for, and a, facsimile of the Navy Unit Commendation awarded the USS *Princeton*.

He was Head of the Distribution Detail Section, Aviation Personnel Division in the Office of the Chief of Naval Operations from January 1952 until July 1954, after which he was a student at the Naval War College, Newport, Rhode Island. Completing the course there in June 1955, he then joined the Staff of the Supreme Allied Commander, Atlantic and in November 1957 assumed command of the attack aircraft carrier *Essex*. During his command of *Essex*, planes from his ship spearheaded the U. S. Peace Force Landings in Beirut, Lebanon) beginning July 13, 1956. In late August the ship was suddenly ordered to the Far East and after transiting the Suez Canal, the ship joined the U. S. SEVENTH Fleet off Formosa in September. Relieved there, *Essex* came home by way of Capetown, South Africa and arrived in Mayport, Florida, November 17. Under his command the warship steamed nearly 75,000 miles, or three times around the world at the Equator. He was relieved at Mayport on November 18, 1958. From the *Essex* he returned to the Navy Department for a tour of duty in the Bureau of Naval Personnel as Director, Recruiting Division.

Detached from the Bureau of Naval personnel on October 6, 1961, he assumed the duties of Commander Carrier Division SEVENTEEN on November 6, 1961 in the rank of Rear Admiral. On December 5, 1962 he reported as Commander Naval Forces, Marianas, with additional duty as CINCPAC Representative, Marianas-Bonin. In December 1964 he became Commander Key West Force, with additional duty as Commander Naval Base, Key West, Florida; Commander Fleet Air) Key West; and Commander Naval Air Bases, Key West. He was relieved of the latter duty upon the disestablishment of that command of January 1, 1965. He was Navy Deputy to the Department of Defense Manager for Manned Space Flight Support Operations, headquartered in Norfolk, Virginia from May 1967 until relieved of active duty pending his retirement, effective August 1, 1968. He was awarded the Legion of Merit.

In addition to the Navy Cross with Gold Star, the Legion of Merit the Air Medal with two Gold stars, the Commendation Ribbon the Presidential Unit Citation Ribbon, and the Navy Unit Commendation Ribbon, Rear Admiral Christopher has the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Campaign Medal with four stars; the World War II Victory Medal; the Navy Occupation Service Medal; the National Defense Service Medal with bronze star; the Korean Service Medal; the United Nations Service Medal and the Armed Forces Expeditionary Medal (Lebanon). He also has the Korean Presidential Unit Citation Badge.

He was married to the former Catherine Anne Coleman of Bremerton, Washington and they had five children.

## Duty Assignment Chronology

| | |
|---|---|
| 24 MAY 1911 | Born in Perth Amboy, New Jersey |
| 17 JUN 1929 | Midshipman, U. S. Naval Academy |
| 1 JUN 1933 | Ensign |
| I JUN 1936 | Lieutenant (junior grade) |
| 1 APR 1941 | Lieutenant |
| 1 OCT 1942 | Lieutenant Commander |
| 1 JAN 1944 | Commander |
| 1 MAR 1952 | Captain |
| 1 1961 | Rear Admiral |
| 1 OCT 1966 | Entered Upper Half of List of Rear Admirals |

| | |
|---|---|
| 6/33-6/35 | USS *Memphis* (CL-13) (Assistant Navigator). |
| 6/35-7/36 | NAS, Pensacola, Florida (Instruction). |
| 7/36-6/38 | USS *Indianapolis* (CA-35). |
| 6/38-6/39 | Patrol Squadron ELEVEN. |
| 6/39-3/42 | Patrol Squadron 22. |
| 3/42-11/43 | Patrol Squadron 101 (Executive Officer). |
| 11/42-9/43 | CO, USS *Childs* (AVD-1) |
| 9/43-12/43 | Staff, Commander Fleet Air Wing TEN (Operations Officer). |
| 12/43-5/44 | CO, Patrol Squadron 34. |
| 5/44-9/45 | OPNAV, Washington, D. C. (Ass't to Head of Flight Safety Section for Air-Sea Rescue). |
| 9/45-1/46 | U. S. Naval Barracks, Tacoma, Wash. (CFO USS *Palau* (CVE-122). |
| 1/46-10/47 | USS *Palau* (CVE-122) (Executive Officer). |
| 10/47-7/50 | NAS, San Diego, CA. (Operations Officer). |
| 7/50-1/51 | Staff, COMFAIRWINGSPAC (OinC, Fleet Air Detachment NAS, Seattle, Washington). |
| 1/51-1/52 | USS *Princetown* (CV-37) (Executive Officer). |
| 1/52-7/54 | Office of CNO, (Head, Aviation Distribution Detail Section). |
| 7/54-6/55 | Naval War College (Student). |
| 6/55-10/57 | Staff, Supreme Allied Commander Atlantic (Director, Operations and Training). |
| 10/57-11/58 | CO, USS *Essex* (CVA-9) |
| 11/58-10/61 | Bureau of Naval Personnel, Wash., D. C. (Director, Recruiting Division). |
| 10/61-12/62 | Commander, Carrier, Division SEVENTEEN |
| 12/62-11/64 | Commander, Naval Forces, Marianas -ADDU: CINPAC Representative, Marianas-Bonin Area |
| 11/64-5/67 | Commander, Key West Force (ADDU: Commander, Naval Base, Key West/ Commander, Fleet Air, Key West). |
| 5/67-?? | DOD Manager for Space Flight Support Operations, Andrews AFB, Washington, D. C. (Navy Deputy, DOD Manager for Space Flight Support Operations). |

**SPECIAL QUALIFICATIONS**

Designated Naval Aviator HTA 24 June 1935
Graduate of Naval War College (1955)
Language Qualifications,. French (knowledge)




## Archie J. Clapp, Colonel, USMC (Ret)

"Archie"

Date of Designation: 5 July 1943

Dates of Active Duty: 26 August 1940-1 August 1969

Total Flight Hours: 5,224

Carrier/Ship Landings: Fixed wing: 271 Helo 59

Approximate Flight Hours:
Jet: 117 Prop: 3,492 VF/VA: 1,639 VR:1,323
HR:1,612 VT: 650

Combat Tours:

| | |
|---|---|
| WW II: | 01/45-/06/45, *USS Bennington* in Central Pacific, (F4U) 52 Misssions, 3 1/2 Air Combat Victories. |
| Korean war: | 10/52-3/53, (HRS), 45 Missions. 4/53-6/53, (AD), 15 Missions. |
| Vietnam: | 4/62-8/62, (HUS), 79 Combat Missions. |

Aviation Commands:
CO, HqSqdn, Aug 1953 - Jun 1954.
CO, HMM 362, Jul 1960 - Aug 1962.

Combat Awards:
2 Legions of Merit (One with V for valor).
3 DFCs
9 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 8/43-1/44 | MCAS Santa Barbara, Student (TBF), (TBM). |
| 2/44-12/44 | VMF-123, MCAS Santa Barbara (F4U). |
| 1/45-6/45 | VMF-123, *USS Bennington,* Sqd. Pilot (F4U). |
| 1/46-4/46 | VMF-114, Cherry Point, Sqd. Pilot, (F4U). |
| 5/46-9/46 | VMF-114, *USS Salerno Bay,* Sqd, Pilot (F4U). |
| 10/46-3/47 | VMF-114, Cherry Point, Sqd. Pilot (F4U). |
| 4/47-8/48 | Fighter Training Unit, Instructor, (F4U). |
| 9/47-6/48 | Amphious Warfare School, Student, (SNJ). |
| 7/49-2/51 | VMF-224, Sqd. Pilot, (F4Uto F2H). |




| | |
|---|---|
| 3/51-9/52 | HMX, Quantico VA. Student, Instructor, Proj. Officer, (HTL), (HRP), (HO4S), (HRS). |
| 10/52-3/53 | HMR-161 Adjutant, (HRS). |
| 3/53-6/53 | VMCJ-1, Operations Officer, (AD). |
| 7/53-6/54 | CO HqSqd., MCAS Miami, (SNB), (HO5S). |
| 7/54-10/56 | Marine Corps Development Center, Quantico, VA. Helicopter Project Officer, (SNB) |
| 11/56-8/59 | HQMC, Ass't Sec'y of Gen Staff.(SNB), (SNJ). |
| 9/59-6/60 | Univ. Md. College Park, Student.(SNB). |
| 7/60-7/61 | MCAF Santa, Okinawa,*USS Princeton,* Soc Trang, South Vietnam, Commanding Officer (HUS). |
| 9/62-5/64 | MARTD, Minneapolis, MN., Executive Officer, (HSS/(HUS), (R4-Q-2 (C-119). |
| 6/64-6/65 | US Army War College,Carlile PA. Student (U-6A-DeHavilland Otter). |
| 7/65-6/66 | HQMC, Head of Officer Personnel Procurement, (T-28), (U-11- Piper Aztec). |
| 7/66-8/69 | JCS, J-5 Division, Strategic Planner, (T-28), (U-11). |

### Summary of Significant Career Events

Archie Clapp was born in Greensboro, North Carolina on August 30, 1923. When he was still an infant his family moved to Miami, Florida for his father to become involved in the 1920's building boom there. That was where he subsequently spent his childhood.

Clapp earned his Naval Aviator wings and Marine second lieutenant bars in 1943 through U. S. Naval Flight Training at Pensacola, Florida.

He holds a BS degree from the University of Maryland and MS degree in International Affairs from the George Washington University. He also graduated from Marine Amphibious Warfare School in Quantico, Virginia; School of Naval Justice in Newport, Rhode Island and U. S. Army War College in Carlisle, Pensylvania.

- Continued -

Summary of Significant Career Events continued

During World War II Clapp was a pilot in VMF-123 (Marine Fighter Squadron 123) flying from the deck of *USS Bennington* (CV- 20). In that capacity, he participated in the first aircraft carrier strikes against the Japanese homeland, as well as taking part in the Iwo Jima and Okinawa campaigns. He downed 3 1/2 enemy aircraft during that time.

In 1949, Clapp became one of the earliest Marine jet fighter pilots. He then also became one of the initial Marine helicopter pilots in 1951. Upon receiving his helicopter pilot designation, he was assigned to HMX-1 (Marine Experimental Helicopter Squadron One), where he engaged in development work for the emerging helicopter component of Marine Corps aviation.

During the Korean War, he flew transport helicopters for half his tour, which was the first use of transport helicopters in a combat environment. He then flew fixed-wing electronic counter- measures missions during the other half of his tour.

Clapp commanded the first Marine operational unit committed to what grew into the Vietnam War. In 1962, the transport helicopter squadron Clapp was commanding (HMM-362) was aboard *USS Princeton* (LPH-5) as the air component of the 7th Fleet Ready Group. The mission of that group was to stand ready to land the embarked Marine Air/Ground Team anywhere in the Far East, if and when needed, to protect American lives or other interests.

It was at that time the decision was made to deploy a Marine helicopter unit to South Vietnam to assist that government in its counter-guerrilla struggle with the communist Viet Cong. HMM-362 was selected for that task. As a result, this deployment turned out to be the initial Marine Corps' commitment to its long-term engagement in that country.

Many of the tactical procedures developed and recorded by Clapp and his squadron (which the media referred to as ("Archie's Angels") provided the basis of tactical doctrine for the helicopter units which followed them into Vietnam. Some of the procedures are still in use today.

Clapp held a number of command and staff billets during his Marine Corps career, the last being on the staff of the Joint Chiefs of Staff in the Pentagon. He served as a planner in the Strategic Plans & Policies Directorate before retiring from the Marine Corps in 1969 in the rank of Colonel.

Besides receiving unit commendations and campaign medals for his service in three wars, Clapp was individually awarded the Legion of Merit twice (one with "V" for valor attached), the Distinguished Flying Cross three times and nine Air Medals.Upon his retirement from the Marine Corps, Archie Clapp immediately began a second career in the trade association management field. For the first six years of this new career he served on the staff of the American Ordnance Association (later renamed the American Defense Preparedness Association). The mission of that organization is to provide a focal point between the U. S. Defense Establishment and the major Defense contractors.

Then, in 1975, another national trade association was seeking a new CEO through an executive personnel procurement operation. Clapp was selected for that position from a field of candidates. The organization which he then led for the next 23 years was the Wholesale Florists and Florist Suppliers of America (WF&FSA).

WF&FSA is the trade association serving the needs of wholesale distributors., plus the suppliers to those wholesalers, in the floral industry throughout North America. During his tenure, the number of members reached about 1300 companies. Clapp was instrumemtal in expanding the membership to companies overseas, as well as throughout North America.

Clapp also headed the association's wholly-owned subsidiary, WF&FSA Corporation. The major activity of the latter was to annually conduct one of the largest trade shows in the United States (it covered a space about the size of nine football fields laid side by side).

When all segments of the U. S. floral industry (retailers, growers, wholesalers and hardgoods suppliers) decided to launch a national advertising campaign, Clapp was asked to administer it during start-up, along with his WF&FSA duties.

While with WF&FSA, Archie Clapp was also the United States delegate to Union Fleurs, the Europe-based association of national wholesale floral organizations. Considerable travel was involved, because meetings took place in the various member countries.

Following his retirement from WF&FSA, he moved from the Washington, DC area to Virginia Beach. It was there that he met and married his wife Shirley in 2001. He has five children six grandchildren and one great-grandchild by his previous marriage.







## Cook Cleland, Captain, USN (Ret.)

Date of Designation: August 1941 NA # 8423
Jet Pilot # 40

Dates of Active Duty: November 1940 - September 1945
January 1951 - September 1976

Total Flight Hours: 15,870

Carrier/Ship Landings: Fixed wing: all in war time.

Approximate Flight Hours:
Jet: 210 Prop: 15,540 Helo: 120 VF/VA: 2,000

Combat Tours:
WW II: VS-72, USS *Wasp* (CV-7), Scotland Jan.-Jun.1942
VS-72, USS *Wasp* (CV-7), Guadalcanal. *Wasp* sunk 15 September 1942.
WW II: VB-16, USS Lexington (CV-16), Nov. 1942 - Jun. 1944. *Lexington* torpedoed but not sunk.
Korea: VF-653, USS *Valley Forge* (CV-45), 1951 - 1952.

Aviation Commands:
CO, VF-653, USS *Valley Forge* (CV-45), 1951 - 1952.
CO, Squadron II, Pensacola FL., 1952 - 1953 (250 SNJ's)

Combat Awards:
Navy Cross
2 Distinguished Flying Crosses
Bronze Star with Combat "V"
9 Air Medals
Purple Heart

## Summary of Significant Career Events

(1) Flew the Navy's first jet aircraft (the Navy had only one machine in inventory at NATC Patuxent River, MD).

(2) Dropped a 1,000 pounder on a Jap carrier.

(3) Shot down 5 Japanese aircraft (3 Zeros) with an SBD. Made Ace. (Gunner got 4 more).

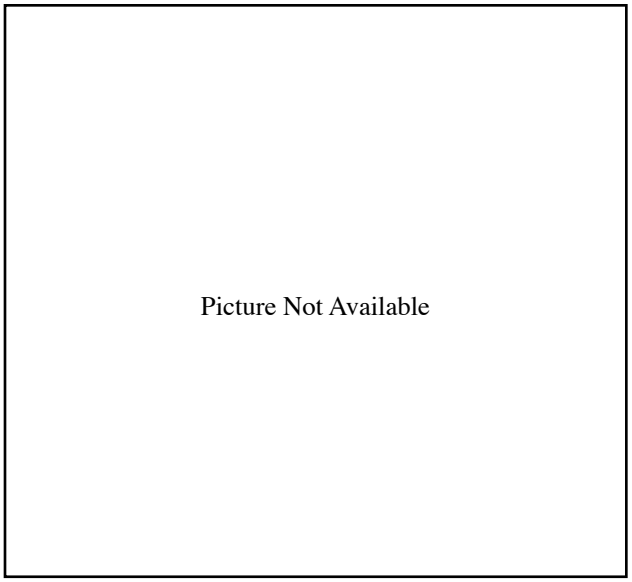
(4) Sunk on USS *Wasp*, Guadalcanal, September 15, 1942.

(5) Shot down over North Korea off USS *Valley Forge* (CV-45) and was rescued.

(6) Flew the ME-109, Fockwolf 190, and the Japanese Kate, Zero and Tony aircraft.

(7) Flew Thompson Trophy Race 1946 - 1949. Won it in 1947 and 1949.

(8) Flew and owned Cook Cleland Airways converted PBY-5A's flying into Canada and Alaska, 1949-1950.




**Joseph C. Cline, Ensign, USN**
(Naval Aviator # 1832)

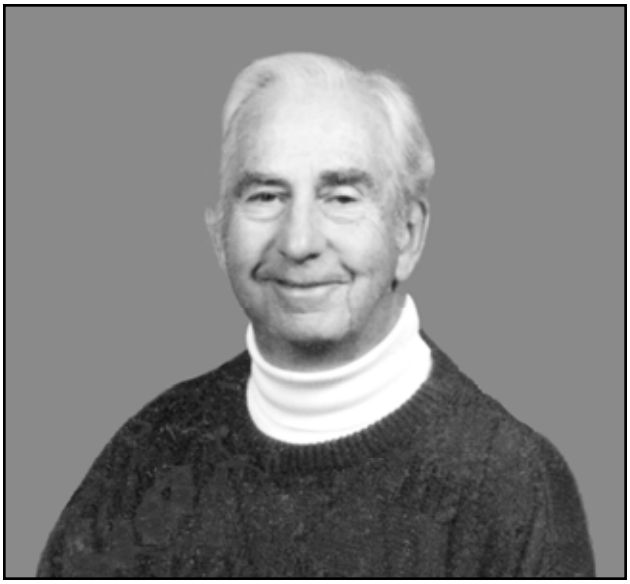
Joseph Charles Cline was born March 1, 1893 in Chicago, Illinois. He graduated from Hyde Park High School, Hyde Park, Illinois in 1910. He entered the Navy before the U. S. entered the World War I, enlisting as a Quartermaster in Chicago on April 3, 1917. He and 121 other aspirants for wings who made up the First Aeronautic Detachment under the leadership of LT Kenneth Whiting, arrived in France on June 5, 1917, the first American combatants to set foot in France after the Declaration of War.

He received his ground and flight training at Tours, flight training at Ecole de Aviation Militaire in Caudron biplanes (Land planes) and instruction in FBA flying boats at Hourtin near Bordeaux. They helped put Moutchic on the map wielding picks and shovels and helping to erect canvas hangars on the shores of the lake. Subsequently, the detachment was split up. Some of the men went to Scotland, some to Issoudon, a French Army field, and others to Lake Bolsena and Porto Corsini in Italy. Joe was sent to LeCroisic, France on June 7, 1918, and in November was engaged in the first offensive patrol in Europe.

He received French Brevet No. 346, his designation as a Naval Aviator (No. 1832) at Brest on November 11, 1918 and was commissioned Ensign on January 20, 1919. He returned to the States and was assigned briefly to the Great Lakes Naval Training Station and then to Air Squadrons, Pacific. He resigned his commission as Ensign on May 22, 1922.

He later enter the Civil Service and became an inspector of Naval Aircraft for the U. S. Navy. He died on November 4, 1974 at Coronado, California.





## Vernon J. Coley, Captain, USN (Ret.)

"Jack"

Date of Designation: 22 May 1940 NA # 6447

Dates of Active Duty: 15 June 1939 - 15 November 1959

Total Flight Hours: 8,000

Carrier/Ship Landings: Fixed wing: 8

Approximate Flight Hours:
Jet: 150 Prop: 7,850 VF/VA: 2,500
VR/VP: 5,500 VT: 264

Combat Tours:
WW II: VP-11 (PBY), Dec. 7, 1941 - Jul. 1942. NAS Kaneohe Bay, Hawaii.
(Jul. 1942 - Dec.1942) South Pacific, including Solomon Islands, Guadalcanal, Tonolei Harbor, Bougainville, Santa Cruz Islands.
Total missions (PBY Catalina) - 41
WW II: VPB-133 (PV-1), Mar. 194 5- Aug. 1945. Tinian, Iwo Jima, Truk, Open ocean between Iwo Jima and Japanese Islands.
Total missions (PV-1) - 28

Aviation Commands:
CO, FASRON 125, NAS Whidbey Island, WA., Mar. 1948 - Jun. 1949.
Officer-in-Charge, Project Ski Jump II, Pt. Barrow to North Pole, Feb. 1952 - Apr. 1952.
CO, VP-57, NAS Whidbey Island, WA, Jul. 1952-Nov. 1953 (Deployed to Atsugi, Japan, Mar.- Oct. 1953).
CO, VX-6, NAS Quonset Point, RI, Apr. 1957 - Aug. 1958 (Deployed to Antarctica Sep. 1957-Mar. 1958).

Combat Awards:
1 Distinguished Flying Cross
3 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 9/39-6/40 | Flight Training, NAS Pensacola, FL. |
| 7/40-6/41 | VP-23, NAS Pearl Harbor, HI. |
| 6/41 | VP-23 became VP-11. Moved to NAS Kaneohe Bay, Kaneohe, HI. |
| 6/41-7/42 | VP-11, NAS Kaneohe, HI. |
| 7/42-12/42 | VP-11, deployed in South Pacific. |
| 1/43-12/43 | Operational Training Command, NAS Sanford, FL., NAS Beaufort, SC. - Instructor. |
| 1/44-3/44 | COMFAIR Alameda, Replacement Pool. |
| 3/44-6/44 | COMFAIR Hawaii, ASW Training, NAS Kanoehe, HI. |
| 7/44-1/45 | Night Attack and Combat training unit, NAS Barbers Point, HI. |
| 1/45-3/45 | COMFAIR Hawaii, NAS Kanoehe, HI., - Refresher Training. |
| 3/45-8/45 | VPB-133 (Tinian). |
| 9/45-10/47 | Naval Ordnance Test Station, Inyokern, CA. |
| 11/47-2/48 | Fleet Airborne Electronics Training Unit San Diego, CA. (Sonar School). |
| 3/48-6/49 | CO, FASRON 125, NAS Whidbey Ils., WA. |
| 8/49-1/50 | Test Pilot School, NATC Patuxent River, MD (student - Class #3). |
| 1/50-6/52 | Tactical Test Division, NATC Patuxent River, MD. |
| 2/52-4/52 | OIC, Project Skijump II, Point Barrow, AK., and North to the Pole. |
| 7/52-3/53 | CO, VP-57, NAS Whidbey Island, WA. |
| 3/53-10/53 | VP-57 Deployment (Atsugi, Japan). |
| 12/53-3/55 | FAW-6 (Iwakuni, Japan). |
| 5/55-4/57 | Electronics Test Division, NATC Patuxent River, MD. |
| 4/57-9/57 | CO, VX-6, NAS Quonset Point, RI. |
| 9/57-3/58 | VX-6 Deployed to Antarctica. |
| 3/58-8/58 | VX-6 (NAS Quonset Point, RI. |
| 8/58-10/59 | COMNABS 14 Staff, NAS Barbers Point, HI. |
| 10/59 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) Participated in development of PBY Black Cat tactics during World War II.

(2) Four-day submarine cruise to Iwo Jima in May, 1945, following successful ditching (with starboard engine shot out) alongside the lifeguard sub SS-419, USS *Tigrone*.

(3) Tested over 20 different aircraft at Naval Ordnance Test Station, Inyokern, CA. (later named NWC China Lake), 1945-1947. Aircraft tested included one of the earliest jet aircraft, the FR-1 Fireball.

(4) As test pilot at the Tactical Test Division, NATC Patuxent River, MD (1950-52), demonstrated minimum crew P2V, an attempt to reduce tactical load on the crew through use of dark trace radar display tubes for memory. The project failed due to state-of-the-art inadequacy, especially the ball-disk resolver. (After returning to civilian life, I was fortunate to participate in the P3C development at Lockheed, where 15 years later, the concept was successfully implemented using digital computer technology.)

(5) Project Ski Jump II. In 1953, I led expeditions using the Ski-equipped P2V, the vehicle that made Arctic exploration possible. One of the aircraft, an R4D with the project's oceanographic equipment, crashed during takeoff from ice 750 miles north of Pt. Barrow. After 4 days, I was able to fly in and rescue all 12 of the stranded crew and return to Pt. Barrow with no casualties. Also during Ski Jump II, made a visit to Ice Island T-3 (89 degrees North) with my two P2V Neptunes en route to the North Pole for ice surveys. During the takeoff from T-3, my starboard engine swallowed a valve and caught fire. Landing was immediate! We received out standing support from COMALSEAFRON and FASRON 114 and especially the USAF Air Sea Rescue Squadron at Elmendorf AFB, who flew in a replacement engine at considerable hazard. We changed the engine, flew the slow time while circling the North Pole, and proceeded to Thule, Greenland. I spent 18 days on T-3.

(6) During Project Deepfreeze III, 1957-1958, VX-6 supported U.S. research activities during the International Geophysical Year (IGY). On a flight to the South Pole, I lost an engine, requiring an engine change at South Pole Station under extreme conditions (Temperature-63F). I hold the record of being the first (and probably only) pilot to have made engine changes at both the North and South Poles. I also have the distinction of being the second man (the first after Admiral Byrd) to have visited both Poles.



**George L. Compo, Rear Admiral, USN**

(Naval Aviator Number 201)

George Leo Compo was born in Potsdam, New York on November 10, 1892. He attended Potsdam Normal School before his enlistment as a Quartermaster first class, U.S. Naval Reserve Force, on May 3, 1917. He attended Aviation Ground School at the Massachusetts Institute of Technology, Cambridge, Massachusetts, and was appointed Ensign in the Naval Reserve Flying Corps and designated Naval Aviator on December 21, 1917. Transferred to the Regular Navy in the rank of Lieutenant on November 14, 1921, retroactive to August 3, 1920, he advanced through the various grades to the rank of Captain to date from June 17, 1942. He transferred to the Retired List of the Navy in the rank of Rear Admiral, effective July 1, 1949, advanced on the basis of combat awards.

After a brief period of training at Naval Air Station, Pensacola, Florida, he was assigned duty on the staff of Commander, Naval Forces in France, reporting on January 23, 1918. He was further ordered to London to report to the Commander, Naval Forces operating in European waters on February 2nd, for duty with the Commanding Officer, Royal Naval Air Station, Cattewater, England, in connection with patrol flights from that station. In June, 1918 he was transferred to the Royal Air Force Station, Killingholme, England, having duty there until detached in October, 1918. He was then assigned duty as Squadron Commander at the Naval air Station, Queenstown, Ireland. For services during this period he was awarded the Navy Cross and cited "For distinguished and heroic service as an aviator....cooperating with the Allied Armies on the Belgian Front during September, October, and November, 1918, bombing enemy bases, aerodromes, submarine bases, ammunition dumps, railroad junctions, etc., attached to Northern, Bombing Group.

In February, 1919, he was detached from the Naval Aviation Base, Queenstown, and returned to the United States on board the *Aquitania*, reporting to the Naval Air Station, Bay Shore, Long Island New York, for duty. From March 9, until May 10, 1919, he had duty at Sperry Gyroscope Company, Brooklyn, New York, in connection with experimental work with the flying bomb under the Naval Inspector of Ordnance. He was then transferred to duty under the Naval Inspector or Ordnance at the Naval Proving Ground, Dahlgren, Virginia. From October, 1919 he served in the USS *Aroostook*, temporary flagship of the Air Detachment, Pacific Fleet.

In November, 1920, after one month at the Naval Air Station, San Diego, California, he was transferred to the staff of Commander, Air Force, Pacific Fleet, and was again attached to the USS *Aroostook* flagship and tender. In 1921, he took part in a flight of twelve F5Ls from San Diego to Panama and back, a distance of over seven thousand miles. Detached from the Air Squadrons, Pacific Fleet in the spring of 1922, he had duty at the Naval Aircraft Factory, Philadelphia, Pennsylvania, for a brief period, and in connection with fitting out a seaplane at Naval Air Station, Hampton Roads, Virginia, for transfer to the Naval Air Station, Pensacola, Florida. On March 28, 1922 he reported there as Engineer Officer, and therefore had additional duty (temporary) as Commanding Officer and first pilot of a flight of the F5L seaplane to Hannibal, Missouri, via New Orleans and return.

He was detached from Pensacola Naval Air Station in May, 1925, and was ordered as Instructor at the U. S. Naval Academy. The following September he joined the USS *Langley*, flagship of Commander Aircraft Squadrons, Battle Fleet. In May, 1927, when detached from the *Langley*, he reported for duty in connection with fitting out the aircraft carrier *Lexington*, building at the Bethlehem Shipbuilding Corporation plant, Quincy, Massachusetts, and from her commissioning, December 14, 1927 until November, 1928 he served aboard that carrier. He again had duty at the Pensacola Air Station as Commander of the Primary Seaplane Squadron until July, 1931.

Assuming command of Patrol Squadron 8, attached to the USS *Wright*, flagship of Commander Aircraft, Scouting Force, he served in that command from July to December, 1931, and thereafter until June, 1933, he was attached to the USS *Wright* for staff duty. For two years June, 1933-1935, he commanded Patrol Squadron 3, Aircraft Squadron based on Coco Solo, Canal Zone. Assuming command of Observation Squadron 2 aviation unit of Battleship Division 2, Aircraft, Battle Force, he served until January, 1937, when he transferred to duty as Aviation Officer on the staff of the Commander, Battle Force, in the USS *California*, flagship.

He was Inspector of Naval Aircraft, Buffalo, New York, and Inspector of Naval Aircraft, Brewster Aeronautical Corporation, Long Island, New York, consecutively from June, 1937 until July, 1940. The two years following, he had duty at the Naval Air Stations, Pensacola, Florida, at Corpus Christi, Texas (Executive Officer)˚ and at Guantanamo Bay, Cuba (Commanding Officer), successively. In June, 1942

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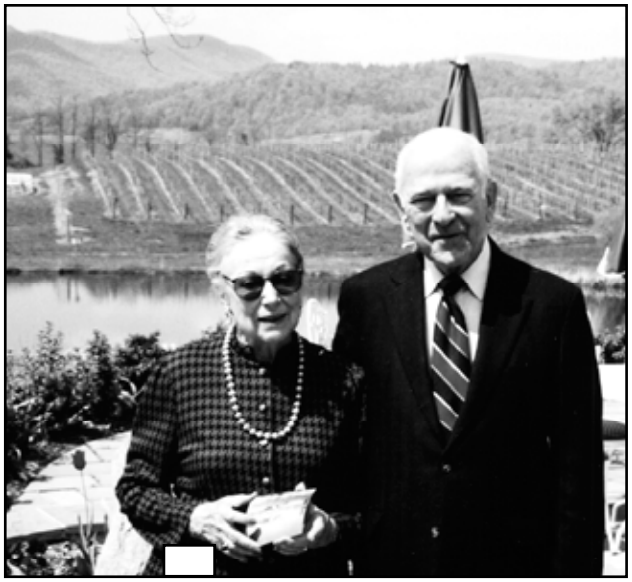
he assumed command of Patrol Wing 3, based at Coco Solo, Canal Zone. For services in that command he was awarded the Legion of Merit by the War Department, and cited for exceptionally meritorious conduct " . As Commander of Fleet Air Wing 3 from 21 June 1942 to . . .. operating under army command in conjunction with Army Air Force units, he was engaged continuously in anti-submarine operations in the Atlantic Sector and offshore patrol operations in the Pacific Sector of the Panama Coastal Frontier with operating units widely dispersed in advance bases all of which presented complicated administrative, operational, supply and morale problems. By effective use of military aircraft for observation purposes, thorough planning, and tenacity, he organized and directed numerous searches for persons missing as a result of catastrophes at sea and merited the highest praise for himself and members of the rescue parties..."

In July, 1944 he was ordered to duty as Commanding Officer of the Naval Air Station, Hampton Roads, Virginia, serving there until August, 1947. He then had orders to duty as Commander, Naval Operating Base, Saipan, in which assignment he was serving when transferred to the Retired List of the Navy on July 1, 1949.

In addition to the Navy Cross and the Army Legion of Merit, Rear Admiral Compo has the Victory Medal, Aviation Clasp; the American Defense Service Medal, Base Clasp; the American Campaign Medal, and the World War II Victory Medal. He also received from the government of Colombia the decoration Order of Boyaca (Rank of Commendador); and from the Government of Peru, the Diploma of the Order of Ayacucho (Commendador), and the Flying Cross, First Class, for his services during his administration of the U.S. Air Forces in the Peruvian Area.

He was married to the former Miss Jean Coltart Bergner of Philadelphia.





## John P. Condon, Major General, USMC

Date of Designation: December 1937 NA # 5462

Dates of Active Duty: June 1934 - 1 October 1962

### Duty Assignment Chronology

Major General John Pomeroy Condon was born on December 20, 1911 in Hancock, Michigan. He graduated from high school in Houghton, Michigan in 1929. He attended Severn School in Severna Park, Maryland before entering the U. S. Naval Academy in 1930. He graduated from the Naval Academy in Annapolis, MD in 1934, where he was Captain of the lacrosse team his first class year and an all-American. The lacrosse team also beat Army that year. Following graduation, he attended The Basic School (TBS) at the Philadelphia Navy Yard where he graduated in 1935.

Following TBS, Lt. Condon's tours of duty included sea duty in USS *Pennsylvania* and company officer with the Sixth Marines. He reported to flight training in November 1936, and was designated a Naval Aviator in December 1937. He joined Marine Fighting Squadron One at Quantico in 1938. He was promoted to Captain in July 1940. Departing Quantico in October 1940 for temporary duty at Guantanamo Bay, Cuba, he joined Marine Fighter Squadron 121 and moved the squadron to San Diego in December 1941. He was promoted to Major in May 1942, and embarked for the Pacific in January 1943. During the next six months he saw service on Guadalcanal with Fighter Command, Soloman Islands. As the Operations Officer of Fighter Command, he was responsible for planning missions for the Marine, Navy and Army Air Force squadrons in the area. It was here that he planned the mission to intercept and shoot down the aircraft carrying Fleet Admiral Isoroku Yamamoto, Japan's Navy Minister and Commander In Chief of the Combined (Japanese) Fleet. Admiral Yamamoto was on an inspection tour of Japanese units in the southwest Pacific. The U. S. had broken the Japanese code and knew their itinerary for the Admiral and his party. The operation took place on 18 April 1943. As Admiral Yamamoto's planes arrived over Bougainville in the northern Solomons at 0935, they were met by 16 P-38 Lightnings of the Army Air Force. The Admiral's plane was shot down by one of the P-38's and he died in the crash. In his official history of the Naval war in the Pacific, Navy Rear Admiral Samuel Elliot Morrison said that "...the neat, planned kill was equivalent to a major victory." Major Condon was awarded his first of four Legion of Merit with Combat "V" for his service on Guadalcanal with Fighter Command, Solomon Islands.

He was promoted to Lieutenant Colonel in July 1943 and became Commanding Officer, Fighter Command, Forward Echelon, 1st MAW. In September, he led his command ashore at Bougainville. After returning to the States in 1944, he became Group XO at MCAS Santa Barbara. July 1945 saw him on Okinawa as Operations Officer of MAG-33 until he became CO of MAG-14 in September. In November, he became XO of MAG-31 and returned with MAG-31 to the States as the CO in July 1946. The period August 1946 to April 1948 saw then Lieutenant Colonel Condon in Washington, D.C. as Liaison Officer to the Deputy Chief of Naval Operations (Air). In April 1948 he was transferred to MCAS El Toro as CO of VMF-311, the first Marine jet squadron on the west coast.

He attended the Air War College at Maxwell AFB in Montgomery, Alabama in August 1949, and was promoted to Colonel that same year. Upon graduation in 1950, he was assigned to the Office of the Secretary of Defense, where he served until April 1952. He arrived in Korea for combat duty in May where he commanded MAG-33 and MAG-12. MAG-33's squadrons were the first Marine jets in combat and MAG-12's F4U Corsairs saw the last combat for that magnificent propeller driven fighter in the Marine Corps. He was awarded a Distinguished Flying Cross during combat action in Korea.

Colonel Condon reported to Headquarters Marine Corps in 1953. In August 1953, he was transferred down to the Marine Crops Educational Center , Quantico, Virginia

- Continued -

where he became the Chief of Staff in August 1954. He left Quantico in February 1956 for the 2d MAW at Cherry Point where he became the Assistant Wing Commander in May 1957.

In April 1958 he reported for duty as Deputy Director for Operations (J-3) Division, H.Q., U. S. European Command. He was promoted to Brigadier General on 1 July 1958. In June 1961, he assumed command as CG, 1st MAW, in Iwakuni, Japan. He was promoted to Major General while he was CG, 1st MAW. He left Japan and reported to El Toro as CG, 3d MAW, which was his final tour of duty until he retired on 1 October 1962.

Following his retirement from the Marine Corps, General Condon joined North American Aviation and the Rockwell International Corporation for a final fourteen year career in industry. He ended his industry career with retirement from Rockwell in 1976. At the time of his retirement, he had just completed two years as the President and Chief Executive Officer of the National Alliance of Businessmen. He had been selected as a loaned executive from Rockwell International, where he was then Assistant to the President of the Corporation.

Besides a B.S. in Engineering from the U. S. Naval Academy in 1934, General Condon also earned an MBA in Administration from the University of California, Irvine, in 1969 and a PhD in Administration from UCI in 1975. He was a past President of the Marine Corps Historical Foundation and a recipient of its Heritage Award. He was the author of a history of Marine aviation on aircraft carriers that is scheduled to be published by the U. S. Naval Institute Press. He was also a member of the Early and Pioneer Naval Aviators Association (The Golden Eagles), the Marine Corps Association., USNA Alumni Association, longtime Treasurer of the Naval Academy Class of 1934, and a very active golfing member of the Belle Haven Country Club. Rest in peace General, your six is clean-Monk sends.

Major General John P. Condon, USMC (Ret.), died on 26 December 1996 of Lymphoma and an aneurism at his home in Alexandria, VA. Services were held in the Naval Academy Chapel on the 31 December with interment in the Naval Academy Cemetery. General Condon is survived by his wife Jane of Alexandria, Virginia; four daughters: Wendyn Anson of Boulder, CO; Mary Condon of Penngrove, CA; Jan D'Esposito of Islamorada, FL, and Catherine Condon of Laguna Beach, CA; seven grandchildren and two great grandchildren.

## Summary of Significant Career Events

(1) Planned the mission to intercept and shoot down the aircraft carrying Fleet Admiral Isoroku Yamamoto, Japan's Navy Minister and Commander In Chief of the Combined (Japanese) Fleet.

(2) CO of VMF-311, the first Marine jet squadron on the west coast.


1943


1990 Ishikawa Jack Conger

## Jack E. Conger, COL USMC (Ret.)

"Smiling Jack"

Dates of Active Duty: 1941 - 1964

Total Flight Hours: 8,500

Carrier/Ship Landings: Fixed wing: 500

Approximate Flight Hours:
Jet: 5,000 Prop: 3,500 VF/VA: 8,500

Combat Tours:
WWII: Four Pacific combat tours
Korea: One Korean combat tour
Total 400 combat missions

Aviation Commands:
CO, MAG-14, 2nd MAW

Combat Awards:
Navy Cross
2 Distinguished Flying Crosses
6 Air Medals
2 Purple Hearts

### Summary of Significant Career Events

(1) Winged in January 1942 just in time to join VMF-212 which was commissioned in March and soon moved up to the combat area at Efate. LtCol Harold "Indian Joe" Bauer was the CO and he honed a gaggle of raw Lieutenants into a super effective fighting force in just a few weeks of intensive air to air combat training. Our success and survival was due to Joe Bauer's superb leadership and devotion to training his fighter pilots for the up coming aerial combat.

(2) While flying from Henderson Field on Guadalcanal between 13 Sept. and 30 Oct. 1942, downed 10 Japanese aircraft including two in one day and received the Navy Cross for sustained heroism in aerial combat.

(3) Flight downed three Zeros in a dog fight on 25 Oct. 1942 then when ammo was exhausted rammed a fourth one and was forced to bail out. Picked up by rescue boat that then proceeded over to pick up one of the Japanese pilots who also had bailed out. The Japanese pilot waved the rescue boat off while Jack was trying to pull him into the boat. The Japanese pilot, Petty Officer 2nd Class Shiro Ishikawa of the 2nd Kokutai, raised his pistol into Jack's face and pulled the trigger. The gun misfired and then Ishikawa put the pistol against his own head just as Jack and one of the boat crew members clobbered him and pulled him into the boat. Ishikawa had been told American Marines cooked their prisoners and ate them and he did not relish the thought. Ishikawa learned some English while a POW and after the war worked for an American bank in Japan. He wrote and stayed in contact thanking Jack profusely for saving his life.

(4) Invited Ishikawa to the American Fighter Aces reunion at the Nimitz Museum, Fredericksburg, Texas in 1990.

(5) Recognized as an exceptional fighter pilot, a peerless leader and a Double Ace credited also with the sinking of three warships during his exploits in the F4F Wildcat on Guadalcanal he returned to the Pacific war zone on his third combat tour as a 23 year old Major flying the F4U Corsair. A mentor of the newer pilots and a fearless leader of squadron mates they destroyed two more Japanese war ships.

(6) Also destroyed numerous aircraft in strafing runs against Japanese airfields which the Navy and Marine Corps did not count as aerial victories.

(7) Born in Orient Iowa. Attended Washington High School in Sioux Falls S.D. and South Dakota School of Mines in Rapid City S.D.. Resides in Havelock, North Carolina.


1943


1994 Janie Bell

## Robert F. Conley, Brigadier General, USMC
(1919 - 1994)

Robert Francis Conley was born April 9, 1919, in Lansing, Michigan. He graduated from Muskingum College, New Concord, Ohio, in 1941, with a BA degree in Economics. He entered flight training at Corpus Christi, Texas, and on June 3, 1942, he completed this training, was commissioned a Marine second lieutenant and designated a Naval aviator.

In 1942, Conley was assigned to Henderson Field, Guadalcanal, where he saw his first combat action as a pilot with Marine Scout Bomber Squadron-142. He also served as the operations officer for that unit. During February 1943, he was reassigned to Headquarters Squadron, 1st Marine Aircraft Wing with Strike Command at Guadalcanal. In November 1943, he was assigned to the Bomber Training Unit, MAG-46 at El Toro (Santa Ana), California.

During January 1945, (the then) Captain Conley was reassigned to Group Headquarters Squadron, where he served as Operations Officer until his transfer in April to MAG-14 as a fighter pilot with the Okinawa based unit, and in September, he joined the 2d Marine Aircraft Wing where he remained until December 1945.

Following completion of the Staff and Tactical School at Quantico, Virginia, in June 1946, he reported to the Marine Air Detachment, NAS Columbus, Ohio, serving as its executive officer until August 1947. Reporting to MCAS Cherry Point., NC, he assumed duties as Group Intelligence Officer and Assistant Operations Officer with MAG-14 from September 5, 1947 until April 1948, when he took command of the Marine Night Fighter Squadron-114. From June 1950 until June 1952, he served as Assistant Head, Aviation Control Unit, Personnel Department at Headquarters Marine Corps.

In Korea, Conley commanded VMF (N)-513, a Marine All-Weather Night Fighter Squadron. On 31 January 1953, less than two weeks after assuming command, while flying an F3D at night escorting a group of medium bombers engaged in a night attack against enemy installations at Wonsan, he downed his first enemy MIG-15 aircraft. He established radar contact with the enemy aircraft, pressed a swift pursuit through the darkness, visually identified the hostile jet interceptor and maneuvered into attack position to destroy the MIG-15 with a burst of machine-gun fire. He destroyed his second MIG-15 in March 1953. For his heroism in aerial flight and his efforts as CO in pioneering night fighter tactical doctrine, he earned his fourth Distinguished Flying Cross and the Legion of Merit with Combat "V".

Upon his return to the U.S. in 1953, he reported to MAG-15 at El Toro, where he served as Group Operations Officer. During November 1953, he joined Headquarters Squadron, Air, Fleet Marine Force, Pacific, for duty as the operations and training officer. He rejoined MAG-15 during November 1954 as Special Projects Officer.

He attended the United Kingdom's Joint Service Staff College, Bucks, Latimer, England from August 1955 until June 1956. Upon graduation, he joined the Staff of the Commander, Sixth Fleet in the Mediterranean.

Returning to the U.S., he commanded MABS-32 and later, Marine Fighter Squadron-235 at Beaufort, SC. Flying supersonic F8U Crusader jets, this squadron was the East Coast representative for Marine aviation in the 1959 Navy-Marine Air Gunnery Meet in Yuma, Arizona.

After graduating from the Air War College, Maxwell Air Force Base, Montgomery, AL., in 1961, he served as Commanding Officer, Marine Air Reserve Training Detachment in Glenview, IL (1961 - 1964).

In July 1965, as Commanding Officer of MAG-11 with headquarters at Atsugi, Japan, Conley deployed the group to the Republic of South Vietnam as one of the first Marine aviation units to begin operations against the insurgent communist forces. He earned a second Legion of Merit with Combat "V" during this assignment .

- Continued -

During December 1965, he reported t.o Headquarters Marine Corps to serve as the Marine Corps Liaison Officer with the Chief of Naval Operations. Upon completion of this assignment, he was transferred to Cherry Point, for duty as Commander, Marine Corps Air Bases, Eastern Area/Commanding General, Marine Corps Air Station. For his service in this capacity from August 1968 until March 1970, he was awarded the Meritorious Service Medal. He was promoted to the rank of brigadier general. September 1, 1968.

In April 1970, Brigadier General Conley returned to the Republic of South Vietnam where he served as Assistant Wing Commander, First Marine Aircraft Wing until that August when he was reassigned duty as Commanding General, First Marine Aircraft Wing (Rear). In April 1971, he assumed command. of the First Marine Aircraft Wing after its headquarters was redeployed £rom Vietnam to Japan.

Brigadier General Robert F. Conley retired from active duty May 31, 1973 following 32 years of active duty. He saw his last tour serving as Director of Information, Division of Information, Headquarters Marine Corps, from July 1971 until his retirement and earned a gold star in lieu of a fourth Legion of Merit.

Brigadier General Robert F. Conley USMC (Ret.) died on 30 July 1994, in Jacksonville, Florida. Graveside services were held at Arlington National Cemetery on August 4, 1994, with full military honors. Robert Conley married the former Jane Reed, of Houston, PA., June 6, 1942, and they had two sons: Capt. Robert Frank Conley, USMCR, a Naval aviator who was killed in the Vietnam conflict; and LtCol. Christopher Conley, USAF (Ret.). Chris and his wife, Paula, have one daughter, Katy.

A complete list of Brigadier General Conley's medals and decorations include: the Legion of Merit with Combat "V" and three gold stars in lieu of second through fourth awards: the Distinguished Flying Cross with gold stars in lieu of second through fourth awards; the Meritorious Service Medal; the Air Medal with two silver stars and four gold stars in lieu of second through fifteenth awards; the Navy Commendation Medal with Combat "V" and gold star in lieu of a second award; the Presidential Unit Citation; the Navy Unit Commendation Medal; the American Defense Service Medal; the American Campaign Medal; the Asiatic-Pacific Campaign Medal with six battle stars; the World War II Victory Medal; the Navy Occupation Service Medal with Asia clasp; the National Defense Service Medal with one bronze star; the Korean Service Medal with three bronze stars; the Vietnam Service Medal with one bronze star; the Korean Presidential Unit Citation; the United Nations Service Medal; and the Republic of Vietnam Campaign Medal.



**Thomas F. Connolly Vice Admiral, USN**

Vice Admiral Connolly became the seventeenth Naval Officer to serve as Deputy Chief of Naval Operations (Air) when he relieved Vice Admiral Paul H. Ramsey on November 1, 1966. He served as such until relieved of active duty pending his retirement, effective September 1, 1971.

He was born October 24, 1909, in St. Paul, Minnesota. While attending the University of California at Los Angeles, he was appointed to the Naval Academy in 1929 from the Eleventh Congressional District of California. As a Midshipman he was a member of the U. S. Olympic Team of 1932, athletic editor of the Lucky Bag, and awarded the Society of Cincinnati Sword for excellence in modern languages.

Graduation in 1933 was followed by sea duty and then flight training at Pensacola where he was designated a Naval Aviator in 1936. His early aviation career was marked by tours in several flight squadrons culminating in his war-time command of Patrol Squadron THIRTEEN, for which service he was awarded the DFC and Air Medal, each with two Gold Stars. During this early period he received a Master of Science Degree from the Massachusetts Institute of Technology.

Post war assignments engaged him in test pilot activities at Patuxent River, Maryland; as Executive Officer of the carrier *Rendova* and as Experimental Officer, Naval Ordnance Test Station, China Lake, California, prior to a Washington tour in the Navy's Strategic Plans Division.

Command of two aircraft carriers; *Corregidor* and *Hornet* followed and in 1958 he retuned to Washington to become Assistant Chief for Pacific Missile Range and Astronautics in the Bureau of Aeronautics. He held this post until April 1961, when he became Commander Carrier Division SEVEN.

In May 1962, he again returned to the Office of the Chief of Naval Operations, first as Director of Strike Warfare Division, then as Assistant Chief of Naval Operations for Fleet Operations and Readiness; and finally as Special Assistant to the Deputy Chief of Naval Operations for Fleet Operations and Readiness. He was awarded the Legion of Merit for exceptionally meritorious service as Assistant Chief of Naval Operations for Fleet Operations and Readiness from May 1964 to August 1965. Admiral Connolly was known for his opposition to F-111B. His testimony to Congress was that it was too heavy to land on carriers. He was backed in this opinion by RADM G. E. Miller and Mr. George Spangenberg, the top Navy civilian engineer.

October 31, 1965, Admiral Connolly assumed the post of Commander Naval Air Force, U. S. Pacific Fleet, serving until November 1, 1966. As a result of his meritorious service in that capacity, he was awarded a Gold Star in lieu of the Second Legion of Merit.

In 1969 Admiral Connolly was the recipient of two distinguished awards; the National Aviation Club Award for Achievement, and the coveted Kitty Hawk Memorial Award (Military).

Admiral Connolly was married to the former Margaret Irene Hagy of Beverly Hills, California. They had a son, Thomas F. Jr. born March 8, 1944 and a daughter, Susten Loraine, born January 4, 1947. Admiral Connolly died on 31 May 1996.

## Duty Assignment Chronology

| | |
|---|---|
| 6/29-6/33 | U. S. Naval Academy. Midshipman. |
| 6/33-6/35 | USS *Cincinnati* (CL-6). |
| 6/35-8/36 | NAS, Pensacola, FL. Instruction. |
| 8/36-6/38 | USS *Nevada* (BB-36). |
| 6/38-6/39 | Patrol Squadron TWELVE. |
| 6/39-9/44 | U. S. Naval Academy, Postgraduate School (Student). |
| 6/42-9/44 | CO, Patrol Squadron THIRTEEN. |
| 9/44-10/44 | Staff, Commander Fleet Air, West Coast. |
| 10/44-2/47 | NAS, Patuxent River, MD. Assistant Director, Flight Test. |
| 2/47-7/48 | XO, USS *Rendova* (CVE-114). |
| 7/48-4/51 | Naval Air Test Center, Patuxent River, MD. Director, Test Pilot Training Division. |
| 4/51-6/51 | Armed Forces Special Weapons Project, Sandia Base, Albuquerque, N. M. (Instruction). |
| 6/51-8/51 | Heavy Attack Wing ONE (Instruction). |
| 8/51-7/52 | CO, Composite Squadron SIX. |
| 7/52-6/54 | Naval Ordnance Test Station, Inyokern, Calif. Experimental Officer/Acting Exec Officer. |
| 6/54-6/56 | Office of CNO, Head, Special Weapons Plans Branch, Strategic Plans Division. |
| 6/56-6/57 | CO, USS *Corregidor* (T-CVU-58). |
| 6/57-8/57 | Fleet Airborne Electronics Training Unit, Pacific (Instruction). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 8/57-8/58 | CO, USS *Hornet* (CVA-12). |
| 8/58-12/59 | Bureau of Aeronautics, Washington, D. C., Assistant Chief for Pacific Missile Range. |
| 12/59-4/61 | Bureau of Naval Weapons, Washington, D. C., Assistant Chief for Pacific Missile Range and Astronautics. |
| 4/61-5/62 | Commander, Carrier Division SEVEN. |
| 5/62-5/64 | Office of CNO, Director, Strike Warfare Division. |
| 5/64-10/65 | Office of CNO, Assistant CNO for Fleet Operations and Readiness. |
| 10/65-11/66 | Commander, Naval Air Force, Pacific Fleet |
| 11/66-11/69 | Office of CNO (Deputy CNO (Air). |
| 9/1/71 | Retired from Naval service |

MEDALS AND AWARDS

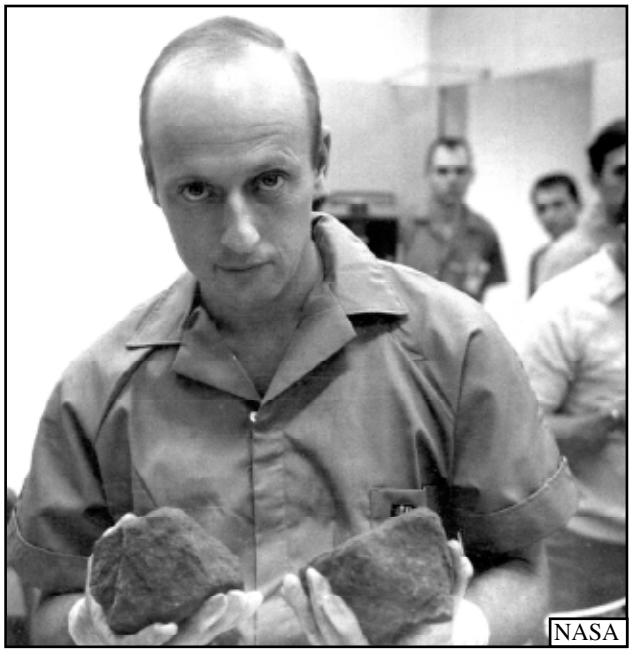
Legion of Merit with one gold star in lieu of second award
Distinguished Flying Cross with two gold stars in lieu of subsequent awards
Air Medal with two gold stars in lieu of subsequent awards
American Defense Service Medal
American Campaign Medal
Asiatic-Pacific Campaign Medal
China Service Medal
World War II Victory Medal
National Defense Service Medal with one bronze star in lieu of second award

TRANSCRIPT OF NAVAL SERVICE

| | |
|---|---|
| 24 OCT 1909 | Born in St. Paul, Minnesota |
| 1 JUL 1929 | Midshipman, U. S. Naval Academy |
| 1 JUN 1933 | Ensign |
| 1 JUN 1936 | Lieutenant (junior grade) |
| 1 JUL 1940 | Lieutenant |
| 1 OCT 1942 | Lieutenant Commander |
| 1 JAN 1944 | Commander |
| 1 JUL 1951 | Captain |
| 1 APR 1960 | Rear Admiral |
| 1 NOV 1965 | Designated Vice Admiral while serving in billets commensurate with that grade<br>Service continuous to date |
| 9/1/71 | Retired from active duty. |




25 October 1969, Astronaut Charles Conrad Jr., sits in the cockpit of a Lunar Landing Training Vehicle during a training exercise designed to help the mission commander practice lunar landing techniques with the Lunar Module.




29 Nov. 1969, Astronaut Charles Conrad Jr., commander of the Apollo 12 lunar landing mission, holds lunar rocks which were brought back from the moon by Apollo 12 astronauts.

## Charles P. Conrad, Jr., Captain, USN

"Pete"

Date of Designation: 24 September 1954

Charles Conrad, Jr., was born in Philadelphia, Pennsylvania, on June 2, 1930, son of Charles and Frances (Vinson) Conrad. He received the degree of Bachelor of Science in Engineering from Princeton University in 1953. While attending Princeton, he was a member of the Naval Reserve Officers Training Corps Unit and upon graduation was commissioned Ensign in the U. S. Navy, June 5, 1953. He subsequently advanced in rank to that of Captain, to date from December 11, 1969.

After receiving his commission in 1953, he had flight training at the Naval Air Station, Pensacola, Florida, until March 1954, then continued his training at the Naval Air Station, Corpus Christi, Texas. Designated Naval Aviator on September 24, 1954, he joined Fighter Squadron FORTY-THREE in October of that year and in February 1958 was detached to attend the Naval Test Pilot School, Naval Air Test Center, Patuxent River, Maryland.

During the period March to October 1961, he was attached to Fighter Squadron ONE HUNDRED TWENTY-ONE, after which he served with Fighter Squadron NINETY-SIX. In September 1962, he was selected to participate in the National Aeronautics and Space Administration's space program and in October 1962 reported for training at the Manned Spacecraft Center, Houston, Texas.

In August 1965, he served as Pilot on the GEMINI V flight. He and command pilot Gordon Cooper were launched into orbit on August 21 and proceeded to establish a new space endurance record of 190 hours and 56 minutes. The flight, which lasted 120 orbits and covered a total of 3,312,993 statute miles, was terminated on August 29, 1965. It was also on this flight that the United States took over the lead in man hours in space. He was awarded the Distinguished Flying Cross and cited as follows:

"For heroism and extraordinary achievement...as an Astronaut with NASA from August 21 to 29 1965, aboard GEMINI V. During this period, while serving as Pilot, Commander (then Lieutenant Commander) Conrad completed a space flight in an elapsed time of 190 hours and 56 minutes ...The major objectives of the GEMINI V flight were to demonstrate and evaluate the performance of the GEMINI spacecraft for a period of eight days; to evaluate the performance of the rendezvous guidance and navigation system, using the radar evaluation pod; to evaluate the effects of prolonged exposure of the two-man crew to the space environment; and to conduct a total of seventeen experiments..."

On September 12, 1966, he occupied the command pilot seat for the 44 orbit GEMINI XI mission. He executed orbital maneuvers to rendezvous and dock in less than one orbit with a previously launched AGENA and controlled GEMINI XI through two periods of extravehicular activity.

Other highlights of the flight included the retrieval of a nuclear emulsion experiment package during the first EVA; establishing a new world space altitude of 850 statute miles; the successful completion of the first tethered station-keeping exercise, In which artificial gravity was produced; and the successful completion of the first fully automatic controlled reentry. The flight was concluded on September 15, 1966,

- Continued -

with the spacecraft landing in the Atlantic--two and one half miles from the prime recovery ship USS *Guam*. He was awarded a Gold Star in lieu of the Second Distinguished Flying Cross with the following citation.

"For heroism and extraordinary achievement...as an Astronaut with NASA from September 12 to 15, 1966, aboard GEMINI XI. During this period, while serving as Command Pilot, Commander Conrad completed a space flight of seventy-one hours and seventeen minutes... The objectives of this flight were rendezvous in the first revolution, docking, two periods of extravehicular activity, an exercise in the dynamics of two spacecraft linked together by a one hundred-foot strap, and full-automatic reentry, all of which were successfully accomplished..."

Captain Conrad was Command Pilot of the three-man crew of APOLLO 12, which also included Captain Alan L. Bean, USN and Captain Richard F. Gordon, Jr., USN. During the mission, which took place from November 14 to 24, 1969, he participated, along with Captain Bean, in two moon walks totaling eight hours on November 20. During the first walk they set up an array of scientific experiments referred to as ALSEP (APOLLO Lunar Surface Experiments Package) which consist of five main experiments: a solar wind spectromter, a lunar ionosphere detector, a lunar atmosphere detector, a megnetometer, and a highly sensitive seisometer. In addition to ALSEP experiments, they gathered rock and dust samples and during a second moon walk they retrieved and examined parts of the SURVEYOR 3 spacecraft which had been in the lunar atmosphere since April 1967.

He was awarded the Navy Distinguished Service Medal for the APOLLO 12 mission.

He has been awarded two NASA Exceptional Service Medals and the Navy Astronaut Wings and is the recipient of Princeton's Distinguished Alumnus Award for 1965. He also has the National Defense Service Medal with bronze star.

He had logged more then 3,514 hours flight time, with more then 2,604 hours in jet aircraft. Captain Conrad was member of the American Institute of Aeronautics and Astronautics and the Society of Experimental Test Pilots.

Captain Conrad's marriage to the former Jane DuBose of Uvalde, Texas, ended in divorce. He is survived by his wife, Nancy Conrad, of Huntington Beach and three sons from his first marriage, Peter W., Thomas V. and Andrew D. Conrad. Christopher C. Conrad, another son from his first marriage, died of bone cancer in 1990.

Captain Pete Conrad died July 8, 1999 at a hospital in Ojai, California, of injuries he suffered in a motor cycle accident.

No picture available

## Damon W. Cooper, Vice Admiral, USN

Damon Warren Cooper was born in Elizabethtown, Kentucky, on April 27, 1919, son of Damon M. and Mary Adelaide (McDermott) Cooper. He attended Elizabethtown High School and Western Kentucky State Teachers College at Bowling Green, prior to entering the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state in 1937. As a Midshipman he won his "letters" in track, football and basketball. Graduated and commissioned Ensign on February 7, 1941 (course of instruction shortened by several months due to the "National Emergency"), he subsequently advanced in rank, attaining that of Rear Admiral, to date from July 1, 1967 and Vice Admiral, to date from August 16, 1972.

Following graduation from the Naval Academy in 1941, he joined the USS *Waters* and in February 1943 was detached for flight training at the Naval Air Station, Pensacola, Florida. Designated Naval Aviator on September 10, 1943, he remained at the Pensacola Air Station until July 1944 and the next month joined Torpedo Squadron TWENTY-FOUR, which he commanded until August 1945.

For outstanding services from April 1 to June 14, 1945 during which time he completed sixty combat missions in the Ryukyus area he was awarded the Distinguished Flying Cross with Gold Stars in lieu of the Second and Third Distinguished Flying Crosses and the Air Medal with Gold Stars in lieu of the Second through Ninth Air Medals. He is also entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the USS *Santee* on which Torpedo Squadron TWENTY-FOUR was based.

In September 1945 he reported as Navigator on board the USS *Kasaan Bay* and from July 1946 to September 1947 was a student at the Naval Intelligence School, Washington, D. C. He next served as Intelligence Officer on the Staff of Commander Air Force, Pacific Fleet and in October 1949 assumed duty as Assistant Training Officer and Officer in Charge of Fighter Squadron ATU-4 at the Naval Auxiliary Air Station, Cabaniss Field, Corpus Christi, Texas.

He was Intelligence Officer on board the USS *Philippine Sea* from August 1950 to January 1951 and was awarded the Navy Commendation Medal with Combat "V". The citation commends him For meritorious service (in that capacity)...during the sustained operations (of the *Philippine Sea*) against enemy North Korean and Chinese Communist forces from August 5. 1950 through December 31, 1950..." He also is entitled to the Ribbon for and a facsimile of the Navy Unit Commendation awarded the USS *Philippine Sea*.

After an assignment as Intelligence Officer on the Staff of Commander Carrier Division FIVE, he reported in September 1951 as Commanding Officer of Fighter Squadron EIGHT HUNDRED TWENTY ONE, He was awarded the Bronze Star Medal with Combat "V," for "meritorious service as Commanding Officer of Fighter Squadron EIGHT HUNDRED TWENTY ONE...during Operations against enemy aggressor forces in Korea from July 18, 1952 to January 10, 1953..." The citation further states in part: "...During combat operations, the squadron had an overall aircraft availability of ninety two percent, while ninty-six percent of the missions assigned were successfully completed without loss of a single aircraft or pilot..."

He was also awarded Gold Stars in lieu of the Tenth, Eleventh Twelfth and Thirteenth Air Medals for completing twenty missions during the periods August, 1 to September 29, 1952; October 3 to November 22, 1952 and November 23, 1952 to January 2, 1953. He is entitled to the Ribbon for and a facsimile of the Navy Unit Commendation awarded the USS *Essex* on which Fighter Squadron EIGHT HUNDRED and TWENTY ONE was based.

He headed the Aviation Armament Section in the Air Warfare Division, Office of the Chief of Naval Operations, Navy Department, Washington, D. C., from March 1953 to February 1955. He next commanded Attack Squadron

- Continued -

THREE, based on the USS *Shangri-La*, and in June 1956 reported as Operations Officer on the Staff of Commander Air Force, U. S. Pacific Fleet. After instruction, July 1957 to June 1958, at the Naval War College, Newport, Rhode Island, he was ordered to the New York Naval Shipyard, Brooklyn, where the USS *Independence* (CVA-62) was building. He joined that attack aircraft carrier as Executive Officer when she was commissioned January 10, 1959, and served in her until detached in July 1959 for duty as Commanding Officer of Attack Squadron FORTY-FOUR.

From July 1960 to July 1961 he was a student at the National War College, Washington, D. C., after which he had duty in the Programs Branch, Joint Chiefs of Staff, Washington, D. C. In 1963 he was awarded the degree of Master of Arts in International Affairs. In April that year he assumed command of the USS *Pine Island* (AV-12) and in July 1964 reported as Commanding Officer of the USS *Ticonderoga* (CVA-14). He was awarded the Gold Star in lieu of the Second Navy Commendation Medal. The citation follows in part:

"For meritorious service from August 2 through 5, 1964 as Commanding Officer, USS Ticonderoga (CVA-14)...(He) was responsible for exceptionally effective airborne support of SEVENTH Fleet operations in the South China Sea, for immediate offensive action in support of destroyers in the Gulf of Tonkin, and for aircraft retaliatory strikes against North Vietnam PT boats and their bases..."

He is also entitled to the Ribbon for and a facsimile of the Navy Unit Commendation awarded the USS Ticonderoga.

Detached from the Ticonderoga, he was ordered to the Bureau of Naval Personnel, where he served as Assistant Director for Captain Detail (Aviation) from June 1965 to July 1966, then as Deputy Assistant Chief for Personnel Control. In December 1966 he assumed command of Patrol Force, SEVENTH Fleet/Taiwan Patrol Force/Fleet Air Wing ONE. "For exceptionally meritorious service from December 1966 to July 1968..." he was awarded the Legion of Merit. The citation further states in part: "..(He) contributed significantly to antisubmarine-warfare readiness and to the success of SEVENTH Fleet patrol operations..."

In August 1969 he reported as Assistant Chief of Naval Personnel for Personnel Control, Navy Department. "For exceptionally meritorious service from August 1968 to August 1970..." he was awarded a Gold Star in lieu of the Second Legion of Merit. The citation further states in part: "...(His) great perceptiveness, superb managerial ability, and ingenuity were vigorously applied to the marked advances made in the centralized distribution and utilization of enlisted personnel; long-range programs for the professional management of officer careers; procurement, training and assignment of Naval Aviators in times of critical turbulence and imbalances in the community; and increased quality and effectiveness of the Navy's recruiting program..."

In August 1970 he assumed command of Carrier Division NINE and in March 1971 reported as Commander Attack Carrier Striking Force, SEVENTH Fleet/Commander Carrier Division FIVE. "For exceptionally meritorious service... during combat operations against enemy forces in Southeast Asia from March 1971 to February 1973..." he was awarded the Distinguished Service Medal. The citation further states in part:

"Commanding the largest task force assembled during the Vietnam conflict, Vice Admiral Cooper displayed exceptional operational expertise and brilliant leadership in prosecuting air strikes, reconnaissance, naval gunfire support, and aerial mining operations deep in enemy territory..."

In April 1973 he became Chief of Naval Reserve with headquarters in New Orleans, Louisiana, with additional duty as Director of Naval Reserve, Office of the Chief of Naval Operations. He served as such until relieved of active duty pending his retirement, effective June 1, 1974.

In addition to the Distinguished Service Medal, the Legion of Merit with Gold Star, the Distinguished Flying Cross with two Gold Stars, the Bronze Star Medal with Combat "V," the Air Medal with twelve Gold Stars, the Navy Commendation Medal with Gold Star and Combat "V", the Presidential Unit Citation Ribbon and the Navy Unit Commendation Ribbon with two Bronze Stars, Vice Admiral Cooper has the American Defense Service Medal; American Campaign Medal Asiatic-Pacific Campaign Medal with four stars; World War II Victory Medal; China Service Medal; National Defense Service Medal with bronze star; Korean Service Medal with five stars; the United Nations Service Medal; Armed Forces Expeditionary Medal (Vietnam); and the Philippine Liberation Ribbon. He also has the Vietnam Navy Distinguished Service Order, First Class; the Special Order of Cloud and Banner from the Republic of China; the Korean Presidential Unit Citation Badge and the Republic of Vietnam Campaign Medal with Device.

His home town" address was Springfield, Kentucky. He was married to the former Anne Porter Leverich of Olympia, Washington, and they had three daughters, Anne Michele (now Mrs. Davidson), Mary Patricia, Jeanne Fleetwood and a son, John Rockwell Cooper.






**Richard Lee Cormier, Captain, USN (Ret.)**
"Zeke"

Date of Designation: 3 April 1942

Dates of Active Duty: June 1941 - July 1964

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 603

Approximate Flight Hours:
Jet: 2,800 Prop: 2,200 Helo: 10 VF/VA: 4,300
VR/VP: 50 VS: 50 VU/VFP: 500 VT: 200 LTA: 5

Combat Tours:
WW II: VC-1 carrier based anti-sub warfare, Atlantic Fleet (F4F-3/F4F-4, TBF/TBM), Oct. 1942 - Mar. 1944, 75 combat missions.
WW II: VF-80/VBF-80 carrier based, WestPac (F6F-3, F6F-5, F4U-1), 1944 - 1945, 61 combat missions.

Aviation Commands:
CO, Blue Angles Flight Demonstration Team, Dec. 1953-Nov. 1956.
CO, VA-113 WestPac/AirPac, Feb. 1957 - Oct. 1958
CO, CAG-11, Oct. 1958 - Jan. 1960, WESTPAC/AIRPAC.

Combat Awards:
5 Distinguished Flying Crosses (WW II)
Silver Star (WW II)
Air Medals
Presidential Unit Citation

## Duty Assignment Chronology

| | |
|---|---|
| 5/39-6/41 | California National Guard, 251st Coast Artillery, Searchlight Battery. |
| 6/41 | Joined the Navy - V5 Program. |
| 6/41-7/41 | Elimination Base, NAF Long Beach, CA., Flight Training. |
| 7/41-9/41 | Pre-Flight (NAVCAD).NAS Corpus Christi. |
| 9/41-4/42 | Flight Training, NAS Pensacola, FL. |
| 5/42-7/42 | Advanced Training (Fighter) NAS Miami, FL. |
| 7/42-9/42 | Advanced Carrier Training Group, NAS North Island, San Diego, CA. |
| 10/42-3/44 | Composite Squadron One, AIRPAC and AIRLANT - 75 combat missions, USS *Card,* USS *Block Islan*d, USS *Croatan*, USS *Tulagi,* USS *Guadalcanal*. Damaged German submarine, Flying TBF-1 Avenger. |
| 3/44-9/46 | VF- 80/VBF-80, AIRPAC. USS *Ticonderoga*, USS *Hancock*, USS *Bennington*, USS *Boxer* - 8 Confirmed, 2 Probable, 1 Possible Victories; assisted in sinking 1 Jap Destroyer, 1 Jap Troop Ship, Direct bomb hit on 1 Jap light cruiser. |
| 9/46-4/47 | VF-98/VF 21-(A) Fleet Air,San Diego, NAS North Island, CA. Instructor, VF. |
| 4/47-12/48 | Aide/Flag Lieutenant, Comamnder Marianas/ Governor Guam. |
| 12/4812/49 | General Line School, Monterey, CA. |
| 1/50-5/50 | Aide to CHIEFNAVAIRTECHTRACOM, NAS Memphis, TN. |
| 5/50-8/50 | Blue Angels Public Affairs Officer #7; Staff CNATRA, NAS Pensacola, FL. |
| 8/50-1/51 | Staff CNATRA, NAS Pensacola, FL. |
| 1/51-7/51 | Naval Aerial Photography School, NAS Pensacola, FL. |
| 7/51-9/51 | JTU, NAS Kingsville TX. |
| 9/51-1/52 | Joint Operations Center, 7th Fleet Representative, KOREA, USS *Essex*. |
| 1/52-12/53 | VFP-61, AIRPAC, USS *Oriskany*. |
| 12/53-11/56 | Officer in Charge, BLUE ANGELS, NAS Corpus Christi/NAS Pensacola. |
| 12/56-2/57 | FAGU, NAAS El Centro, CA. |
| 2/57-10/58 | Commanding Officer, VA-113, AIRPAC, USS *Shangri La*. |
| 10/58-1/59 | Commander, Air Group 11, AIRPAC, USS *Shangri La*. |
| 12/59-3/60 | OPNAV, OP- 502, Washington, D. C. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 3/60-5/61 | Technical Adviser, Navy Office of Public Affairs, Hollywood, CA. |
| 5/61-12/62 | Executive Officer, USS *Wasp*, Atlantic Fleet. |
| 1/63-7/64 | Aviation Member INSERV BOARD |
| 7/64 | Retired from active duty. |

## Summary of Significant Career Events

(1) Officer-in-Charge, Blue Angles Flight Demonstration Team.

(2) Showed early interest in aviation.









**Ralph W. Cousins, Admiral, USN, (Ret.)**
"Ralph"

Date of Designation: 18 November 1940 NA # 6882

Dates of Active Duty: 3 June 1937 - 31 May 1975.

Total Flight Hours: 4 ,700

Carrier/Ship Landings: Fixed wing: 250

Approximate Flight Hours:
Jet: 250 Prop: 4,450 VF/VA: 4,000

Combat Tours:
WW II: VB-2, USS *Lexington* during battle of the Coral Sea. On board *Lexingto*n when that ship was sunk in battle of the Coral Sea, May 1942. Guadalcanal campaign: XO and CO of Bombing Squadron 11, leading strikes against Japanese shipping in Solomons, 1943.

Aviation Commands:
CO, Bombing Squadron 11; 1942 - 1943.
Commander, Attack Air Group ELEVEN; 1945-1947.
CO, USS *Midway* (CVA-41); 1960-1961.
Commander, Task Force 77 (All carriers in the Tonkin Gulf): 1967-1969.

Combat Awards:
Navy Cross
Distinguished Service Medal (4 Stars)
Legion of Merit (2 Stars)
Commandeur de l'ordre National du Merite (French Award)

## Duty Assignment Chronology

| | |
|---|---|
| 6/33-6/37 | U.S. Naval Academy - Midshipman. |
| 6/37-3/40 | USS *Pennsylvania* and on the Staff of Commander in Chief, U.S. Pacific Fleet. |
| 3/40-12/40 | Flight training, NAS Pensacola, FL. |
| 12/40-7/42 | Bombing Squadron TWO (USS *Lexington*), Battle of the Coral Sea. |
| 7/42-7/43 | XO and CO of Bombing Squadron ELEVEN (Solomon Islands campaign). |
| 7/43-45 | NAS Seattle, WA., and Staff of Commander Fleet Air, West Coast. |
| 4/45-47 | Commander, Attack Air Group ELEVEN. |
| 1947-62 | Various Command and staff duties including: |
| 1950 | Graduated from Navy Test Pilot School, Patuxent River, MD. |
| | CO, Naval Air Facility, Annapolis, MD. |
| 1959-60 | CO, USS *Nantahala* (AO-60). |
| 1960-61 | CO, USS *Midway* (CVA-41). |
| 1962-63 | National War College, Washington, D. C. |
| 1963-65 | Military Assistant to the Deputy Secretary of Defense. |
| 1965-66 | Commander, Carrier Division NINE (Gulf of Tonkin). |
| 1966-67 | Assistant Chief of Staff for Plans, on the staff of Commander in Chief Pacific. |
| 11/67-69 | Commander, Attack Carrier Striking Force, SEVENTH FLEET (CTF-77). |
| 1969-70 | DCNO, Fleet Operations and Readiness |
| 1970-72 | Vice Chief of Naval Operations. |
| 1972-75 | Commander in Chief, Atlantic Fleet. |
| 5/31/75 | Retired from active duty. |
| 8/75-77 | Assistant to President, Newport News Shipbuilding. |
| 1977-79 | President Newport News Shipbuilding. |
| 1979-9/85 | Chairman, Tenneco Europe, Inc. London. |

## Summary of Significant Career Events

(1) Awarded the Navy Cross for part in attacking and sinking a Japanese carrier in Battle of the Coral Sea.

(2) Led squadron in a number of dive-bombing missions against enemy forces in Solomon Islands campaign.



**Kenneth Craig, Rear Admiral, USN**

Kenneth Craig was born in Galesburg, Illinois, on October 3, 1902, son of George and Alice Jane (Broadbent) Craig. He attended public schools in Galesburg, and had two years at Knox College in that city before entering the U. S. Naval Academy, Annapolis, Maryland, in "August 1922, on appointment from Illinois. As a Midshipman he played basketball and lacrosse, winning letters in both sports in 1924, 1925, and 1926. Graduated with the degree of Bachelor of Science, he was commissioned Ensign on June 4, 1926, and through subsequent promotions attained the rank of Captain, his date of rank August 15, 1943. His selection for the rank of Rear Admiral was approved by the President on July 24, 1953, his date of rank June 1, 1954.

After Graduation in June 1926, he was assigned to the USS *Arizona*, and served for a year as a junior Division Officer of that battleship, a unit of the Pacific Fleet. In 1927-1929, he served alternately as Division Officer in the USS *Niagara* on survey duty in the Atlantic (Panama Area), and as Assistant Coach at the Naval Academy.

In 1930 he completed flight training at the Naval Air Station, Pensacola, Florida. Designated Naval Aviator on October 2, 1930, he was assigned during the period December 1930 to May 1933, as a pilot of Observation Squadron 3-B, aviation unit of USS *Nevada*.

From June 1933 until February 1934 he served with Patrol Squadron ONE-F, Aircraft Squadrons, Pearl Harbor, Territory of Hawaii, and for fifteen months thereafter had duty at the Fleet Air Base there. He remained in the Pacific while assigned to the USS *Langley* as Division Officer from May 1935 to January 1937, after which he served as Gunnery Officer of Patrol Squadron 11, at San Diego, until March 1938. During the next eighteen months he served at the Naval Air Station, Norfolk, Virginia as Commanding Officer of XPBS-1, a 4-engined seaplane, in which he made a trip to San Diego, and Honolulu T. H. While stationed at Norfolk, he had additional duty with the Board of Inspection and Survey, Navy Department, Washington, D. C.

Reporting in October 1939, to Air Group FIVE in the Pacific, he was Executive Officer of Fighting Squadron 5, based on the *Yorktow*n, from May to November 1940. He was then transferred to Patrol Wing TWO based on Ford Island, Honolulu, T. H., for duty as Assistant Operations Officer on the staff, and was serving in that assignment when the Japanese attacked Pearl Harbor on December 7, 1941. In July 1942 he was detached for similar duty on the staff of Commander Patrol Wings, Pacific Fleet, and the next month was assigned to the staff of Commander in Chief, Pacific Fleet.

Returning to the United States in April 1943, he assumed command of the Naval Air Station, Deland, Florida, in June of that year, remaining in command until February 1944. For eight months he was Commanding Officer of the USS *Sable* at Chicago, Illinois, and in October 1944, assumed command of the USS *Croatan* in the Atlantic. While in the latter command, he served concurrently as Commander Task Group 22.5.

He was awarded the Legion of Merit with Combat "V," for "exceptionally meritorious conduct in the performance of outstanding services...from November 1944 through September 1945...By his resourcefulness, leadership and courage, the Task Group successfully accomplished its mission of anti-submarine warfare, sinking three enemy submarines in April 1945..."

During the post-war period, October 1945 to June 1946, he served as Chief of Staff and Aide to Commander, Carrier Division 4, first at Alameda, California, and later Quonset Point, Rhode Island. When detached he remained at Quonset Point to serve until March 1948, as Chief of Staff and Aide to Commander Fleet Air Quonset, at the Naval Air Station there. He then returned to the Naval Academy for a tour of duty as Head of the Department of Aviation. In March 1950 he was ordered to Washington, D. C., to serve for a year as Aide to the Secretary of Defense.

He next commanded the USS *Midway* from March 1951 until April 1952, in European waters, after which he served as Chief of the Naval Advisory Group, Air University, Maxwell Air Force Base, Alabama. On July 8, 1954 he became Commander of the Alaskan Sea Frontier and Commandant of the Seventeenth Naval District, with headquarters at Kodiak, Alaska, and between August 1955 and January 1958 was Deputy Chief of the Bureau of Naval Personnel, and Assistant Chief of the Bureau of Naval Personnel, Navy Department. He was Commander Carrier Division TWO from March to April 1959, when he was assigned as Commander Fleet Air, Jacksonville, Florida. In

- Continued -

July 1959 he assumed additional duty as Commander Naval Air Bases, Sixth Naval District. He continued to serve as such until relieved of all active duty pending his retirement, effective June 1, 1961.

In addition to the Legion of Merit with Combat "V," Rear Admiral Craig has the American Defense Service Medal, Fleet Clasp; American Campaign Medal; European-African-Middle Eastern Campaign Medal, Asiatic-Pacific Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; and the National Defense Service Medal.

He and his wife, the former Anne E. Grant of Seattle, Washington, had three children: Cynthia Anne, Kenneth Grant, and Sarah Elizabeth Craig.



## John G. Crommelin, Rear Admiral, USN

Date of Designation: 26 November 1926

Dates of Active Duty: June 1923 - 1 June 1950

### Duty Assignment Chronology

John Geraerdt Crommelin, Jr., was born in Montgomery, Alabama, on October 2, 1902, a son of John a. Crommelin and Mrs. Katherine Vasser Gunter Crommelin. He attended the University of Virginia at Charlottesville, before his appointment to the U. S. Naval Academy at Annapolis, Maryland, from the Second District of Alabama in 1919. While a Midshipman he played class football and was a member of the varsity boxing squad for three years. Graduated and commissioned Ensign in June 1923, he at-tained the grade of Captain, to date from May 1, 1943. He was transferred to the Retired List of the U. S. Navy on June 1, 1950, and advanced to the rank of Rear Admiral, on the basis of combat citations.

Following graduation from the Academy in 1923, he had three months duty in the Bureau of Ordnance, Navy Department, before reporting in November to the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. There he had fitting out duty in the USS *West Virginia* and joined her when she was commissioned on December 1, 1923. Transferred to the USS *Chaumont* in February 1924, he continued sea service aboard that transport until ordered to return to the United States. In February 1925 he was assigned flight training at the Naval Air Station, Pensacola, Florida, and upon completion of the course was designated Naval Aviator on November 26, 1926.

He remained at Pensacola until February 1927, at which time he joined Fighting Squadron FIVE-S (later changed to FIVE-B) attached to the USS *Wright* and USS *Lexington*, successively. While on board the latter, he received a Commendatory Letter from the Secretary of Navy, for performance of duty as Gunnery Officer of that Squadron for the year 1929-1930. Continuing service with Fighting Squadron FIVE-B (later changed to Bombing Squadron ONE-B) until December 1929, he then returned to Pensacola, for duty as an Instructor.

From June 1933 to September 1934 he served with the aviation unit of the USS *California*. He received a second Commendatory Letter from the Secretary of Navy, for obtaining high fixed machine gun score in battleship units for the year 1933-34, and was also commended by the Commander Cruisers, Scouting Force, for compiling a pamphlet on firing fixed machine guns. In September 1934 he was ordered to the aviation unit of the USS *Colorado*, and following a short assignment, between June and August 1935, with Fighting Squadron THREE-B, based on the aircraft carrier *Ranger*, he had approximately two years' duty at the Naval Air Station, Anacostia, Washington, D. C.

Returning to sea in August 1937, he reported to the USS *Saratoga*. From June 1938 he had duty with Bombing Squadron THREE, based on that carrier, and between March and July 1939 commanded that aircraft unit. Following service as Commanding Officer of Bombing Squadron FOUR, based on the USS *Ranger*, until May 1940 he next had a tour of duty in the Flight Division, Bureau of Aeronautics, Navy Department.

On June 29, 1942, he joined the USS *Enterprise* as Air Officer, and in December of that year assumed the duties of Executive Officer. While attached to that aircraft carrier he participated in the occupation of Guadalcanal; the Battle of Stewart Islands in August 1942; the Battle of Santa Cruz in October; the Battle of the Solomon Islands in November 1942; and in the Battle of Fennel Island in January 1943. Later that year the *Enterprise* underwent an extensive overhaul,

"For especially meritorious pert performance of duty under fire...." as Air Officer of the USS *Enterprise* during the Battle of Santa Cruz on Octo-ber 26, 1942, he received a Letter of Commendation with authorization to wear the Commendation Ribbon, from the Commander South Pacific Force and South Pacific Area. The citation continues in part: "...The thorough manner in which (he) prepared all branches of his department for battle and his calm courage under heavy fire are worthy of special commendation."

He is also entitled to the ribbon for and a facsimile of the Presi-dential Unit Citation awarded the officers and men of the USS *Enterprise*. :For consistently outstanding performance and distinguished achievement during repeated action (...participating in nearly every major carrier engagement in the first year of the war...) against enemy Japanese forces in the Pacific war area, December 7, 1941, to November 15, 1942...."

Upon being detached from the *Enterprise* in September 1943, he joined the staff of Commander Carrier Division TWENTY-FOUR, as Chief of Staff and Aide. During this assignment he was aboard the flagship *Liscome Bay* when

she was torpedoed and sunk by a Japanese submarine in the Gilbert Islands area on November 24, 1943. Jumping over the side of the *Liscome Bay*, blazing from bow to stern, and surrounded by burning oil and gasoline, he was burned before a destroyer came to his rescue. He was later awarded a Purple Heart Medal for injuries received in this engagement.

In May 1944, he was assigned duty on the staff of the Commander Carrier Division TWELVE, and for "exceptionally meritorious conduct...as Chief of Staff of a Carrier Task Group Commander, during operations against enemy Japanese forces in the forward Pacific Area, from January 1, to August 8, 1944..." he was awarded the Legion of Merit with authorization to wear the Combat Distinguishing Device "V." The citation continues: "...as skilled in the performance of duty, (he) contributed materially to the success of the operations of the various Carrier Task Groups commanded by his flag officer. .. "

On September 27, 1944, he reported for duty on the staff of the Commander Fleet Air, West Coast, and for his services as Director of Training, charged with the training of all pilots and squadrons on the West Coast, he was awarded a Gold Star in lieu of a second Legion of Merit, the citation stating: "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Director of Training on the Staff of Commander Fleet Air, West Coast, Captain (then Commander) Crommelin displayed outstanding leadership and ability in discharging the responsibilities of the Training Division, thereby assuring the maximum preparation of pilots for combat. In the carrier refresher landing phase of training, he developed a new pattern which has become doctrine and, over a five month period reduced the accident rate 60%. By his effective organization of the training program, he attained a high degree of coordination..."

Continuing duty with Commander Fleet Air, West Coast, he assumed duty in July 1945 as Chief of Staff and Aide, with additional duty as Deputy Commander. Upon orders of October 1945, he reported to the Chief of the Bureau of Naval Personnel, Navy Department, for temporary service on the Selection Board, and in November had duty in connection with fitting out the USS *Saipan*. He assumed command of that carrier upon her commissioning on July 14, 1946, at the Navy Yard, Philadelphia, Pennsylvania.

When relieved of command of the *Saipan* in September 1947, he became Chief of Staff and Aide to the Commander Operational Development Force, Atlantic Fleet, and after a year's service in that assignment reported to the Naval War College, Newport, Rhode Island, for instruction (Senior Course). He was assigned in April 1949 to duty in the Office of the Joint Chiefs of Staff, in connection with the Joint Logistics Planning Section, then had brief duty in the Office of the Chief of Naval Operations, before his assignment in November 1949 as Aviation Officer on the staff of Commander Western Sea Frontier. He was furloughed on April 1, 1950, and at his own request was transferred to the Retired List of the U. S. Navy on June 1, 1950.

In addition to the Legion of Merit (Combat "V") and Gold Star, the Commendation Ribbon, Purple Heart Medal, and the Presidential Unit Citation Ribbon (USS *Enterprise*), Rear Admiral Crommelin has the American Defense Service Medal, Fleet Clasp; the Asiatic-Pacific Campaign Medal; the American Campaign Medal; and the World War II Victory Medal.

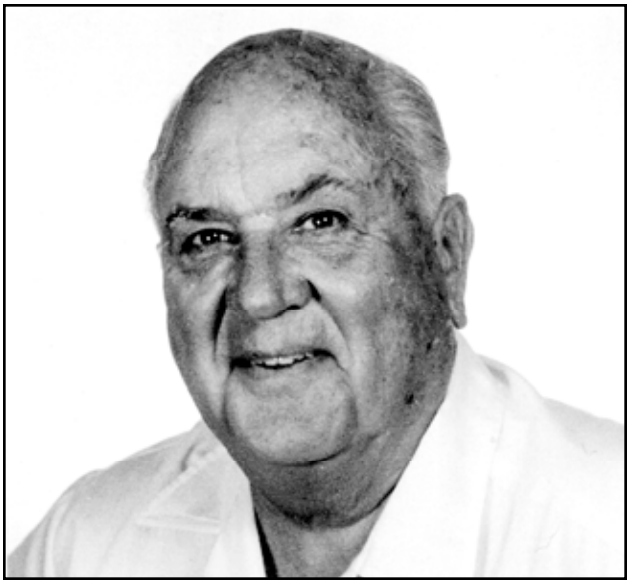
He was married in 1930 to Miss Lillian E. Landis of San Diego, California. The official family home was Harrogate Springs, Wetumpka, Alabama.

Rear Admiral Crommelin is the eldest of five brothers, all graduates of the U. S. Naval Academy, and all save one, Captain Henry Crommelin, naval aviators. They are:
Vice Admiral Henry Crommelin, USN, Class of 1925
CDR Charles Laurence Crommelin, USN, Class of 1931
LCDR Richard Gunter Crommelin, USN, Class of 1938
CAPT Quentin Claiborne Crommelin, USN, Class of 1941

John Crommelin will always be remembered by his shipmates for his career self-sacrifice in defense of Naval aviation, and he did not fully understand the esteem and depth of affection veterans held for him. In 1949, he was a captain serving at Navy headquarters in Washington when steps toward unification of the armed forces were being discussed and made. But strategic, organization and personal differences between the Navy and the Air Force and also, on a lesser scale, between the Army and the Navy - exploded into a series of charges, counter charges and public hearings that shook the Pentagon. Captain Crommelin, as he then was, publicly complained that the Defense Department was scuttling naval air power and showing improper favor to the Air Force. He also asserted that "a Prussian General Staff system of the type employed by Hitler" was being imposed on the armed forces under unification. He was relieved of his duties at the headquarters and publicity reprimanded by Admiral Forrest P. Sherman, Chief of Naval Operations, for making public confidential Navy letters linking top admirals to active opposition against unification. Captain Crommelin was transferred to San Francisco to be Air Officer of the Western Sea Frontier. After he continued his criticism in the face of orders to keep silent, he was ordered by Admiral Sherman to be furloughed at half pay, beginning early in 1950. That year The New York Times military affairs expert Hanson W. Baldwin wrote that Captain Crommelin was a "stormy petrel who wouldn't shut up."

In later years he operated part of his family plantation, named Harrogate Springs, in Elmore County, raised a variety of crops. He also ran unsuccessfully for various public offices He was a candidate in the Democratic Presidential primary in New Hampshire in 1968 and also repeatedly announced himself as a candidate for the United States Senate. The National states Rights Party nominated him for Vice President in 1960.





**James G. Daniels, III, Captain, USN (Ret.)**
"Jim"

Date of Designation: 31 August 1939 NA # 6045

Dates of Active Duty: 1 May 1939 - 1 July 1970.

Total Flight Hours: 4,226

Carrier/Ship Landings: Fixed wing: 382

Approximate Flight Hours:
Jet: 314 Prop: 3,500 VF: 3,000 VP: 300 VT: 50
Other: 60 misc.

Combat Tours: Total 110 missions
WW II: Pearl Harbor, Eastern Marshalls, Santa Cruz, Western Pacific One and one-half aircraft downed. - 52 combat missions.
Korea: Dec. 52-Feb. 53, (F9F-2/5) - 58 combat missions
Vietnam: Tonkin Gulf, at the beginning, COS CARDIV 5

Aviation Commands:
CO, VBF-2 (Corsair 4's), Jan .1945 - Dec. 1945 (WW II).
CO, Air Task Group Two (ATG-2), Aug. 1951 - Feb. 1953, CAG-2, USS *Essex* (CVA-9) (Korea).
CO, USS *Navasota* (AO-106), Pacific, May 1961-Jun. 1962
CO, USS *Ticonderoga* (CVA-14), Pacific, Jul. 1962-Jul 1963

Combat Awards:
Legion of Merit, Second Legion of Merit with Combat "V".
Distinguished Flying Cross.
6 Air Medals.
Letter of Commendation with Combat "V".

## Duty Assignment Chronology

| | |
|---|---|
| 4/38-5/38 | N.A.R.B., Kansas City, Kansas. Elimination Training. |
| 5/38-9/39 | NAS Pensacola, FL. Flight Training. |
| 10/39-2/42 | USS *Enterprise* (CV-6), VF-6 Pilot, F4F-3 and F4F-4. |
| 2/42-6/43 | USS *Enterprise* CV-6), Air Group Ten, Landing Signal Officer (LSO). |
| 6/43-1/45 | COMNAVAIRPAC Staff LSO. |
| 1/45-12/45 | CO, VBF-2 (Corsair 4's), USS *Shangri La*. |
| 1/46-6/46 | XO, USS *St. George* (AV-16). |
| 7/46-7/47 | Line School, Newport, Rhode Island-Student. |
| 7/47-7/49 | NAF Honolulu, HI., Operations Officer and CO. |
| 7/49-6/51 | NAF Annapolis, MD, Operations Officer. |
| 6/51-2/53 | Air Task Group 2, CAG, Korea, F9F-2/5. |
| 2/53-6/54 | COMNAVAIRPAC Staff, Personnel Officer. |
| 6/54-7/56 | Bureau of Naval Personnel. |
| 8/56-10/57 | XO, USS *Essex* (CV-9). |
| 10/57-6/58 | COMNAVAIRPAC - Staff Personnel Officer. |
| 7/58-7/59 | National War College - Student. |
| 7/59-7/61 | CNO, OP-05 Staff. |
| 7/61-6/62 | CO, USS *Navasota* (AO-106). |
| 7/62-7/63 | CO, USS *Ticonderoga* (CVA-14). |
| 7/63-11/64 | Chief of Staff, COMCARDIV FIVE. |
| 12/64-6/65 | JCS, OP-03. |
| 7/67-6/70 | COMFAIRHAWAII - Chief of Staff and CO. |
| 7/70 | Retired from active duty. |

## Summary of Significant Career Events

(1) Daniels reported to VF-6 in USS *Enterprise*, September 1939, and flew the F3F-2 biplane with fabric covered wings, and later, the F4F, an all metal mid-wing monoplane with 4 guns, the top Navy fighter aircraft at the beginning of WW II.

(2) 12th pilot to complete 100 arrested landings on the same carrier, August 21, 1941, VF-6.

(3) On December 7, 1941, Daniels was launched at 0830 with three other VF-6 pilots, the first Combat Air Patrol (CAP) of WW II. Also on Dec. 7, 1941, the USS *Enterprise*, some 150 miles SW of Pearl Harbor, in the late afternoon, launched an attack/search group

- Continued -

Summary of Significant Career Events continued

made up of 18 VT, 6 VS/VB, and 6 VF to look for the enemy fleet. Daniels was #2 in the Fighter Group. The Group returned to the Carrier, the VF arriving first. Admiral Halsey, not knowing the location of enemy subs, would not "light" ship to permit landing, so sent the six VF air-craft to Pearl Harbor where friendly fire shot down five of the of the six aircraft, killing three of the pilots. Daniels was the only one to get down safely with his aircraft. In a speech by Pres. Clinton on Sept. 2, 1995, at the National Cemetery of the Pacific he mentioned that "Daniels was the only U.S. Pilot (Army or Navy) in the air at Pearl Harbor on December 7, 1941, when war was declared against the Japanese and also in the air off Tokyo Bay when WW II ended, the war's last CAP on August 15, 1945."

(4) Only two months after the war began, on February 1, 1942, the first Battle of the Marshalls, he is credited with destroying 1 and 1/2 enemy aircraft. During the Battle of Santa Cruz, 0ct. 1942, he was also cred ited with downing a "Val" (enemy VT) from the rear seat of an SBD parked on the flight deck near the LSO platform.

(5) In late 1945, Daniels commanded the first F4U-4, (Corsair-4) squadron in the Pacific aboard *Shangri La,* returning to the U.S. upon completion of deployment without loss of a pilot or an aircraft.

(6) During Korea, 1952/1953, another first was to form Air Task Group Two, the first Carrier Air Wing in the Pacific with a nuclear strike capability.

(7) As CO, USS *Ticonderoga* in 1962-1963, AG-5 embarked, flew over 10,000 hours without an operational loss.

(8) Daniels was Chief of Staff CARDIV 5, on the Flag bridge of the *Ticonderoga* in the Tonkin Gulf when three Vietnamese PT boats attacked the USS *Maddox* in late July 1964, starting the Vietnamese conflict.

(9) After serving in a Flag billet as Commander, Fleet Air Hawaii, Daniels retired after 33 1/2 years' service in 1970.



**William M. Davenport, Ensign, USN**

William Martin Davenport was born in Richmond, Virginia on May 4, 1920, son of Harry Burrus Davenport and Lutie Martin Davenport. He attended Gordonsville High School, Gordonsville, Virginia. He played baseball, basketball and track and was captain of all those teams.

He started flying in 1935 when I was 15 years old. Rebuilt an airplane (Fairchild 24) while in high school. Did a little bard storming. Taught flying at University of Virginia. and taught primary flight for U.S. Army at Riddle Aeronautical Institute, Carlstrom Field, Arcadia, FL. Taught U.S. Navy Primary at Grim Air Service, Staunton, VA. He enlisted in the U. S. Navy on December 7, 1942.

He was married to Mary Jane Derey of Boston, Massachusetts and Eastham, Virginia on March 3, 1942.

No picture available

## James J. Davidson, Captain, USN

James Jennings Davidson was born on July 19, 1919, in Sparta, Wisconsin, son of Mrs. Clara J. Gilbertson of Rochester, Minnesota, and the late David Davidson. He attended Lewiston, Wisconsin, High School and Winona State Teachers College, Winona, Minnesota, from which he was graduated with the degree of Bachelor of Science in 1940. On November 25, that year he enlisted in the U. S. Naval Reserve, and on February 15, 1941, was appointed an Aviation Cadet, and began flight training. Designated a Naval Aviator on August 4, 1941, he was commissioned Ensign in the U. S. Naval Reserve, and through subsequent advancement and his transfer to the U. S. Navy on June 10, 1943, he attained the rank of Captain, USN, to date from July 1, 1960.

After training with the Advanced Carrier Training Group, Naval Air Station, San Diego, California, from September to December 1941, he was assigned to Scouting Squadron THREE. He served as Communications Officer of that Squadron, based on the USS *Saratoga*, during the early months of World War II and from September to December 1942 at Guadalcanal; and a Flight Officer of the Squadron, based at San Diego from December 1942 until March 1943. During the next fourteen months he served as Operations Officer of Bombing Squadron FOUR at the Naval Air Station, Norfolk, Virginia until July 1943, then based on the USS *Yorktown*.

He is entitled to the Ribbons for the Presidential Unit Citations to the First Marine Division, Reinforced, and the USS *Yorktown* and was personally awarded the Silver Star Medal; Distinguished Flying Cross; and the Air Medal with two Gold Stars in lieu of additional Air Medals; and a Letter of Commendation with Ribbon from the Commander in Chief, U. S. Pacific Fleet, for World War II service. The citations follow in part:

Silver Star Medal: "For conspicuous gallantry intrepidity as pilot of Scouting Squadron THREE during action against enemy Japanese forces in the Solomon Islands Area, September and October 1942. In addition to participation in daring raids on enemy ground installations, Lieutenant (junior grade) Davidson was a member of numerous search missions over dangerous hostile territory. Attacked by four float biplanes while operating over New Georgia Island, Lieutenant (jg) Davidson, firing in unison with his gunner, damaged one enemy plane and then succeeded, by his skillful maneuvers, in eluding the other hostile craft. With outstanding courage and excellent airmanship, he assisted, on a later date, in sinking one destroyer out of force of six and in damaging another so severely that it was left in a sinking condition..."

Distinguished Flying Cross: "For heroism and extraordinary achievement in aerial flight as Dive Bomber Pilot and Strike Leader in action against enemy Japanese forces at Truk Island, February 16-17, 1944. Leading his flight on repeated high-level and low-level bombing attacks against enemy shipping and shore installations, Lieutenant Davidson was instrumental in sinking five enemy ships, including a destroyer..."

Air Medal: "For meritorious achievement in aerial flight as Leader of a Flight of Bombers in Bombing Squadron FIVE, attached to the USS *Yorktown*, during operations in support of the occupation of Hollandia, New Guinea, on April 23, 1944. Observing that the progress of our advancing infantry was threatened by a vastly superior number of enemy troops, Lieutenant, Davidson led his flight to the area and, despite concentrated anti-aircraft fire which damaged his plane, directed his group in the destruction of the enemy positions ...He flew at extremely low altitudes in order to direct his group to important targets and was himself the last to leave the attack area…"

Gold Star in lieu of Second Air Medal: "For meritorious achievement...as Leader of a flight of Dive Bomber Planes in Bombing Squadron FIVE during the attack on enemy Japanese shipping at Kwajalein, December 4, 1943. Pressing home a determined attack despite antiaircraft fire which wounded the leader of his second section, (he) secured a direct hit upon an armed merchantman, and shared credit with another of the squadron for sinking this vessel..."

Gold Star in lieu of Third Air Medal: "...as Pilot of a Dive Bomber in Bombing Squadron FIVE, attached to the USS *Yorktown*, in action against enemy Japanese forces on Marcus Island, on August 31, 1943. Undaunted by antiaircraft fire, Lieutenant Davidson led his flight in a bombing attack against hostile installations in this area and, pressing home his attacks with skill, contributed materially to the success of his flight in causing extensive loss to the enemy in personnel and equipment..."

The Letter of Commendation, with authorization to wear the Commendation Ribbon, by the Commander in Chief, U. S. Pacific Fleet, was for action at Guadalcanal on August 7, 1942, when he was assigned to strafing of enemy antiaircraft targets.

- Continued -

The Presidential Unit Citation was awarded the First Marine Division, Reinforced, with which his squadron served briefly, for heroic action on August 7 to 9, 1942 during landing assaults against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida and Guadalcanal, British Solomon Islands; and from that period to December 9, 1942 for holding their important strategic positions despite determined and repeated Japanese naval, air and land attacks, and by a series of offensive operations, driving the Japanese from the proximity of the airfield.

The USS *Yorktown* won the Presidential Unit Citation for "extraordinary heroism in action against enemy Japanese forces in the air, at sea and on shore in the Pacific War Area from August 31, 1943, to August 15, 1945..." The citation states that the *Yorktown* and her air groups struck crushing blows against the enemy's fighting strength, provided air cover for our amphibious forces, and inflicted terrific losses on the Japanese in fleet and merchant marine units sunk or damaged.

From May 1944 until February 1945 he served as Project Officer, Flight Test Division, at the Naval Air Test Center, Patuxent River, Maryland, and following ten months' service with Commander Naval Forces, Europe, during which he was a student, Empire Test Pilots School, returned for further duty at the Naval Air Test Center, Patuxent River. This time he remained on duty as Project Officer for three years. From January to June 1949 he was a student at the Air Command and Staff School, Maxwell Air Force Base, Alabama, after which he was assigned to the USS *Valley Forge*, for duty as Executive Officer of Fighter Squadron FIFTY-TWO, during the period July 1949 to September 1950.

He served as Assistant to the Assistant Chief of Staff to Commander Naval Forces, Far East, from September through December 1950, then returned to Fighter Squadron FIFTY-TWO, based at the Naval Air Station, San Diego, California, as Commanding Officer. The next ten months that squadron, under his command, was based on board the carriers *Essex* and *Valley Forge*, successively, while operating under the United Nations Command in the Korean Area. He is entitled to the Ribbon for the Navy Unit Commendation awarded the USS *Valley Forge* and her Air Groups for Korean Service, and was awarded a Gold Star in lieu of the Fourth Air Medal for meritorious achievement from July 3 to August 1950, while serving as Executive Officer of Fighter Squadron FIFTY-TWO.

For three months he served as Assistant Safety Officer on the Staff of Commander Naval Air Force, Pacific Fleet, then from February to December 1952 was a student at the Naval Postgraduate School, Monterey, California, where he completed the General Line course. In January 1953 he reported to the Navy Department, Washington, D. C., for a tour of duty in Air Warfare Division, Office of the Chief of Naval Operations. Detached in January 1955, he had a year as Executive officer of Composite Squadron THREE, based at the Naval Air Station, Moffett Field, California.

From April 1956 until July 1957 he was at sea as Air Officer of the USS *Kearsarge* (CVA-33), and in August 1957 became Commander Air Group FOURTEEN. He was ordered to the Bureau of Aeronautics, Navy Department, in July 1958, and served in the Fighter Branch after that Bureau and the Bureau of Ordnance were combined as the Bureau of Naval Weapons in January 1960. He was a student at the Naval War College, Newport, Rhode Island, during the 1960-1961 school year and in June 1961 joined the Staff of Commander Naval Air Force, Atlantic. In May 1963 he was again assigned to the Bureau of Naval Weapons where he remained until July 1964 when he transferred to the Office of Naval Material, Navy Department.

In addition to the Silver Star Medal; Distinguished Flying Cross, Air Medal with three Gold Stars, Commendation Ribbon, and the Ribbons and Star for the Presidential Unit Citations and the Navy Unit Commendation, Captain Davidson has the American Defense Service Medal; American, Campaign Medal with star; the Asiatic-Pacific Campaign Medal with seven stars; European-African-Middle Eastern Campaign Medal World War II Victory Medal; Navy Occupation Service Medal; China Service Medal (extended); National Defense Service Medal; Korean Service Medal; and the United Nations Service Medal.

Captain Davidson was married to the former Muriel Mindrum of Lanesboro, Minnesota, and had a daughter, Barbara Claire Davidson.

He was Captain of his College Track Team in 1940-1941, and was in Who's Who in American Colleges and Universities, 1941. Five years later he landed the FH-1 PHANTON on board the USS *Franklin D. Roosevelt* for the first USN all-jet airplane carrier operastions.


1950


1981 Elaine

## Donald C. Davis, Admiral, USN (Ret.)

"Red Dog"

Date of Designation: 24 October 1945 NA # C-28089

Dates of Active Duty: 9 June 1943 - 1 August 1981

Total Flight Hours: 5,000+

Carrier/Ship Landings: Fixed wing: 550

Approximate Flight Hours:
Jet: 3,000 Prop: 1,500 VF/VA: 5,000+

Combat Tours:
WW II: USS *Mobile* (CL-63), 5" Gunnery Officer, Sep. 1943 - Oct. 1944 - 9 battle stars.
Korea: VF-31 (F9F-2), USS *Leyte* (CV-32), Aug. 1950 - Apr. 1951 - 51 combat missions.
Vietnam: CO, USS *Montrose* (APA-212), 1966-1967
CO, USS *Kitty Hawk* (CVA-63), 1967-1968.

Aviation Commands:
CO, VF-211, USS *Midway* (CVA-41), Jan. 1957- Mar. 1958
Commander, CAG-5, USS *Constellation* (CVA-64), Jun. 1961 - Jan. 1963
CO, USS *Kitty Hawk* (CVA 63) Jun. 1967 - Oct. 1968
Commander, CARDIV ONE, May 1973 - May 1974
Commander, CARDIV FIVE (CTF-77), Jun. 1974 - May 1975
Commander, Pacific Recovery Force (Apollo 11, 12 and 13), Jun. 1969 - Nov. 1969

Combat Awards:
3 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 7/40-6/43 | Midshipman, U. S. Naval Academy. |
| 6/43-9/43 | Naval Air Operational Training Command, NAS, Jacksonville, FL. |
| 9/43-10/44 | USS *Mobile* (CL-63). |
| 10/44-4/45 | NAS, Ottumwa, IA. |
| 4/45-10/45 | Naval Air Training Base, Corpus Christi TX. |
| 10/45-12/45 | NAS Jacksonville, FL. |
| 12/45-4/46 | NAS Miami, FL. |
| 4/46-5/46 | NAAS Cecil Field, Jacksonville, FL. |
| 5/46-8/46 | Bombing Fighting Squadron 81. |
| 9/46-4/47 | Fighter Squadron 14A. |
| 4/47-2/48 | Fighter Squadron 5A. |
| 3/48-8/49 | Fighter Squadron 51. |
| 8/49-3/51 | Fighter Squadron 31. |
| 3/51-7/51 | NAAS, Cabaniss Field, Corpus Christi, TX. |
| 7/51-9/52 | NAAS, Kingsville, TX. |
| 9/52-11/53 | Nellis Air Force Base, Las Vegas, NV (Fighter Gunnery Instructor Pilot). |
| 11/53-6/55 | Fleet Air Air Gunnery Training Unit, NAAS, El Centro, CA (Naval Aviator/Ops. Officer/ Training Officer). |
| 7/55-2/57 | XO, VF-211. |
| 2/57-6/58 | CO, VF-211. |
| 6/58-6/59 | Office of CNO (Asst. for Airborne Defense Weapons Systems Sect., Air Warfare Div.). |
| 6/59-8/60 | Office of Under Secretary o£ the Navy (Special Assistant and Aide). |
| 8/60-6/61 | Naval War College (Student). |
| 6/61-2/62 | Commander, CAG-12 (Prospective Commander, CAG-5). |
| 2/62-1/63 | Commander, CAG-5. |
| 1/63-4/66 | Aeronautical Systems Division, Wright-Patterson AFB, Dayton, OH. (Asst. Director for Navy Program). |
| 4/66-5/66 | Naval Amphibious School (Student), Coronado, CA. |
| 5/66-6/67 | CO, USS *Montrose* (APA-212) |
| 6/67-9/68 | CO, USS *Kitty Hawk* (CVA-63) |
| 10/68-6/69 | CINCPACFLT (Fleet Operations Officer) |
| 6/69-8/70 | Commander Hawaiian Sea Frontier/ Commander, 14th Naval District /ADDU: COMFAIRHAWAII/COMNAB Pearl Harbor. |
| 8/70-5/73 | Office of the CNO (Director, Aviation Plans and Requirements Division). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 5/73-4/74 | Commander, Carrier Group ONE. |
| 4/74-4/75 | Commander, Attack Carrier Striking Force SEVENTH Fleet/Commander, Carrier Group FIVE. |
| 4/75-3/78 | Office of the CNO (Director, Navy Program Planning). |
| 3/78-5/78 | Commander SEVENTH Fleet. |
| 5/78-8/81 | CINCPACFLT/ADDU: Naval Component Commander of the U.S. Pacific Command. |
| 8/1/81 | Retired from active duty |

## Summary of Career Events

Donald Cooke Davis was born in New Boston, Missouri, on January 24, 1921, son of Randal N. and Alice Isabel (Cooke) Davis. He attended the University of Missouri prior to entering the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state in July 1940. Graduated with the Class of 1944 on June 9, 1943, he was commissioned Ensign and subsequently advanced in rank to that of Admiral, to date from May 9, 1978.

Following graduation from the Naval Academy in 1943, he reported on board the USS *Mobil*e (CL-63) and while so serving, participated in nine major campaigns in the Pacific Theater of Operations.

In November 1944 he entered flight training at NAS Corpus Christi, Texas, and in May 1946 he was designated a Naval Aviator at NAS Miami, Florida.

He was then assigned to Bombing-Fighting Squadron 81 flying F4U-4 Corsairs off the USS *Princeto*n. In October 1947 he was transferred to VF-51, which became the Navy's first operational jet squadron when it transitioned from F8F-1 Bearcats to FJ-1 Furys in the spring of 1948.

In September 1949 he was assigned to VF-31, flying F9F-2 Panthers. Operating from the USS *Leyte*, he flew fifty-one combat missions in the Korean area of hostilities. He was awarded the Air Medal for personally destroying or damaging several locomotives and two active military trains while leading armed reconnaissance and target area patrols deep in enemy territory. He also received a Gold Star in lieu of a Second Air Medal for leading "...his division in attacks against enemy troop movements... (and) contributing to the successful withdrawal of beleaguered friendly forces near Hungman..."

In January 1951 he joined Jet Training Unit ONE at the NAAS Kingsville, Texas, as Operations Officer, and in September 1952 he reported, under the Exchange Officer Program, to the 3595th Fighter Training lying at Nellis AFB, Nevada. While serving in the 3595th, he was engaged in training Air Force F-86 pilots for combat missions in Korea.

He was assigned as Operations Officer with the Fleet Air Gunnery Unit at the NAS El Centro, California, from November 1953 until June 1955. He was then assigned as Executive Officer of VF-211, which operated in the Western Pacific flying the FJ-3 Fury. He assumed command of that squadron in January 1957 and led it through transition to the F8U-1 Crusader.

From June 1958 to July 1959 he had duty in connection with Military Requirements for Fighter Aircraft in the Office of the CNO, Navy Department, Washington, D. C. While in Washington he subsequently became Aide and Special Assistant to the Under Secretary of the Navy until August 1960 when he reported to the Naval War College, Newport, RI., for instruction in the Senior Course in Naval Warfare.

In February 1962 he assumed command of Carrier Air Group FIVE aboard USS *Constellation* (CVA-64).

In January 1963 he reported as Assistant Director for Navy Programs, Air Force Systems Command, Wright-Patterson AFB, Ohio. During this tour he became the first Naval Aviator to fly in the F-111A. He was awarded the Legion of Merit by the Department of the Air Force for his contributions in the development of the F-111A.

During May 1966, he took command of USS *Montrose* (APA-212) and supported the in-country Vietnam Riverene Support Base Vung Tau, Vietnam from February 1967 until April 1967.

In June 1967 he assumed command of the USS *Kitty Hawk* (CVA-63) and "...for exceptionally meritorious conduct as CTG 77.4, Commanding Officer, USS *Kitty Hawk* (CVA-63), and CTF 77...while directing air strikes against significant military targets and lines of communications in North Vietnam..." was awarded a Gold Star in lieu of the Second Legion of Merit. He is also entitled to the ribbon for a facsimile of the Presidential Unit Citation awarded the USS *Kitty Hawk*.

In October 1968 he joined the Staff of CINCPACFLT as Fleet Operations Officer. In June 1969 he was promoted to Rear Admiral and assigned as Commander Hawaiian Sea Frontier/Commandant of the Fourteenth Naval District, Commander Fleet Air, Hawaii, and Commander Naval Base, Pearl Harbor. He was awarded Gold Stars in lieu of the third and fourth Legion of Merit for his performance in these commands.

Ordered to the Office of the CNO, Navy Department, he served as Director of the Aviation Programs Division from September to December 1970, then as Director of the Aviation Plans and Requirements Division.

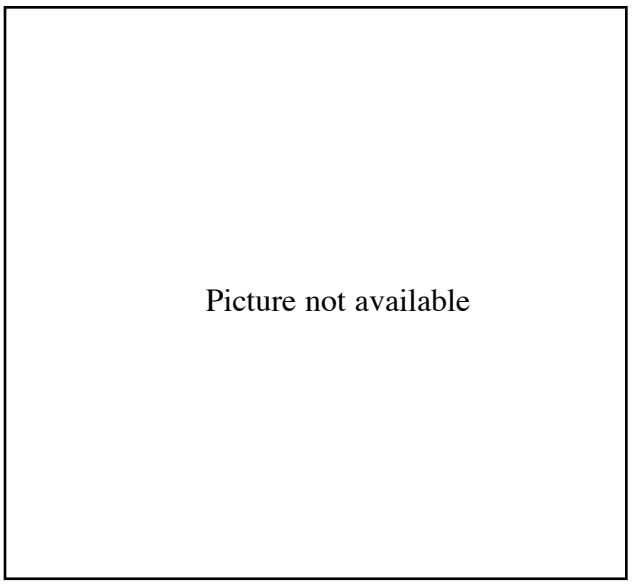
In April 1973 he was designated Commander Carrier Division ONE, and in May 1974 he moved to command of Attack Carrier Striking Force SEVENTH Fleet/Task Force SEVENTY-SEVEN/Carrier Group FIVE.

In May 1975 he reported to the CNO and assumed the duties of Director, Navy Program Planning He was awarded the Navy Distinguished Service Medal for his performance of duty during this tour.

On May 9, 1978, Admiral Davis assumed the duties as CINCPACFLT, with headquarters at Pearl Harbor, Hawaii.

In addition to the Distinguished Service Medal (2 awards) the Legion of Merit with three Gold Stars, the Air Medal with Gold Star, the Presidential Unit Citation Ribbon, and the Navy Unit Commendation Ribbon, Admiral Davis has the American Defense Service Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal, World and other U.S. and foreign awards.

He is married to the former Elaine McAuvic of Scranton, Pennsylvania, and has one daughter, Mrs. David McLaughlin, Columbus, Nebraska.




## Richard J. Davis, Captain, USN

Date of Designation: 1938 NA # 5813

Dates of Active Duty: 1938 - 1965

Total Flight Hours: 6,035

Combat Tours:
WW II: VB-101 (B-24 Liberator bombers) flying from Guadalcanal, 1942 - 1943.

Aviation Commands:
CO, VP-49 (PB4Y-2s), 1948.
CO, VP-22 (P2V-4s), Okinawa, 1950.
CO, USS *Aldebararn* (AF-10), 1962 - 1963.
CO, USS *Randolph* (CVS-15), 1963 - 1964.

### Duty Assignment Chronology

| | |
|---|---|
| 1938 | Graduated from flight school, Pensacola in flight class # 108C. Designated Naval Aviator # 5813. |
| 1938-1939 | VP-11, NAS San Diego, flying PBY's. |
| 1939-1940 | VP-51 (VP-11 changed designation to VP-51) Flew PBY's in both squadrons. |
| 1940-1941 | Flew PBY's on neutrality patrol out of Gould Island, R.I., and Bermuda. After Pearl Harbor, flew PBY's in the Pacific and Alaska. |
| 1942-1943 | Early in 1942 was a crew member on the XPBS, flying torpedo detonators and other cargo to submarines in Surebaya, Java. Later in 1942, was a member of the first squadron in the Navy (VB-101) to receive the PB4Y-1 (B-24 Liberator bomber). Deployed to Guadalcanal. |
| 1944-1946 | VB-120, flying PB4Y-2s (Privateers) in Alaska. |
| 1948 | CO, VP-49 (PB4Y-2s). |
| 1950 | CO, VP-22, flying P2V-4s from Okinawa during the Korean conflict. |
| 1955 | Operations Officer, USS *Lake Champlain* (CV-39). |
| 1956 | Operations Officer, USS *Intrepid* (CV-11). |
| 1959-1960 | Chief of Staff (Operations) COMCARDIV 20 staff based on USS *Lake Champlain*. |
| 1962-1963 | CO, USS *Aldebararn* (AF-10). |
| 1963-1964 | CO, USS *Randolph* (CVS-15). Flagship of Task Group Alpha. |
| 1/9/97 | Richard Davis passed away in Jacksonville, Florida. |

### Summary of Significant Career Events

(1) In addition to squadron planes, I qualified in AD's, F2H-2, TV-2 and numerous other non-combatant types. My total flight time was approximately 6,035 hours. One flight log lost during transit.

(2) Graduated from the following Navy post-graduate schools:
- Naval War College - Senior Course.
- National War College
- Staff and Faculty at the Industrial College of the Armed Forces.
- A Fellowship at the Center for International Affairs, Harvard University.



**William V. Davis Jr., Vice Admiral, USN**

Date of Designation: January 1927

Dates of Active Duty: 5 June 1924 - 1 April 1960

## Duty Assignment Chronology

William Virginius Davis, Jr., was born on January 28, 1902, in Savannah, Georgia, son of William V. and Winifred Bonney Davis. He attended public schools in Savannah and entered the U. S. Naval Academy from the First Congressional District of Georgia on August 5, 1920. As a Midshipman he participated in swimming and lacrosse. He was graduated and commissioned Ensign on June 5, 1924, and subsequently attained the rank of Vice Admiral from August 1, 1956.

Upon graduation from the Naval Academy, he reported to the Receiving Ship, San Francisco, California, and was assigned to the USS *Idaho* on January 7, 1924. He served in that battleship until January 1926, when he reported to the Naval Air Station, Pensacola, Florida, for flight training, completing the course and being designated Naval Aviator the following January. He was then assigned duty with Fighter Squadron 6 and Bombing Squadron 2 of Aircraft Squadrons, Battle Fleet, attached to the USS *Langley*, and later the USS *Saratoga*. During this period until June 1929 he participated in the Dole Air Races, Oakland, California, to Honolulu, August 16-17, 1927, and was awarded the Distinguished Flying Cross. The citation follows:

For extraordinary achievement in aerial flight and in recognition of his courage, skill and resourcefulness as navigator of the airplane WOOLAROC which won the Dole Air Race from San Francisco to Honolulu on August 16, 1927. He took part in this hazardous undertaking voluntarily in the interest of the development of aerial navigation and by his signal achievement became the first Naval Officer to reach the Hawaiian Islands from the mainland by air."

He also was a member of an aerial stunt team "The Three Sea Hawks" at the National Air Races of 1928, Los Angeles, California.

He served as an instructor at the Naval Air Station Pensacola from July 1929 until June 1932, when he was ordered to the USS *Saratoga* as Landing Signal Officer. Except for two years when stationed at the Naval Air Station, Anacostia, D. C., as Flight Test Officer, he served at sea from June 1932 until June 1941, with aircraft squadrons of the Fleet aboard the USS *Saratoga*, USS *Concord*, USS *Idaho* and the USS *Yorktown*, the last year of this period in command of Torpedo Squadron 5, bared on the *Yorktown*.

In May 1941 he was ordered to the Naval Air Station, Naval Operating Base, Norfolk, Virginia, to established the Aircraft Armament Unit, and served as Officer in Charge of that unit until July 1943. In August he was transferred to duty with the Air Force, Pacific Fleet, and in October of that year was appointed to the staff of Commander Aircraft, Central Pacific Force. From May until December 1944 he served as Deputy Chief of Staff for operations to Commander Shore-Based Air Force, Forward Area, central Pacific; and as Chief of Staff, Headquarters Strategic Air Force, Pacific Ocean Areas, from December 1944 until January 1945. For outstanding service in those assignments, he was awarded the Legion of Merit, the citation following in part:

For exceptionally meritorious conduct...during operations against enemy Japanese forces in the Pacific War Area from May 1, 1944 to January 19, 1945..."(He) successfully organized the section of his command and performed operations of vital importance and, as Chief of Staff, was in large measure responsible for the efficiency of the strategic air force. In addition, he carried out his duties as Air Liaison Officer on Saipan, directing and coordinating all shore-based aircraft of his command throughout the Saipan-Tinian campaign...(and) contributed to the success of our operations..."

In May 1945 he assumed command of the USS *Tulagi*, which was supporting operations at Okinawa. In June his ship sailed for Pearl Harbor with passengers and cargo and thence to the United States to undergo extensive overhaul. When detached from that command, he was ordered in January 1946 to duty as Project Coordinator Operational Development Force, Atlantic Fleet, commanded by Admiral R. P. Briscoe, based at Norfolk, Virginia. In April 1947 he reported as Director of Flight Test, at the Naval Air Test Center, Patuxent River, Maryland. During this period he became the second Naval Aviator to fly faster than the speed of sound in the Douglas D558-2 "Skyrocket" in August 1949. He was also awarded the National Air Council award for

- Continued -

for his work in high altitude jet flight, and development work in helicopters. In August 1950 he became Commanding Officer of the USS *Franklin D. Roosevelt* (CVB 42).

Returning to the Naval Air Test center, Patuxent River, in August 1951, he commanded that activity until January 1952, when he was ordered to report for duty in the Office of the Chief of' Naval Operations, Navy Department. In April 1952 he became Navy Deputy Commander, Field Command, Armed Forces Special Weapons Project, Albuquerque, New Mexico, and from February 1955 until February 1956 commanded Carrier Division FIVE. He served as Assistant Chief of Naval Operations (Fleet Readiness), Navy Department, for several months and on August 1, 1956 assumed duty as Deputy Chief of Naval Operations.

On June 25, 1958 he reported as Deputy Commander in Chief, U. S. Atlantic Fleet and Chief of Staff and Aide to the Commander in Chief, Atlantic Fleet. He continued to serve in that assignment until relieved of all active duty pending his retirement, effective April 1, 1960.

In addition to the Legion of Merit and Distinguished Flying Cross, Vice Admiral Davis has the American Defense Service Medal Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal Europe and Asia Clasps; and the National Defense Service Medal.

He was married to the former Miss Margaret Cary of Pensacola Florida, and they had four children: Judith Gary, Mary Winifred, William V. III and Margaret Wright Davis. He has been an active radio ham since 1919, and among his other hobbies are fishing, hunting and Photography.



**Luis de Florez, Rear Admiral, USNR**

Luis de Florez was born in New York, New York, on March 4, 1889, son of a Spanish father and French mother, Raphael and Marie Stephanie (Bernard) de Florez. He attended preparatory schools in Paris, France and Garden City, New York, and was graduated from Massachusetts Institute of Technology (MIT), from which he received the degree of Bachelor of Science in Mechanical Engineering in 1912. While a student at the latter young de Florez played football and baseball, and wrote the first thesis in aeronautics presented at MIT in April 1912, "Thrust in Flight of Propellers." That year he started flying at the Burgess Company and Curtiss at Marblehead, Massachusetts. He holds the honorary degrees of Doctor of Science from Rollins College, Winter Park, Florida, and Tufts College, Medford, Massachusetts, and the degree of Doctor of Engineering from Stevens Institute of Technology, Hoboken, New Jersey.

After graduation from college in 1912 he was employed in the construction and operation of various refineries for production of gasoline, including the Toluol plants for the British in 1914, and others in Mexico and Argentina. During World War I he served in the Bureau of Construction and Repair, Navy Department, as Inspector of Naval Construction (Aviation), and organized the Division of Aircraft Instruments and Accessories in that Bureau. His research, design and production of aircraft instruments and accessories served as the forerunner of naval aviation training device and equipment development which he was to initiate and guide during World War II, Prior to the second World War he was Casualty Engineer for Gulf Refining Company, Texas Corporation, S.O.N.Y., etc., and Consulting Engineer and President of the de Florez Engineering Company. He invented the "de Florez Vertical Furnace," "de Florez Cracking Process", the "de Florez Safety Drilling System" and others, and is the designer of many aeronautic instruments and automatic pilot devices and accessories.

In 1931 he was granted a commercial pilot's license and the next year a transport pilot's license, and on June 29, 1940 became a Naval Aviator. He studied Germany's aeronautical facilities, prior to World War II, his findings later being made available for use by Allied Air Forces. He was commissioned Lieutenant Commander in the U. S. Naval Reserve on February 13, 1934, and was subsequently promoted to Commander on July 30, 1940; to Captain to date from November 14, 1942; and to Rear Admiral on November 2, 1945, to date from December 23, 1944. He was transferred to the Retired List of the U. S. Naval Reserve on September 1, 1955, but continued active duty in the Office of Naval Research.

During the summers of 1937, 1938 and 1939 he had training and flight, duty at the Naval Reserve Aviation Base, Brooklyn, New York. He was called to active duty in April 1940, while his college roommate, Charles Edison, was Secretary of the Navy. He had refresher training at the Naval Air Station, Pensacola, Florida, and after becoming a Naval Aviator on June 29 of that year, he had a month's service on board a carrier. In August, he reported to the Bureau of Aeronautics, Navy Department, where he served first as Special Assistant to the Chief of the Bureau, and later in the Engineering and Training Divisions. He had additional duty outside the continental limits of the United States several times, one such period taking him to England in the fall of 1941, as a Special Naval Observer, attached to the American Embassy, London.

In April 1943 he was designated Director, Special Devices Division, of the Bureau of Aeronautics, and while studying aviation training equipment needs and uses in the various war theaters to help aviation training keep pace with war developments, he accompanied the famous Task Force 58, under Admiral Marc Mitscher, during operations in the Pacific. In January and February 1945 he also served as a member of a Board to consider transfer of officers of the Naval Reserve to permanent commissioned rank in the U. S. Navy, On May 31, 1945 he became Assistant Chief of the Office of Research and Inventions, established by the merging of the Naval Research Laboratory, the Special Devices Division of BuAer, the Office of Research and Development, and the Office of Patents and Inventions, for the purpose of guiding naval research activities. For World War II service he was awarded the Legion of Merit and the Distinguished Service Medal. Citations follow in part:

Legion of Merit: "For exceptionally meritorious conduct as Director of the Special Devices Division of the Bureau of Aeronautics, from April 1943, to December 1944. Familiarizing himself with the special and complex problems facing the Commanding Officer of a submarine and his fire control party, Captain de Florez exercised great ingenuity and resource in the development of special anti-submarine devices and weapons and, surmounting many engineering

- Continued -

difficulties in laying out and articulating successive phases of the project, personally directed the engineering research, development and production of a new submarine approach trainer of original design, accomplishing the entire project in the course of one year's time..."

Distinguished Service Medal: "For exceptionally meritorious service as Director of the Special Devices Division of the Bureau of Aeronautics and as Assistant Chief of Research and Inventions, Navy Department...Captain de Florez was in large measure responsible for the creation and development of the unique art of synthetic training perfected during the war to provide special devices and methods for the safe and rapid training of pilots and aircrewmen. From the inception of an idea through the complicated phases of invention, research and construction to the final aspects of production, distribution and maintenance, (he) rendered distinguished service toward realizing the highest potential in training methods not only for Naval Aviation but for submarine officers and fire control parties engaged in combat patrol. His broad vision, inspiring leadership and limitless enthusiasm in the fulfillment of a particularly specialized and exacting assignment were contributing factors in our successful prosecution of the war..."

In 1944 he also received the Robert J. Collier Trophy which is awarded annually by the National Aeronautics Association for the greatest achievement in American Aviation, for his "contribution to the safe and rapid training of combat pilots and crews..."

When the Office of Naval Research was created by Congress on August 1. 1946, and began functioning on May 19, 1945, as the office of Research and Inventions, Rear Admiral de Florez was made Assistant Chief of that Office and served in that capacity throughout the remaining period of the war and until he was released from active duty.

In May 1946 he was invited by the Air Ministry of Brazil to attend dedication ceremonies in the new training building in Rio do Janeiro, and while there was awarded the Brazilian Air Force Wings in recognition of his assistance to the Air Force in planning the synthetic training program and in designing the new training center. He was a non-participating observer of the Joint Army-Navy Task Force ONE's atom bomb test at Bikini Atoll in July 1946. He was also engaged in a special project for the Office of Naval Research, having continued in that capacity since his retirement on August 1, 1955.

"For extraordinary achievement while participating in innumerable aircraft flights, contributing greatly to the progress of naval aviation and aviation in general, during a long and most distinguished naval career..." he was awarded the Distinguished Flying Cross. The citation further states In part:

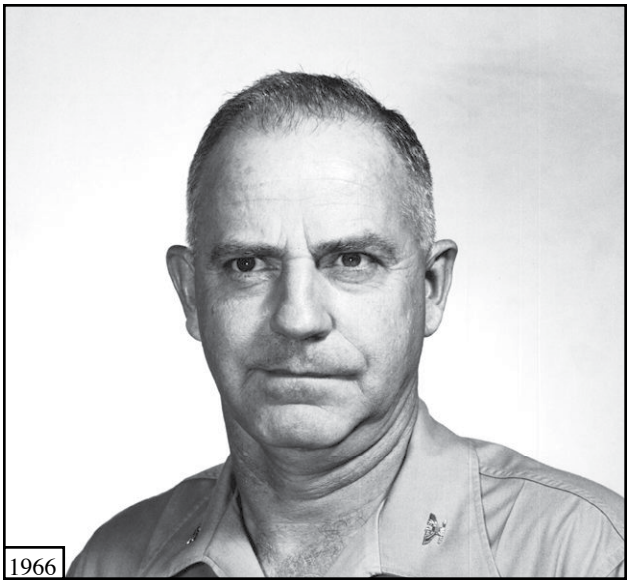
"(His) original conception, design and test flying of aircraft instrumentation included the first bubble sextant, the first complete audio flight reference, and many major contributions to the development of cockpit instrumentation and controls, air speed indicators and night lighting. A pioneer in the application of human engineering to aircraft design, he made many invaluable contributions to aircraft safety and performance...His capabilities as a pilot were attested by his performance in countless races and acrobatic contests, including the Amateur Acrobatic National Contest. Throughout his career, Rear Admiral de Florez was in the forefront of naval aviation as inventor, designer and pilot, qualifying in carrier operations and in almost every aircraft type and model in contemporary use, including helicopters and jet planes. From 1956 to 1958, while attached to the Office of Naval Research, he made significant contributions to design and testing activities, including personal project flying on short takeoff and landing aircraft, aircraft silencing, and other important projects of a classified character..."

In addition to the Distinguished Service Medal, the Legion of Merit, and the Distinguished Flying Cross, Rear Admiral de Florez has the Victory Medal (World War I); the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; and the Naval Reserve Medal. He has also been awarded the decoration, Honorary Commander of the Military Division of the Most Excellent Order of the British Empire, by the Government of Great Britain. While in inactive duty status, he was awarded the Silver and Gold Medals of the Spanish Red Cross in recognition of his equipping ambulances and supplying medical aid to the Government of Spain.

Married in 1912 to Miss Marian King of Belmont, Massachusetts, Rear Admiral de Florez had a son, Peter de Florez.

He was a member of the Union, Raquet and Tennis, St. Anthony, and Long Island Aviation Clubs of New York, and of the Metropolitan Club of Washington; and the American Society of Mechanical Engineers, Society of Aeronautical Engineers and others.




## Phillip C. DeLong, Colonel, USMC (Ret.)

"Phil"

Date of Designation: 16 December 1942

Dates of Active Duty: March 1942 - 30 September 1969

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 171 (127 USS *Battan* (CVL-29), Korea

Approximate Flight Hours:
Jet: 1,115 Prop: 3,322 VF/VA: 3,564
Other: Experimental - 758

Combat Tours:
WW II: VMF-212, South Pacific, Apr. 1943 - May 1944.
- 69 combat missions, 11 1/6 enemy kills.
Korea: VMF-312, Korea, Sep. 1950-Jun. 1951.
- 127 combat missions, 2 enemy kills.

Aviation Commands:
CO, VMF-312, May 1951 - Jun. 1951;
CO, Marine Corps Aviation Ground Intercept Squadron, Oct.1951 - Aug. 1952;
CO, VMA-121, Mar. 1957 - Jun. 1957.
CO, VMAT-20, Jul. 1957 - Dec. 1958;
CO, VMT-1, Jan. 1959 - Jan. 1960;
CO, MCAS Futema, Okinawa, Jun. 1965 - Jul. 1966;

Combat Awards:
Legion of Merit
Silver Star
7 Distinguished Flying Crosses
17 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 3/42-12/42 | Flight training (NAS Dallas and NAS Corpus Christi). |
| 1/43-2/43 | Advanced fighter training, NAS Miami. |
| 2/43-3/43 | Carrier qualification, NAS Glenview, IL / USS *Wolverine*. |
| 4/43-5/43 | VMF-212, MCAF El Toro, CA. |
| 6/43-5/44 | VMF-212, overseas (Hawaii, Midway, Guadalcanal, Espiritos Santos, Bouganville, Efate, Green Island). |
| 8/44-8/45 | VMF-913, MCAS Cherry Point, NC. |
| 10/45-2/46 | VMF-224, Japan occupation. |
| 2/46-4/46 | MCS Quantico, VA. |
| 5/46-7/49 | U. S. Navy Bureau of Aeronautics, Washington, D. C. |
| 7/49-7/50 | MCS (Senior School) Quantico, VA. |
| 7/50-9/50 | VMF-312, MCAF El Toro, CA. |
| 9/50-8/51 | VMF-312, Japan, Korea, USS *Battan*.. |
| 9/51-8/52 | MCAGMU-4, El Toro, CA. |
| 9/52-5/53 | The Guided Missile School, El Paso, TX. |
| 6/53-2/56 | MCGMU-1, NAS Point Mugu, CA. |
| 3/56-6/57 | XO/CO, VMA-121, Korea, Japan. |
| 7/57-6/58 | CO, VMAT-20. MCAS Cherry Point, NC. |
| 7/58-6/60 | VMT-1, MCAS Cherry Point, NC. |
| 7/60-7/63 | NAS Naples, Italy. NATO (CINCSOUTH) SPACOS. |
| 8/63-5/65 | Headquarters, U. S. Marine Corps, Washington, D. C. |
| 6/65-7/66 | CO, MCAS Futema, Okinawa. |
| 7/66-6/67 | Naval War College. |
| 6/67-9/69 | SAC Headquarters (JSTPS), Omaha, NE. |
| 9/30/69 | Retired from active duty. |

Colonel DeLong was born July 9, 1919 in Jackson, Michigan and graduated from high school there in 1937. He continued his education at the University of Michigan enrolled in the NROTC program. While attending Michigan he majored in Aeronautical Engineering.

- Continued -

In March 1942, he entered flight training a Dallas, Texas under the V-5 program which is similar to the MARCAD plan used today. This, was followed by six months advanced flight training at Corpus Christi, Texas. Upon graduation from basic training he was presented his aviation wings and commissioned a Second Lieutenant in the Marine Corps on December 16, 1942.

After receiving his wings and commission, Lieutenant DeLong furthered his flight training at Miami, San Diego, and Glenview. Reporting to VMF-212, Marine Corps Air Station, El Toro, Calif. in April 1943, there was but a short stay before his squadron was deployed to the Solomon Islands in June. He was promoted to First Lieutenant the month after his arrival in the Solomon 's.

Lieutenant DeLong took part in the Consolidation of the SoIomon Islands, Bismark Archipelago Operation and the Treasury-Bougainville Operation while serving with VMF-212 in the pacific during WW II. It was during the Bougainville Campaign that 1st Lt. DeLong was promoted to Captain, March 1944. It was also during this period that DeLong was credited with 11 l/6 enemy aircraft and designated an 'Ace'.

Returning to the United States in May 1944, Captain DeLong was assigned to VMF-913, Marine Corps Air Station, Cherry Point, NC., serving a one year tour with VMF-913, he was then assigned for a six month tour with VMF-224 in Japan. Again he was sent back to the U. S. where after two weeks of instructions at MCS, Quantico, Virginia, he was assigned to the Bureau of Aeronautics, Washington, D. C. He remained in Washington as a plant engineer until June 1949, and then spent one year at MCS Quantico.

In July 1950 Captain DeLong received orders to VMF-312, MAG-12, El Toro. The following month the unit was deployed to Japan and then on to Korea. In January 1951 the captain was promoted to major. During this tour he took part in the North Korean Aggression, Communist China Aggression, China Speing Offensive, Inchon Landing, and the First U.N. Counter Offensive. Again in Korea he was credited with 2 enemy aircraft and presented the Silver Star for his achievements.

Major DeLong returned to the U. S. in July 1951. He was assigned duties at MCAF Santa Ana, CA., and attended the Army Guided Missile School at Fort Bliss, Texas for 9 months.

In March 1956 he was attached to VMA-121, MAG-12, 1st Marine Air- Wing, Japan. He served as XO and CO for the unit until May 1957, when he received orders for MCAS, Cherry Point. He was promoted to Lieutenant Colonel in October 1957 and assigned as CO of VMAT-20 and later as CO of VMT-1. From August 1957 to June 1960 he attended Marine Corps School at Quantico, VA.

July 1960, LtCol. DeLong was assigned to the NATO Command, ClNCSOUTH, Naples, Italy as Special Assistant to the Chief of Staff. LtCol. DeLong remained in Italy until June 1963.

Reporting to Headquarters Marine Corps August 1963, he was assigned duties in G-1 as Assistant for Joint Chief of Staff matters. During his assignment there he attended the George Washington University for two years. He retained this position until July 1965. He was promoted to the rank of Colonel, May 1965, and detached to MCAF, Futema August 25. Remained as CO MCAS Futema until July 1966 and then attended the Naval War College for 11 months.

In June 1967, he reported to SAC Headquarters in Omaha, NE., as a member of Joint Strategic Target Planning Staff. He retired from active duty on September 30, 1969

Colonel DeLong's medals and decorations include: A Legion of Merit; Silver Star Medal; Distinguished Flying Cross and 6 Gold Stars in lieu of second through seventh awards; Air Medal with 16 Gold Stars in lieu of second through 17th award; Presidential Unit Cit;at;ion with Bronze Star in lieu of second award; Army Distinguished Unit Emblem; American Campaign Medal; Asiatic Pacific Campaign Medal with three bronze stars in lieu of second through fourth award; Victory Medal World War II; National Defense Service Medal; Korean Service Medal with silver star in lieu of second through sixth award; United Nations Service Medal and the Korean Presidential Unit Citation.

Colonel DeLong and his wife, the former Katherine E. Cahill of Rives Junction, Michigan, have a son, Michael Phillip and daughter, Susan Mary.

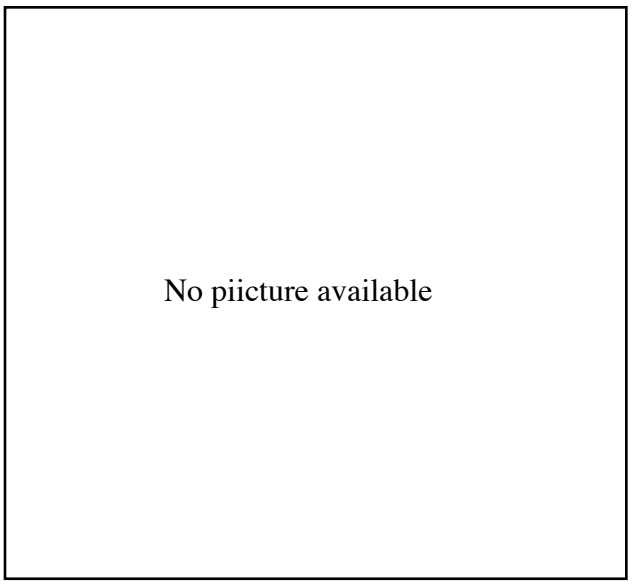
## Summary of Significant Career Events

(1) Total 13 1/6 enemy aircraft victories.
- "Ace" - WW II, South Pacific, Solomon Islands. Destroyed 11 1/6 Japanese aircraft.
- Korea, destroyed 2 North Korean aircraft (YAK-9's).

(2) Probably the only pilot who destroyed enemy aircraft in two different wars while flying the same type of aircraft (Corsair F4U).

(3) Was Top Gun in both fighter squadrons (VMF-212 and VMF-312) and had the highest number of combat missions in VMF-312.

(4) At NAS Point Mugu, California in 1955, as Project Officer for the Sparrow I Air-to-Air guided missile, he fired 28 experimental missiles from F7U and F3D aircraft.




## Fred C. Dickey, Rear Admiral, USN

Date of Designation: 1 November 1918

Dates of Active Duty: 14 July 1918 - 30 June 1949

Combat Awards:
Silver Star
Bronze Star with combat "V"
Navy Unit Commendation (USS *Hancock*)

### Duty Assignment Chronology

Fred Clinton Dickey was born in Manchester, New Hampshire, May 29, 1897, son of Arthur B. and Maude Bailey Dickey. He attended Manchester High School and Columbian Preparatory School, Washington D. C., before enlisting in the U.S. Naval Reserve Force on April 17, 1917 as a Quartermaster third class. He was discharged to accept a commission as Ensign in the Naval Reserve Force on July 14, 1918, and subsequently transferred to the regular Navy in the rank of Lieutenant on December 1, 1921. His promotion in grade since that time was as follows: Lieutenant Commander, June 1931; Commander, June 1938; Captain, June 16, 1942. His retirement dates from June 30, 1949 when he was advanced to the rank of Rear Admiral on the basis of combat awards.

Having been called to active duty, he was ordered to the Massachusetts Institute of Technology as an aviation cadet for ground school training, and reported in December 1917. That course completed, he reported in February 1918 to the Naval Air Station, Key West, Florida, for flight training, and was a flight instructor at the Naval Air Station, Miami, Florida from March 1918. He was designated a Naval Aviator on November 1, 1918, having received his commission in the Naval Reserve Flying Corps, and thereafter served as a Squadron Commander, and later as Executive Officer of the Naval Air Station, Miami until its decommissioning in May 1920.

From June 1920 to May 1922, he was attached to the USS *Aroostook* flagship of the Air Force, Pacific Fleet, and served initially as a pilot of a patrol plane squadron, later as pilot in the original DH observation squadron. His next assignment was at Naval Air Station, Pensacola, as radio and communications officer from June 1922 until October 1925.

He had duty with Aircraft Squadrons, Scouting Fleet, June October 31 until November 23, 1925, after which he was transferred to duty with Observation Plane Squadron Three, Naval Air Station, Hampton Roads, Virginia. He joined the USS *Marblehead* on January 9, 1926 and had duty as Senior Aviator and Executive Officer of Scouting Squadron Three. During the latter eighteen months of this tour, he participated in the Second Nicaraguan Campaign and later that year transferred to the Asiatic Fleet, participating in the Yangtze River operations. He returned to the Naval Air Station, Pensacola, Florida, on August 25, 1928, and served successively as Aide to the Commandant, from September 1 until November 19, 1928; gunnery officer of that Station until March 21, 1930; and again served as Aide to the Commandant, until July 13, 1931.

From August 14, 1931 until June 5, 1934, he was Executive Officer of Scouting Squadron Ten, based on the USS *Chicago*, and during the last year in that cruiser, he was Commander, Scouting Wing, Scouting Forces, with additional command of Scouting Squadron 10. On June 29, 1934, he attended the Naval War College, Newport, Rhode Island, and completed the junior course on May 31, 1935. He commanded Patrol Squadron Three Aircraft Squadrons, based on Coco Solo, Canal Zone, from June 26, 1935, until March 15, 1937, and was gunnery officer on the staff of Commander Aircraft, Base Force, until June 20, 1939. He was executive officer of the Naval Air Station, San Pedro, California from July 22, 1939, assuming command of that Station on March 29, 1940.

Relieved of command of the Naval Air Station, San Pedro, in March 1941, he served as Executive Officer of the USS *Wasp* until November 10, 1942. During this period that

carrier participated in the Neutrality Patrols in the Atlantic. Also operations with the British Fleet in the Mediterranean for the reinforcement of Malta, and in action for the capture and defense of Guadalcanal in the Pacific. For his services in that duty he was awarded the Bronze Star Medal with combat "V" for "meritorious service as Executive Officer on board the USS *Wasp*, during operations against enemy Japanese forces in the Tulagi-Guadalcanal Area, from August 7 to September 15, 1942....(he) contributed in large measure to the success of the *Wasp* and its attached air groups in inflicting extensive damage on the enemy throughout this critical period..."

In October 1942, he was assigned duty in connection with the establishment of the Naval Reserve Aviation Base, Hutchinson, Kansas, and assumed command of that Base upon its commissioning on December 1, 1942. When detached from that command on January 27, 1944, he was in charge of fitting out the USS *Hancock* at the Bethlehem Steel Company, Quincy, Massachusetts, assuming command of this carrier upon her commissioning, April 15, 1944. That carrier then joined the Pacific-Fleet and operated as a unit of TF38 in offensive air operations. He was awarded the Silver Star Medal and is entitled to the ribbon for and a facsimile of the Navy Unit Commendation awarded the USS *Hancock*. The citations state in part: Silver Star Medal: "For conspicuous gallantry and intrepidity as Commanding Officer of the USS *Hancock*, during operations against enemy Japanese forces in the Ryukyu Islands and Formosa, October 6 to 20, 1944, and in the Philippine Islands during the occupation of Leyte and the related Fleet action, October 20 to 31, 1944. With his ship the target of two enemy dive bombers which penetrated the formation during a determined enemy air attack on October 14, (he) skillfully maneuvered his vessel to prevent the enemy from scoring hits or inflicting serious damage on his ship..."

Navy Unit Commendation - USS *Hancock*. "For outstanding heroism in action against enemy Japanese forces in the air, ashore and afloat in the Pacific war area from October 10, 1944, to August 15, 1945. Operating continuously in the most forward areas, the USS *Hancock* and her groups struck crushing blows toward annihilating Japanese fighting power ...."

Detached from the *Hancock* in November 1944, he was ordered, to duty on the staff of the President of the Naval War College, Newport, Rhode Island, and served from January 1945 until May 1947, after which he was ordered to duty on the staff of Commander Fleet Air Western Pacific. On February 18, 1948, he reported as Commanding Officer of the Naval Air Station, Sangley Point, Philippine Islands, with additional duty as Air Officer on the staff of Commander, U. S. Naval Forces, Philippines, and was so serving when relieved of active duty upon his retirement, effective June 30, 1949.

In addition to the Silver Star Medal, the Bronze Star Medal, and the Navy Unit Commendation Ribbon - USS *Hancock*, Rear Admiral Dickey has the World War I Victory Medal with one bronze star; Second Nicaraguan Campaign Medal; Yangtze Campaign Medal; American Defense Service Medal; American Campaign Medal; European-African-Middle Eastern Campaign Medal with one bronze star; Asiatic-Pacific Campaign Medal with three bronze stars; World War II Victory Medal; and the Philippine Defense Ribbon with one-bronze star.

Rear Admiral Dickey was married to the former Miss Mary Redfield Ryder of Manchester, New Hampshire.







## John S. Disher, Vice Admiral, USN (Ret.)

"John"

Date of Designation: 7 December 1958

Dates of Active Duty: 7 June 1957 - 31 January 1991

Total Flight Hours: 4,200

Carrier/Ship Landings: Fixed wing: 975

Approximate Flight Hours:
Jet: 4,000 Prop: 300 VF/VA: 3,500

Combat Tours:
Vietnam: VF-96, Feb. 1968 - Jun. 1968
VF-96, Apr. 1969 - Jun. 1969
CO, VF-151, Apr. 1972 - Feb. 1973
Total - 283 combat missions.

Aviation Commands:
CO, VF-151, 1972 - 1973.
CO, VF-101, 1974 - 1975.
Commander, FITWING One, 1976 - 1978.
CO, NAS Roosevelt Roads, Puerto Rico, 1978 - 1980.
Chief of Naval Air Training, Aug. 1984 - Jul. 1986.

Combat Awards: (Vietnam)
2 Distinguished Flying Crosses
3 Air Medals (Individual)
15 Air Medals (Strike/Flight)

### Duty Assignment Chronology

Vice Admiral John Stephen Disher, a native of Dayton, Ohio, graduated from the U.S. Naval Academy in 1957 and was designated a naval aviator in 1958.

Sea duty assignments have included tours in Fighter Squadrons THIRTY-THREE and NINETY-SIX, Carrier Division SIX and as Executive Officer and Commanding Officer of Fighter Squadron ONE HUNDRED FIFTY-ONE. He participated in contingency operations in both the Atlantic and the Pacific, the Cuban Blockade and during the Vietnam War, where he flew more than 275 combat missions. He served as Commanding Officer of Fighter Squadron ONE HUNDRED ONE during the introduction of F-14 Fleet Replacement Aircrew Training to the Atlantic Fleet and as Commander, FIGHTER WING ONE.

Ashore, he served as Air-to-Air Missile Project Officer at Air Test and Evaluation Squadron Four (VX-4); Head of Aviation Lieutenant Commander and Junior Officer Assignment Branch in the Bureau of Naval Personnel; Chief Projects Officer at VX-4; Commanding Officer of Naval Station Roosevelt Roads, Puerto Rico; Head of the Military Personnel Management Branch (OP-132); and Deputy Director of the Military Personnel Policy Division (OP-13).

Vice Admiral Disher was promoted to Commodore in June 1982 and served as Commandant, Naval District Washington D. C. from July 1982 to July 1984. He was promoted to Rear Admiral in April 1985 and served as Chief of Naval Air Training from August 1984 to July 1986. He served as Assistant Deputy Chief of Naval Operations for Manpower, Personnel and Training, Deputy Chief of Naval Personnel and Commander, Naval Military Personnel Command from September 1986 to October 1988. He was promoted to Vice Admiral in October 1988 and served as the Chief of Naval Education and Training from November 1988 to February 1991. He was responsible to the Chief of Naval Operations for the education and training of over 80,000 officer and enlisted students daily in over 3,200 courses at 29 stations nationwide. CNET and the staff of 42,500 military and civilian personnel were also responsible for 66 Naval Reserve Officer Training Corps units at colleges throughout the United States and the Navy off-duty college education program.

In 1992 Vice Admiral Disher assumed responsibility as Executive Director of the National Training Systems Association in Arlington, Virginia.

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Vice Admiral Disher is a graduate of the Empire Test Pilot School, Farnborough, England; the Naval War College; and has been awarded a Master of Science degree in International Affairs from George Washington University.

Vice Admiral Disher's awards include the Distinguished Service Medal, the Legion of Merit [with four Gold Stars], Distinguished Flying Cross (with Gold Star), Bronze Star, Meritorious Service Medal, Air Medal (with two Gold Stars and Numeral 15), and the Navy Commendation Medal (with three Gold Stars and Combat "V") in addition to other unit commendations and campaign medals.

**Family:**

Vice Admiral Disher is married to the former Jane Alice Graeser of Dayton, Ohio. They have four children, Tim, a submarine officer in the USN; Tami, a rehabilitation engineer; Eric, a naval aviator in the USN; and Alisa.

## Summary of Significant Career Events

(1) Graduate of Empire Test Pilot School, Farnborough, England.

(2) Commanded VF-151 during combat operations.





**John C. Dixon, Jr., Rear Admiral, USN (Ret.)**
"John"

Date of Designation: 31 January 1951 NA # T-1291

Dates of Active Duty: 3 June 1949 - 1 October 1981.

Total Flight Hours: 5,720

Carrier/Ship Landings: Fixed wing: 804

Approximate Flight Hours:
Jet: 3,820 Prop: 1,450 VF/VA: 3,800

Combat Tours:
Vietnam: VF-191, 1964 - 1965. 145 combat missions.

Aviation Commands:
CO, VF-191, Jun. 1965 - Jun. 1966.
CAG-8, Oct. 1967 - Oct. 1968.
CO, USS *Canisteo* (AO-99), Sep. 1971 - Oct. 1972.
CO, USS *John F. Kennedy* (CV-67), Nov. 72 - May 74.
Commander, Tactical Wings Atlantic, Jul. 1974 - May 1975.
Carrier Group SIX, Jun. 1975 - Jul. 1977.

Combat Awards:
2 Distinguished Flying Crosses (Vietnam)
10 Air Medals (Vietnam)

## Duty Assignment Chronology

| | |
|---|---|
| 6/49-8/49 | U. S. Naval Academy (Executive Department) |
| 9/49-1/51 | Flight training, NAS Pensacola and NAS Corpus Christi. |
| 2/51-1954 | VS-21, NAS North Island, CA., WestPac and Korea. |
| 1954-1/55 | Test Pilot training (Class XIII NATC Patuxent River, MD). |
| 1/55-1957 | Armament Test, NATC Patuxent River, MD. |
| 1957-1958 | Naval Line School, Monterey, CA. |
| 1958-1960 | VX-3, NAS Oceana, VA. |
| 4/60-7/62 | VF-11, NAS Cecil Field, FL - Med cruises. |
| 9/62-6/63 | Naval Postgraduate School (Command and Staff Course). |
| 9/63-6/66 | VF-191, NAS Miramar, CA. - Vietnam. |
| 1966-1967 | USAF Air War College, Maxwell AFB. |
| 10/67-10/68 | CAG-8, NAS Cecil Field, FL. - Med and North Atlantic deployments. |
| 10/68-1970 | NAVAIRLANT, Training Department, NAS Norfolk, VA. |
| 1970-1971 | OPNAV, Office of Program Appraisal. |
| 9/71-10/72 | CO, USS *Canisteo* (AO-99) - Med deployment. |
| 11/72-5/74 | CO, USS *John F. Kennedy* (CV-67) - Med and North Atlantic deployments. |
| 7/74-5/75 | Commander, Tactical Wings Atlantic, NAS Oceana, VA. |
| 6/75-7/77 | COMCARGRU SIX - Atlantic deployments. |
| 8/77-3/80 | Chief of Staff (Ops and Plans), CINCPACFLT, Honolulu, HI. |
| 4/80-10/81 | OPNAV, Director Strike Warfare Division. |
| 10/1/81 | Retired from active duty. |



**Robert E. Dixon, Rear Admiral, USN**

Robert Ellington Dixon was born in Richland, Georgia, on April 22, 1906, son of R. J. and Willie (Brown) Dixon, He attended Richland High School and Marion (Alabama) Institute, prior to his appointment to the U. S. Naval Academy, Annapolis, Maryland, from the Third District of his native state in 1923. Graduated and commissioned Ensign on June 2, 1927, he subsequently advanced in rank, attaining that of Rear Admiral, his date of rank July 1, 1955,

Following graduation from the Naval Academy in 1927, he remained there for the summer course in aviation, before reporting in October of that year aboard the USS *Richmond*, flagship of Commander Light Cruiser Division THREE, Asiatic Fleet. Detached from that cruiser in November 1929, he was ordered to the Naval Air Station, Pensacola, Florida, for flight training. Designated Naval Aviator on July 28, 1930, he was assigned the next month to Scouting Squadron FIVE, aviation unit of the USS *Memphis*.

In August 1933 he returned to the Naval Air Station, Pensacola, where be remained until June 1935, when he joined Fighting Squadron SIX as Gunnery Officer, attached to the USS *Saratoga*. He became Landing Signal Officer aboard that aircraft carrier in March 1937, and in June 1938 was assigned to the Experimental Division, Naval Air Station, Norfolk, Virginia. Transferred to the Naval Air Station, Anacostia, D. C., he served in the Flight Test Section until June 1940, when he assumed command of the USS *Avocet*.

Relieved of command of the *Avocet* in July 1941, he then became Commanding Officer of Scouting Squadron TWO (flying SBD-1's) based on the USS *Lexington*. He was so serving when the United States entered World War II, December 8, 1941, and subsequently participated in the early actions of the war including the Battle of the Coral Sea (May 7-8, 1942), when the *Lexington* was sunk as a result of enemy action. For his services in the action of May 10, 1942, when planes from the *Lexington* and *Yorktown* struck at Lae and Salamaua in New Guinea from the Gulf of Papua, he was awarded the Navy Cross, and for his courageous devotion to duty during the Coral Sea action, he received a Gold Star in lieu of the Second Navy Cross. The citations follow in part:

Navy Cross: "For distinguished service...when, on March 10, 1942, in enemy waters, he led his squadron in a determined and vigorous dive bombing attack in the face of heavy enemy antiaircraft fire on enemy ships, sinking or crippling three of them."

Gold Star in lieu of Second Navy Gross: "For extraordinary heroism...in offensive action against enemy Japanese forces in the Coral Sea on May 7 and 8, 1942. With an enemy carrier as the objective, he led his squadron on a determined dive bombing attack in which Lieutenant Commander Dixon dove to a low altitude and, in the face of heavy antiaircraft fire and enemy fighter opposition, he dropped his bomb on the deck of the carrier, thereby aiding in the total destruction of that vessel. The next day, May 8, having sighted a vastly superior enemy Japanese air force, he remained on station to report its movements and disposition to his squadron, then engaged in search operations. These Scouting and bombing missions...were distinctive contributions to the ultimate victory attained by our forces."

After the loss of the *Lexington*, he was transferred to the *Yorktown* where he served for a brief period before being assigned to the Aircraft Carrier Training Group at the Naval Air Station, San Diego, California. In October 1942 he joined the staff of Commander Task Force 38, South Pacific, (later Carrier Division ONE), to serve as Operations Officer, until April 1944. During this period he served aboard the *Enterprise*, *Saratoga*, and the *Bunker Hill*, participating in most of the major carrier actions of the war.

"For exceptionally meritorious conduct (in the latter capacity)...during air strikes against the Buka-Bonis Areas Bougainville, British Solomon Islands, on November 1-2 and Rabaul, New Britain; on November 5, and 11, 1943..."he was awarded the Legion of Merit with Combat "V." The citation continues in part:

"Through his meticulous planning and thorough knowledge of air and task force operations, Commander Dixon contributed materially to the major success of vigorous strikes against the enemy which resulted in the destruction of important air bases in the Buka-Bonis Area, the infliction of severe damage on many hostile combat ships in Rabaul Harbor and the demolishing of numerous enemy aircraft. Commander Dixon's aggressiveness and gallant devotion to duty throughout this period were essential factors in the

- Continued -

success of our forces then occupying new bases in the North Solomons Area."

He also received a Letter of Commendation with authorization to wear the Commendation Ribbon, from the Commander in Chief, U. S. Pacific Fleet. The citation follows in part; "... By his extensive and practical knowledge of air and task force operations, by his careful planning, and by force of his aggressive and determined personality, he contributed to the successes attained by the task group in the following engagements with the enemy First Nauru Strike, 19 November 1943; Capture and Defense of the Gilbert Islands, 20 November to 6 December 1943; Second Nauru Strike, 9 December 1943; First Kavieng Strike, 25 December 1943; Second Kavieng Strike, 1 January 1944; Third Kavieng Strike, 4 January 1944; Capture sad Occupation of the Marshall Islands, 29 January to 5 February 1944 including the first strike on Kwajalein and Ebeye Islands on 29 January 1944; the first carrier strike on Eniwetok and Engeibi Islands on 30 January 1944, and subsequently several denying strikes daily thereon, on 31 January and 1 and 2 February 1944, Truk Strike, 16 and 17 February 1944, and the Tinian-Saipan Strike of 22 February 1944..."

After a few weeks aboard the USS *Essex* (May-June 1944), he returned to the United States and reported as Head of the Military Requirements Division, Bureau of Aeronautics, Navy Department, Washington, D. C. Continuing duty in the Department, he was designated in June 1945, Chief of the Aircraft Sub-Section, Aviation Military Characteristics, Office of the Chief of Naval Operations. From August 1947 to June 1948 he served as Chief of Staff and Aide to Commander Carrier Division ONE, after which he commanded the USS *Palau*.

Relieved of command of the *Palau* in June 1949, he became Commanding Officer of the Naval Auxiliary Air Station, Cabaniss Field, Corpus Christi, Texas. He continued duty in that capacity until July 1950, when he reported as Director of Flight Test, Naval Air Test Center, Patuxent River, Maryland. He remained there until June 1952, and the next month assumed command of the USS *Valley Forge*, operating in the Korean combat area. He was awarded a Gold Star in lieu of the Second Legion of Merit with Combat "V," for "exceptionally meritorious conduct...as Commanding officer of the USS *Valley Forge* during operations against enemy aggressor forces in Korea, from January 2 to June 5, 1953..." The citation continues in part:

"...Captain Dixon discharged his many responsibilities with marked skill and foresight and maintained the *Valley Forge* and its embarked air group in a high state of operational readiness at all times. Displaying a thorough understanding of the naval mission in the Korean conflict, he constantly improved operations until they were brought to the peak of efficiency, thereby applying the striking power of his ship against the enemy with maximum effectiveness. By continually maintaining a high degree of morale and fighting spirit among the officers and men under his command, Captain Dixon contributed immeasurably to the successful missions carried out against the enemy..."

In April 1953 he was assigned to the Bureau of Aeronautics, Navy Department, and in August 1955 reported as Assistant Chief of the Bureau of Aeronautics for Research and Development. A month later he transferred to duty as Assistant Chief of that Bureau for Plans and Programs. He continued to serve in that capacity until July 1956, after which he served as Commander United States Taiwan Patrol Force.

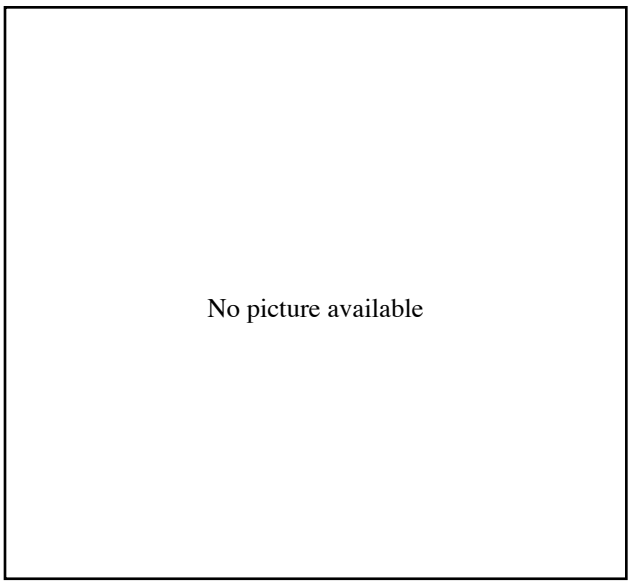
In February 1957 he was ordered to duty as Deputy and Assistant Chief of the Bureau of Aeronautics, and on July 15, 1957 was sworn in as Chief of the Bureau of Aeronautics, for a four year term. That Bureau was disestablished in December 1959. "For exceptionally meritorious conduct from January 1957 to November 1959 as Chief, Bureau of Aeronautics..." he was awarded a Gold Star in lieu of the Third Legion of Merit. The citation further states in part:

"...Rear Admiral Dixon rendered distinguished service throughout this period, contributing significantly to the development, procurement, readiness, and availability of naval aircraft and weapon systems. Through his vision, exceptional initiative, and technical skill, he markedly improved the effectiveness of the United States Navy in the areas of financial integrity of the naval aircraft program, improved business methods in aircraft procurement, new modern techniques of supply support under the Refined Aeronautical Support Program, and cost reduction. Vigorous and articulate in the support of the merger of the Bureau of Aeronautics and the Bureau of Ordnance into the Bureau of Naval Weapons, he actively participated in the initial planning phase. Rear Admiral Dixon's keen appreciation of both the technical and human problems involved was a major factor in the smoothness and speed with which the consolidation was effected..."

On January 2, 1960 he became Commander Carrier Division FOUR and following brief duty from October 1960 at Headquarters, Fifth Naval District, Norfolk, Virginia, was relieved of all active duty pending his retirement, effective December 1, 1960.

In addition to the Navy Cross with Gold Star, the Legion of Merit with two Gold Stars and Combat "V," and the Commendation Ribbon, Rear Admiral Dixon has the American Defense Service Medal; Asiatic-Pacific Campaign Medal; American Campaign Medal; World War II Victory Medal; National Defense Service Medal; Korean Service Medal; and the United Nations Service Medal. He also has the Korean Presidential Unit Citation Badge.

He was married to the former Mary Cornelia Baldwin of Norfolk, Virginia, and they had one daughter, the former Cornelia Dixon, now Mrs. Robert X. McKee.




## Raymond E. Doll, Captain, USN

Raymond Engelhart Doll was born in Pawtucket, Rhode Island on April 30, 1914, the son of Herman Doll and Jessie Furness Doll. He attended Pawtucket High School and upon graduation when directly to the U. S. Naval Academy, Annapolis, Maryland. He graduated from the Naval Academy and was commissioned Ensign on June 6, 1935. Subsequently, his duty assignments were as follows:

| | |
|---|---|
| 6/35-6/37 | USS Nevada (Engineering, Gunnery and Navigation). |
| 6/37/6/38 | Naval Air Station Pensacola, FL. Class 37-6 Student Naval Aviator. He was designated Aviator in April 21, 1938 (AEDO). |
| 7/38-8/40 | USS *Portland,* VCS-5. |
| 8/40-9/41 | USS *Yorktown,* VS-5. |
| 9/41-2/42 | Naval Postgraduate School, U. S. Naval Academy, Annapolis, MD. BS in Aeronautical Engineering. |
| 2/42-7/42 | Naval Air Facility Philadelphia. |
| 7/42-6/44 | Naval Postgraduate School, Annapolis, MD. October 1943 - California Institute of Technology Graduate School. MS in Aeronautical Engineering TDI. |
| 7/44-1/46 | BUAER, Engineering Division, VOS-VSO Branch Head. |
| 1/46-8/46 | Office of Naval Research, Power Branch. |
| 9/46-7/47 | ALUSMA, Paris (Study). |
| 8/47-9/48 | Office of Naval Research, Assistant to the Chief. |
| 9/48-3/49 | Atomic Energy Commission, Schenectedy. Nuclear Engineering. |
| 3/49-6/49 | Office of Naval Research, Assistant to the Chief. |
| 7/49-4/51 | BUAER, Division Director. |
| 4/51-9/52 | COMFAIRJAPAN. Assistant Chief of Staff for Material. |
| 9/52-?? | COMNAVAIRPAC Staff, Aircraft Configuration Officer. |



November 1942, Henderson Field, Guadalcanal



1998 - Harlingen, Texas

## Archie G. Donahue, Colonel, USMCR (Ret.)

"Archie"

Date of Designation: December 1941 NA # 09018

Dates of Active Duty: 2 March 1941 - 1 May 1958
Retired from Reserves

Total Flight Hours: 4,200

Carrier/Ship Landings: Fixed wing: 110

Approximate Flight Hours:
Prop: 4,200

Combat Tours:
WW II: VMF-112, Grumman Wildcat and Vought Corsair (F4F-4 & F4U-1) over Guadalcanal - 159 missions
WW II: VMF-451 (F4U-1), USS *Bunker Hill* - 56 combat missions

Aviation Commands:
CO, squadron at El Toro, 1945

Combat Awards:
Navy Cross
3 Distinguished Flying Crosses
5 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 3-2-41 | Joined Navy as Aviation Cadet. Rank Seaman 2nd Class. Went to Kansas City, Missouri and Jacksonville, Florida. |
| 12-16-41 | Graduated as an Ensign, Corpus Christi Naval Station. |
| 2-16-42 | Transferred to the Marines and was Commissioned 2nd. Lt. Posted to Quantico, Virginia for Fighter Directors School. Assigned to VMF-112 (Wolf Pack) North Island, California flying Brewster Buffalo's and F4F. Went to the Pacific aboard the Luraline, stopping in New Caledonia for 1 week, then to Guadalcanal. |
| 9-42 | Between September 1942 and June 1943, was credited with 9 confirmed victories (one in F4F-4 and eight in F4U-1). |
| 5-13-43 | Destroyed five Mitsubishi A6M3 Zero's in a single engagement. |
| 6-43 | Returned to the United States with VMF-112 at which time the unit was disbanded. Served as Flight Operations Officer at El Toro California. |
| 1944 | Assigned to VMF-451 and given the responsibility for making the unit carrier qualified. |
| 2-16-45 | VMF-451 began combat operations from the deck of the USS *Bunker Hill* carrying out fighter sweeps over Tokyo, Kure, Kyushu, Iwo Jima and Okinawa. |
| 4-12-45 | Credited with five victories in a single engagement in a dogfight over Okinawa. |
| 5-45 | Bunker Hill was attacked and severely damaged during a Kamikaze attack and was forced to retire with her Air Group from active combat. Returned to United States and was put in command of a Squadron at El Toro before being posted to Quantico, Virginia |
| 7/1/51 | Lt. Colonel |
| 5/1/58 | Colonel. Retired |

### Summary of Significant Career Events

(1) May 13, 1943, five Victories in a single engagement.

(2) April 12, 1945 five Victories in a single engagement 14 confirmed victories

(3) 1981 to 1991. Flight Operations Officer for the Confederate Air Force (which has been responsible for both restoring and maintaining many of the great war birds of WW II. Flew in "Tora, Tora" airshows flying the real Japanese Zero A6M3.

- Continued -

Summary of Significant Career Events

(4) 5/1979. Flew a mock zero (AT-6 in formation with F-14 Tom Cats during the filming of "The Final Countdown."

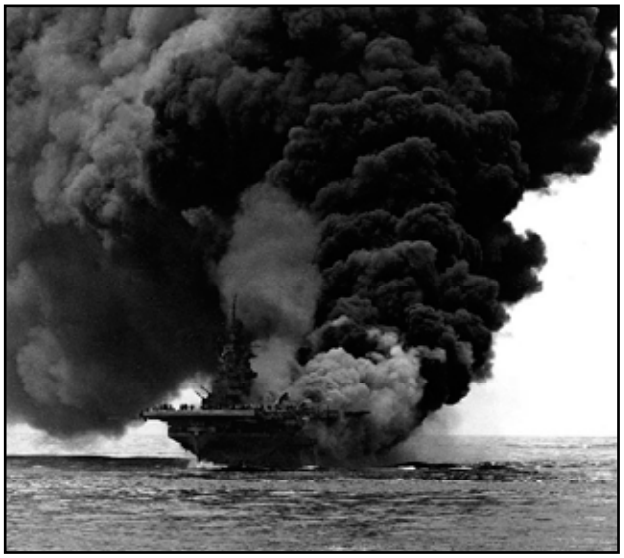
(5) 4/90. Admiral Nimitz Museum, Fredricksburg, Texas, took Saburo Sakai, Japan's surviving leading Ace, with 64 victories to his credit for a ride in an SBD. An aircraft which shot him down during WW II.

(6) July 21, 1999. Citation from Governor George W. Bush for 50 years in Real Estate as a Licensed Real Estate Broker.

(7) Oct. 2000. Inducted into the American Airman Combat Hall of Fame.

(8) A STORY OF SURVIVAL

Five minutes after returning from a morning Patrol Cap with a flight of 16 Corsairs, two Kamikaze's dived thru the afterdeck of the carrier USS *Bunker Hill*. At the moment of impact I was preparing to bunk out for a short rest, and had already removed my left leg from my flight suit when I heard the explosion. I immediately re-suited and scrambled toward the main deck.



Kamikaze hit, May 11, 1945

When I reached the port main deck of the Flagship *Bunker Hill* on the 11th of May, 1945, 1 saw catastrophic fires covering the after-deck. I was below the hanger deck when the explosions occurred and had just cancelled a "formal" debriefing of the flight because of "no activity" during the patrol. Fifteen pilots immediately left the debriefing area.

One pilot remained. Within 5 minutes the Kamikaze's struck. The pilot who remained to write a letter to his wife is among the 346 who died that day. Forty three were reported missing- 264 wounded.

After the attack, The *Bunker Hill*, severely damaged, was forced to retire from combat. She returned to the U.S. under her own power.

Our country honor's our fallen warriors as well as the survivors.

During peace time as well as war time many variables intervene in our daily lives - most of which we have no control.

"Each day in life
Is like a Carrier landing
If you can walk away from it
It's a good one"

Two thousand eight hundred and forty-five survivors walked away from the Bunker Hill May 11, 1945 as Tom Hanks said: "Have a qood--life

Navy Cross Citation:

Major Archie Glenn Donahue, USMCR, for service as set forth in the following

CITATION:

"For distinguishing himself by extraordinary heroism in operations against the enemy while serving as leader of a carrier based fighter division on Combat Air Patrol over Okinawa on 12 April 1945. After taking over the lead of two other fighter divisions in addition to his own, when the flight leader was forced to leave the formation, he skillfully and courageously led the flight into action against numerically superior enemy planes that were directing an attack against units of our shipping. As a result of his able and inspiring leadership the flight destroyed a total of sixteen enemy planes of which he personally shot down five. His prompt and effective action in routing the enemy not only removed a dangerous threat to our shipping but was also accomplished without loss to our own planes. His skill and courage were at all times inspiring and in keeping with the highest traditions of the United States Naval Service."

M. A. MITSCHER,
Vice Admiral, U.S. Navy.

**Personal**

Archie was born in Casper, Wyoming on October 24, 1917.

Archie and his wife Mary live in Harlingen, Texas. They have five children, eight grandchildren and four great grandchildren.



**James C. Donaldson, Jr., Rear Admiral, USN**
"Jim"

James Carmichael Donaldson, Jr., was born in Bessemer, Alabama, on December 11, 1921. He entered the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state in 1939 and graduated with the Class of 1943.

After graduation, he participated in several engagements in the Pacific in World War II prior to becoming a Naval Aviator. As a Naval Aviator he served in several carrier based squadrons including a bombing squadron and a night fighter squadron.

In 1953, he attended the Naval War College in Newport, Rhode Island. Upon completion of this study, he assumed command of All-Weather Fighter Squadron SEVENTY-ONE as a Commander and served in this capacity until 1956.

From 1956 through 1958, he served as Aide to the Vice Chief of Naval Operations. In 1958 he took command of Attack Carrier Air Group ONE. In 1960, he served as the Attack Carrier Air Group Training Officer on the Staff of Commander Naval Air Force, Atlantic Fleet.

In 1962, he attended the Industrial College of the Armed Forces. During this period he also earned the degree of Master of Business Administration from George Washington University. He next reported as Operations Officer on the staff of Commander Carrier Division Four. In July 1964, he assumed command of USS *Hermitage* (LSD-34).

In December 1965, he became Commanding Officer of the attack carrier USS *Hancock* (CVA-19). He commanded this attack carrier during operations in the Tonkin Gulf off the coast of Vietnam. For his service as Commanding Officer of *Hancock* during her combat operations, he was awarded the Legion of Merit. The Navy Unit Commendation was awarded the USS *Hancock* for outstanding services in Southeast Asia during this same period.

After his selection for Flag Rank, he became Director of the Fleet Operations Division in the Office of the Chief of Naval Operations. In October 1968, he was assigned the additional duty as Director, Naval Reconnaissance Center in the Office of the CNO. He was awarded a gold star in lieu of the Legion of Merit for his service in locating the sunken submarine Scorpin during this tour of duty.

He assumed command of Carrier Division THREE in September 1969. His Division conducted combat operations in Southeast Asia in 1969 and 1970. Admiral Donaldson was awarded a second gold star in lieu of the Legion of Merit for this service. He has also been awarded the National Order of Vietnam, Fourth Class and Fifth Class, and two Gallantry Crosses with Palm by the Government of South Vietnam.

Following this combat duty he assumed duty as Deputy Director for Operations (Reconnaissance and Electronic Warfare), Organization of the Joint Chiefs of Staff. He was awarded the Distinguished Service Medal “for exceptionally meritorious service...from July 1970 to August 1972...” In August 1972 he reported as Study Director of the Fleet Reorganization Study, Office of the Chief of Naval Operations, Navy Department and in March 1973 was ordered detached for duty as Commander Fleet Air, Western Pacific.

His home town address was West Lake, Bessemer, Alabama. He was married to the former Margaret Ann Mitchell of Bessemer, and they had three daughters: Linda Margaret, Laura Elizabeth, and Susan Rutledge Donaldson.

**Medals and Awards**.
Legion of Merit
American Defense Service Medal with star
American Campaign Medal
Asiatic-Pacific Campaign Medal with silver star (five operations)
World War II Victory Medal
Navy Occupation Service Medal
National Defense Service Medal with bronze star
Vietnam Service Medal

**Citation.**

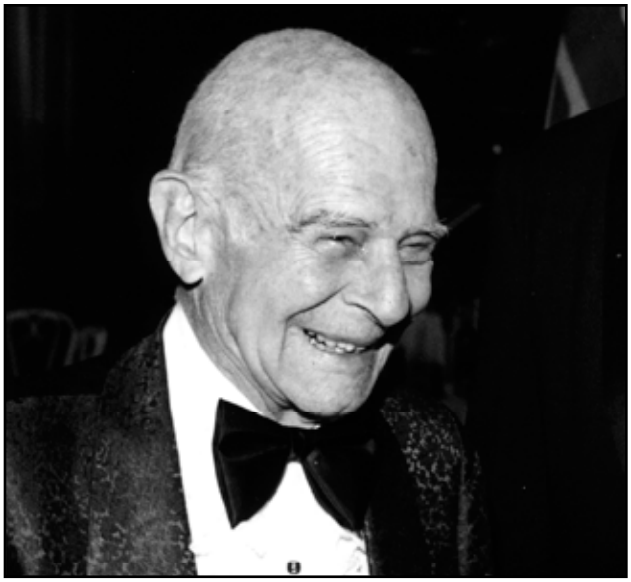
Legion of Merit: Awarded for the outstanding manner in which he commanded the USS *Hancock* during her combat deployment. “...During this period Captain Donaldson demonstrated aggressive combat leadership and the outstanding ability to develop and in a sustained series of devastating air strike operations. As Commanding Officer he continuously demonstrated superb seamanship, outstanding professional knowledge and devotion to his ship and crew. Through his leadership his ship was maintained ready at all time and

- Continued -

met every combat commitment ... during the entire period."

## Duty Assignment Chronology

| | |
|---|---|
| 6/42-10/42 | Naval Training School, Dartmouth College, Hanover, N. H. (Instructor). |
| 10/42-1/43 | Naval Training Station, Norfolk, Virginia. (Antiaircraft training). |
| 1/43-2/43 | Fire Control School, Wash., D. C. (Instruction). |
| 2/43-10/44 | USS *Iowa* (Division Officer). |
| 10/44-4/45 | Naval Air Training Base, Ottumwa Iowa (Instruction). |
| 4/45-1/46 | Naval Air Training Base, Corpus Christi, Texas (Flight training, designated Naval Aviator, January 6, 1946) |
| 1/46-6/46 | Naval Air Training Base, Jacksonville, Fla. (Instruction). |
| 6/46-7/46 | Bombing Squadron NINETY-EIGHT (Flight Officer). |
| 8/46-8/47 | Bombing Squadron FIVE (Executive Officer). |
| 8/47-7/48 | Staff, Commander Fleet Air, West Coast (Flag Lieutenant and Athletic Director). |
| 7/48-7/50 | Night Fighter Squadron ONE (Communications Officer, Ass't to Executive Officer). |
| 7/50-4/51 | Aeronautical Engineering Duty School, Memphis, Tenn. (Instruction) |
| 4/51-7/52 | Naval Ordnance Test Station, Inyokern, Calif. (Officer in Charge, Atlas Project Pilot) |
| 7/52-6/53 | Naval War College, Newport, RI. (Instruction). |
| 6/53-1/56 | Fighter Squadron SEVENTY-ONE (Executive Officer, Commanding Officer). |
| 1/56-9/56 | Naval Air Station, Quonset Point, RI. (Flight Division, Operations). |
| 9/56-10/58 | Aide to the Vice Chief of Naval Operations, Navy Department, Washington, D. C. |
| 11/58-10/60 | Carrier Air Group ONE (Commander). |
| 10/60-7/62 | Staff, Naval Air Force, Atlantic Fleet (Attack Carrier Air Group Training Officer). |
| 7/62-6/63 | Industrial College of the Armed Forces, Washington, D. C. (Instruction). |
| 6/63-7/64 | Staff, Commander Carrier Division FOUR (Operations Officer). |
| 8/64-10/65 | USS *Hermitage* (Commanding Officer). |
| 12/65-10/66 | USS *Hancock* (Commanding Officer). |
| 10/66-10/67 | Naval Air Systems Command Headquarters, Washington, D.C. |
| 10/67-9/69 | OPNAV. Director Fleet Operations Division. In 10/68, assigned additional duty as Director, Naval Reconnaissance Center, OPNAV. |
| 9/69-7/70 | Commander Carrier Division THREE. |
| 7/70-8/72 | Deputy Director, Operations (Reconnaissance and Electronic Warfare), JCS. |
| 8/72-3/73 | OPNAV. Study Director, Fleet Reorganization Study. |
| 3/73-?? | Commander, Fleet Air Western Pacific. |



**James H. Doolittle, General, USAF**

"Jimmy"

Retired May 10, 1946, Advanced to general June 1985, Died Sept. 27, 1993. Medal of Honor recipient, pioneering holder of speed records, leader of first aerial attack on the Japanese mainland, and famed World War II air commander.

James Harold Doolittle was born in Alameda, Calif., in 1896. James "Jimmy" Doolittle was educated in Nome, Alaska, Los Angeles Junior College, and spent a year at the University of California School of Mines. He enlisted as a flying cadet in the Signal Corps Reserve in October 1917 and trained at the School of Military Aeronautics, University of California and Rockwell Field Calif. He was commissioned a second lieutenant in the Signal Corps' Aviation Section March 11, 1918, and served successively at Camp Dick, Texas; Wright Field, Ohio; Gerstner Field, La.; and went back to Rockwell Field, chiefly as a flight leader and gunnery instructor. He then went to Kelly Field, Texas, for duty first with the 104th Aero Squadron, and next with the 90th Squadron on border patrol duty at Eagle Pass, Texas.

On July 1, 1920 Doolittle got his regular commission and promotion to first lieutenant. He then took the Air Service Mechanical School and Aeronautical Engineering courses at Kelly Field and McCook Field, Ohio, respectively. In September 1922 he made the first of many pioneering flights which earned him most of the major air trophies and international fame.

He flew a DH-4, equipped with crude navigational instruments, in the first cross-country flight, from Pablo Beach, Fla., to San Diego, Calif., in 21 hours and 19 minutes. He made only one refueling stop at Kelly Field. The military gave him the Distinguished Flying Cross for this historic feat. In the same year he received his bachelor of arts degree from the University of California.

In July 1923 he entered Massachusetts Institute of Technology for special engineering courses and graduated the following year with a master of science degree, getting his doctor of science degree in Aeronautics a year later, and being one of the first men in the country to earn this degree.

In March 1924 he served at McCook Field conducting aircraft acceleration tests. In June 1925 Doolittle went to the Naval Air Station in Washington, D.C., for special training in flying high-speed seaplanes. During this period he served for a while with the Naval Test Board at Mitchel, N.Y., and was a familiar figure in airspeed record attempts in the New York area. He won the Schneider Cup Race - the World's Series of seaplane racing - in 1925, with an average speed of 232 miles per hour in a Curtiss Navy racer equipped with pontoons. This was the fastest a seaplane had ever flown, and Doolittle next year received the Mackay Trophy for this feat.

In April 1926 he got a leave of absence to go to South America on airplane demonstration flights. In Chile he broke both ankles but put his Curtiss P-1 through stirring aerial maneuvers with his ankles in casts. He returned to the United States and was in Walter Reed Hospital for these injuries until April 1927 when he was assigned to McCook Field for experimental work and additional duty as instructor with Organized Reserves of the Fifth Corps Area's 385th Bomb Squadron.

Returning to Mitchel Field in September 1928, he assisted in the development of fog flying equipment. He helped develop the now almost universally used artificial horizontal and directional gyroscopes and made the first flight completely by instruments. He attracted wide newspaper attention with this feat of "blind" flying and later received the Harmon Trophy for conducting the experiments.

In January 1930 he was adviser for the Army on the building of the Floyd Bennett Airport in New York City. Doolittle resigned his regular commission Feb. 15, 1930 and was commissioned a major in the Specialist Reserve Corps a month later, being named manager of the Aviation Department of the Shell Oil Company, in which capacity he conducted numerous aviation tests. He also went on active duty with the Army frequently to conduct tests, and in 1932 set the world's high speed record for land planes. He won the Bendix Trophy Race from Burbank Calif., to Cleveland in a Laird Biplane, and took the Thompson Trophy Race at Cleveland in a Gee Bee racer with a speed averaging 252 miles per hour.

In April 1934 Doolittle became a member of the Army Board to study Air Corps organization and a year later was transferred to the Air Corps Reserve. In 1940 he became president of the Institute of Aeronautical Science. He went back on active duty July 1, 1940 as a major and assistant district supervisor of the Central Air Corps Procurement District at Indianapolis, Ind., and Detroit, Mich., where he worked with large auto manufacturers on the conversion of their plants for production of planes. The following August he went to England as a member of a special mission and brought back information about other countries' air forces

- Continued -

and military buildups.

He was promoted to lieutenant colonel Jan 2, 1942 and went to Headquarters Army Air Force to plan the first aerial raid on the Japanese homeland. He volunteered and received Gen. H. H . Arnold's approval to lead the attack of 16 B-25 medium bombers from the aircraft carrier Hornet, with targets in Tokyo, Kobe, Osaka, and Nagoya. There was room for only 16 B-25s on the *Hornet*. Pilots would be taking off from a runway of less than 500 feet. The 70-foot wingspread of the aircraft meant a takeoff run with the left wing almost entirely over the open sea while the right wing would clear the Hornet's bridge superstructure by inches. There was no possibility of their returning to land on the Hornet after the raid. Arrangements were made to land at an airfield in Chuchow, China, about 200 miles south of Shanghai. The daring one-way mission April 18, 1942 electrified the world and gave America's war hopes a terrific lift.

As the Task Force approached Japan, lookouts on the heavy cruiser USS Salt Lake City spotted a Japanese patrol boat 650 miles from Tokyo Bay, the day before the attack was to have been launched. The timing of the raid had to be moved up. As did the others who participated in the mission, Doolittle had to bail out, but fortunately landed in a rice paddy in China near Chu Chow. Some of the other flyers lost their lives on the mission.

Doolittle received the Medal of Honor, presented to him by President Roosevelt at the White House, for planning and leading this successful operation. His citation reads: "For conspicuous leadership above and beyond the call of duty, involving personal valor and intrepidity at an extreme hazard to life. With the apparent certainty of being forced to land in enemy territory or to perish at sea, Lt. Col. Doolittle personally led a squadron of Army bombers, manned by volunteer crews, in a highly destructive raid on the Japanese mainland." In addition to the nation's top award, Doolittle also received two Distinguished Service Medals, the Silver Star, three Distinguished Flying Crosses, Bronze Star, four Air Medals, and decorations from Great Britain, France, Belgium, Poland, China and Ecuador.

In July 1942, as a brigadier general - he had been advanced two grades the day after the Tokyo attack - Doolittle was assigned to the 8th Air Force and in September became commanding general of the 12th Air Force in North Africa. He was promoted to major general in November and in March 1943 became commanding general of the North African Strategic Air Forces.

He took command of the 15th Air Force in the Mediterranean Theater in November and from January 1944 to September 1945 he commanded the 8th Air Force in Europe and the Pacific, until war's end, as a lieutenant general, the promotion date being March 13, 1944. On May 10, 1946 he reverted to inactive reserve status and returned to Shell Oil as a vice president and later a director.

In March 1951 he was appointed a special assistant to the Air Force chief of staff, serving as a civilian in scientific matters which led to Air Force ballistic missile and space programs.

He retired from Air Force duty Feb. 28, 1959 but continued to serve his country as chairman of the board of Space Technology Laboratories. He also was the first president of the Air Force Association, in 1947, assisting its organization.

Gen. Doolittle married his high school sweetheart, Josephine E. Daniels, on Dec. 24, 1917. She died on their 71st wedding anniversary in 1988. They had two sons, James H. Jr. and John P., both of whom became Air Force pilots.





**Robert G. Dosé, Captain, USN (Ret.)**

"Bob"

Date of Designation: September 1937 NA # 5333

Dates of Active Duty: September 1936 - July 1968.

Total Flight Hours: 7,000

Carrier/Ship Landings: Fixed wing: 810 Rotary: 10

Approximate Flight Hours:
Jet: 3,000 Prop: 3,500 Helo: 50 VF/VA: 6,946
LTA: 4

Combat Tours:
WW II: 2 tours VF-12 (Mar. 43-Nov. 43) as XO in combat and (Dec. 43-Jun. 44) as C0 in combat
- 206 combat missions.
11/2/43 Strafe Buka; 11/5 Raid on Rabaul (shot down 1 1/2 Zeros). 11/19 Attacked Nauru;
1/29/44 Combat over Wotje; l/30 Attacked Taroa.
2/2/44 to 2/24/44 Attacked Enewitok;
4/19 Attacked Sabang;
5/17 "Sourabaja".

Aviation Commands:
CO, VF-12, Dec. 1943 - May 1944.
CAG-14, Dec. 1946 - Mar. 1947.
CAG-81 (later CAG 13), Mar. 1947 - May 1948.
CO, VX-3, Jul. 1956 - Jun. 1960.
Commander, First Replacement Air Group 4, Jun. 58-Jun. 60.
CO, USS *Mispillion* (A0-105), Jul. 1960 - Apr. 1961.
CO, USS *Midway* (CVA 41), Apr. 1961 - Apr. 1962.
Chief, MAAG, Netherlands, Jul. 1965 - Jul. 1968.

Combat Awards:
3 Distinguished Flying Crosses
7 Air Medals
1 British Mention in Dispatches
1 Legion of Merit (non-combat)

**Summary of Significant Career Events**

(1) Aerial Victories: 31 1/2
1 1/2 Japanese Zeros in WW II.
26 Hellcat Drones with Sidewinder missile.
4 "Regulus" drones with Sidewinder.

(2) Significant accomplishments:
- 1st Fleet firing of Sidewinder missile in F9F-8, on 3 January 1956.
- 1st Mirror landing, USS *Bennington,* FJ-3, on 22 August 1955.
- Record breaking cross country, carrier-to-carrier, F8U-1, in 3 hours 28 minutes with in flight refueling over Dallas, USS *Bon Homme Richard* to USS *Saratoga* (CVA 60). He was greeted by President Eisenhower on the *Saratoga* upon arrival.

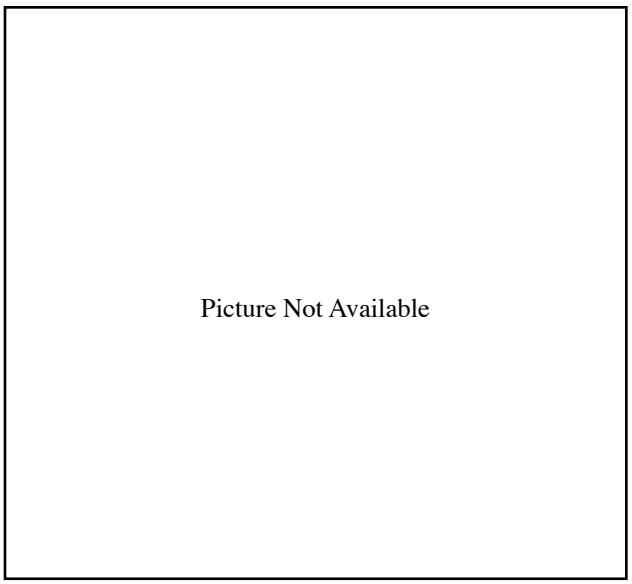
(3) First fleet ejection from F8U Crusader 30 January 1957. First automated ejection in fleet.

(4) Flew 86 different fighter aircraft, including British Spitfire, Gloster Javelin and Hawker Hunter.

(5) Flew various airshows displaying newest aircraft including F3H Demon and F8U Crusader in VX-3, Atlantic City, including Governors Convention.

(6) Holder of Patent for Automatic Trim Tab for aircraft in 1949 (Automatic Skid Corrector, # 2461533).

(7) Bob Dosé and his son Curtis Dosé are the only Father/Son in the Golden Eagles. In 1972, in Vietnam Curt downed a MIG 21. This makes him and his father the only father son team in the Navy who have shot down enemy aircraft in combat.




**Gilbert W. Douglas, LTJG, USNR**
(Naval Aviator # 105 1/2)

Gilbert Wilson Douglas was born in Brooklyn, New York on July 27, 1896. He learned to fly at the Curtiss Aviation School at Buffalo before enrolling in the Navy as a Carpenter's mate 3/c on June 15, 1917. He completed ground school at the Massachusetts Institute of Technology and qualified at NAS Bay Shore, Long Island, NY. He received his commission as Ensign and Naval Aviation designation (Naval Aviator #105 1/2 HTA) at NAS Key West on December 12, 1917, but dated October 4, 1917 to reflect his previous qualifications at Bay Shore. He was assigned to both Key West as Engine Officer and NAS Rockaway before going to Naval Ammunition Depot, Akron, Ohio in August 1918 for free balloon training. Heserved as the Senior HTA Officer at Rockaway when he retired from active duty in June 18, 1919. He re-enrolled in the Navy as a LTJG on May 25, 1922

No picture available

## Benjamin B. Dowell, Captain USNR

(Naval Aviator Number 230)

Benjamin Butterworth Dowell was born on October 18, 1895 in Silver Spring (Sligo) MD. He first entered the Navy by appointment of former Secretary of the Navy Josephus Daniels, in January 1917. He entered service as a Seaman Second Class as student for flight training. He completed flight training during September 1917, was designated Naval Aviator number 230 early in World War I and commissioned as Ensign, USNR, on Dec 20, 1917. He was a member of first class of Reserve students (30 in number) who trained at Pensacola, Florida and his Naval Aviator designation numbered among the first given to Reserve officers (designation number below first 60). He transferred to Regular Navy in 1920. Subsequently resigned and re-enrolled in Naval Reserve of which was a member since. He was recalled to active duty on October 1, 1940.

### Duty Assignment Chronology

4/1/17-12/26/17 NAS Pensacola, FL. Aeronautical Ground school and flight training, including lighter-than-air as well as heavier-than-air, and including aircraft and engine structure and maintenance in addition to operation. Became section leader and captain of plane maintenance crew. Completed training and commissioned Ensign, USNR, with Naval Aviator designation (LTA and HTA) on December 26, 1917.

12/31/17-1/28/18 NAS Cape Hay, N. J. Executive Officer and flight operations duty. Also served as member and recorder of Summary Courts Martial in trial of numerous cases. Participated in regular deep sea and coastal patrol operations for protection of shipping in Atlantic along New Jersey seaboard. Earned the dubious distinction of bombing and killing a Whale mistaken for raiding German submarine while on deep sea patrol and search mission in the spring of 1918.

11/30/18-2/28/19 NAS, Pensacola, FL. Training in Aerology and active flight duty.

3/1/19-5/30/19 NAS Anacostia. Completion of training in Aerology by special additional duty assignment to U.S. Weather Bureau, Washington, D.C., and regular flight duty. Completed course and designated as qualified Aerologist.

6/1/19 Placed on inactive duty to accept appointment as Assistant Examiner in U.S. Patent Office by Commissioner Newton.

7/3/19 Recalled to active duty.

7/7/19-9/15/22 NAS, San Diego, CA. On regular flight and advanced training duty. Also served variously as Asst. Executive Officer, Personnel Officer, Squadron Director, Member of General Court Martial, Special Representative of Commandant 11th Naval District, for apprehension and conviction of bootleggers selling poisoned alcoholic beverages to Naval personnel,and Battalion Adjutant. Initiated first operations and training in night flying. During this period, took instruction and passed examinations for transfer to the Regular Navy and was commissioned in U.S.N. in latter part of 1921 or early 1922.

9/15/22 Resigned in 1922 and returned to Washington, D. C. to take up law practice. Repeated law course at George Washington University scouring admission to Bar in 1923 and graduating in 1924, in meantime going into partnership with father who feared demise of business with himself in absence of established successorship. However, reenrolled soon thereafter in Naval Reserve to maintain active contact with the Navy.

10/1/40 Recalled to active duty in the Navy.

10/1/40-12/3/43 Bureau of Aeronautics, Washington, D.C. - Special Assistant to Director, Procurement Division, engaged in the negotiation and award of contracts for supply of aeronautical and related equipment and material to the Government, including production facilities.

12/3/43-6/1/44 Bureau of Aeronautics, Washington, D.C. - Special Asst. to Director, Ships Installations Division, engaged in design and development and in initial steps of investigating prospective manufacturers and negotiating production contracts for aeronautical equipment to be installed in Navy ships. During this period, attended Army War College special course in Contract Termination to prepare for administrative work in this field, and received Certificate of qualification on completion of course.

6/11/44-10/3/46 Bureau of Aeronautics General Representative, Central District, Dayton, Ohio. Assigned as Director of Contract Division to administer the program of contract termination and claims settlement for the Bureau of Aeronautics in the Central District (including some 20 Midwestern States), and also the program of continued active contracts. In addition, he served as Deputy Bureau of Aeronautics General Representative (or BAGR), Central District, and twice served as Acting BAGR of said District

- Continued -

for periods of two months each while awaiting arrival of assigned Flag command.

12/18/46-8/1/74 Bureau of Aeronautics, Washington, D.C. - Director of Contract Review Section, engaged in historical analyses and preparation of complete review reports on the principal important war contracts of BuAer in anticipated readiness for necessary accounting to Congressional investigating committees or other agencies of the Government.

8/1/47-12/48 (Material) to the Chief of the Bureau, engaged in special liaison work by appointment of the Assistant Secretary of the Navy for Air, consisting in collecting, coordinating and supplying official information and data to the President's Air Policy Commission and the Congressional Aviation Policy Board, including arrangements for appropriate witnesses to appear before each. Following publication of Commission and Board reports, assigned as Congressional Liaison Officer for the Bureau of Aeronautics, charged with responsibility for collecting, coordinating and furnishing requested official information and data to Congressional committees and members in accordance with Navy policy and classification restrictions and maintaining advisory check on impending and proposed legislation.

Military Decorations
Commendation Ribbon.
Naval Reserve Medal; World War I Victory Medal; American Defense Service Medal; American Area Medal, World War II Victory Medal.

Noteworthy achievements prior to entry in service:
Participated in special classes in Patent Law and Moot Court work, and passed the District of Columbia Bar Exam a year prior to graduation from Law School. He was a graduate of Sidwell's Friends School of Washington, D.C., George Washington University and received a L.L.B. degree from George Washington University School of Law in 1924.

He was a noteworthy lawyer, with 18 years experience in the practice of specialized law of patents, trademarks, copyrights and litigation thereon before U.S. Patent Office and U.S. federal courts and internationally, from 1922 to 1940. A member of the U.S. Court of Customs and Patent Appeals, U.S. District Court of the District of Columbia; U.S. District Court of Appeals, and other federal District courts. He was a member of the Washington, D.C., law firm of Dowell & Dowell of which he became owner as surviving partner, in 1928. The business was turned over to an existing partner on his re-entry into active naval service on October 1, 1940.



**Austin K. Doyle, Admiral, USN**

Admiral Doyle was graduated from the Naval Academy with the Class of 1920 on June 6, 1919, after active service in World War I on board the USS *Connecticut* in the summer of 1918. He subsequently served in the transport *Orizaba*, the battleship *Utah* and the destroyer *McFarland*. Designated Naval Aviator in December 1922, he had duty with Scouting and Fighting Squadrons of the USS *Wright*, USS *Langley*, USS *Lexington* and USS *Idaho*, interspersed by shore assignments as an instructor at the Naval Air Station, Pensacola, and in the Department of Engineering and Aeronautics, U. S. Naval Academy. He was Head Coach of the Naval Academy Baseball Team in 1933.

From June 1935 to July 1940 he served successively as Tactical Officer on the Staff of Commander Aircraft, Battle Force; in the Plans Division of the Bureau of Aeronautics, Navy Department; and in command of Fighting Squadron 3 and of the Air Group based on the carrier *Saratoga*. At the outbreak of World War II in December 1941, he was attached to the Bureau of Aeronautics (Personnel and Training). On August 20, 1942, he commissioned and assumed command of the USS *Nassau*. He was awarded the Legion of Merit for exceptionally meritorious service in that command in May 1943.

From September 1943 to July 1944 he served on the Staff of the Commander in Chief, U. S. Fleet, in Washington, and in August 1944 assumed command of the USS *Hornet*, which won the Presidential Unit Citation for extraordinary heroism in the Pacific War Area while under his command. He was personally awarded the Navy Cross and Gold Stars in lieu of the Second Legion of Merit and Second Navy Cross.

After the cessation of hostilities he commanded Carrier Division 25; then served as Inspector General of the Pacific Fleet and Ocean Areas; as Special Assistant to the Deputy Chief of Naval Operations (Air); and as Deputy Inspector General of the Navy. From August 1947 to August 1951 he had duty as Commandant, Naval Operating Base, Bermuda, and as Chief of Naval Air Reserve Training, at his Headquarters, Glenview, Illinois.

In 1951-1952 he commanded Carrier Division 4, his flag in the USS Midway, and during the next five years served as Commander Caribbean Sea Frontier and Commandant, Tenth Naval District; as Chief of Naval Air Training, Headquarters at Pensacola. He was Commander U. S. Taiwan Defense Command from July 26, 1957 until relieved of all active duty pending his retirement, effective August 1, 1958. He was awarded the Distinguished Service Medal for "exceptionally meritorious service...as Commander United States Taiwan Defense Command from July 28, 1957 to July 31, 1958 and during the latter part of this period, as Commander of the Combined United States Taiwan Defense Command and Military Assistance Advisory Group.

**Personal Data**:

| | |
|---|---|
| Born: | New York, New York, 11/7/98 |
| Parents: | Edward P. and Janet Pirnie Doyle |
| Wife: | Jamie Reese of Pensacola, Florida |
| Children: | Austin K., Jr.; Peter Reese; Rodger Pirnie, Jamie Laura and Wright |
| Education: | Curtis High School, Staten Island, N.Y.; U. S. Naval Academy (BS, 1919-Class of 1920); Flight Training, NAS, Pensacola, Fla. |

**Promotions:**

Midshipman, 6 September 1916
Ensign, 7 June 1919
Lieutenant (jg), 7 June 1922
Lieutenant, 7 June 1925
Lieutenant Commander, 4 October 1935
Commander, 1 July 1940
Captain (T), 11 September 1942
Captain, 19 September 1947 to rank from 2 June 1937
Rear Admiral (T), 13 August 1945
Rear Admiral, 1 July 1948
Rear Admiral (upper half), 1 January 1951
Vice Admiral (T), 1 June 1954
Transferred to the Retired List, 1 August 1958 advanced to Admiral on the basis of combat awards

**Decorations and Medals**:

Navy Cross
Gold Star in lieu of Second Navy Cross
Distinguished Service Medal
Legion of Merit with Combat "V"
Gold Star in lieu of Second Legion of Merit with Combat "V"
Presidential Unit Citation awarded USS *Hornet*

- Continued -

World War I Victory Medal with "Atlantic Fleet" Clasp
American Defense Service Medal with "Fleet" Clasp
American Campaign Medal
World War II Victory Medal
Navy Occupation Service Medal with "Europe" Clasp
National Defense Service Medal
Philippine Liberation Ribbon with two (2) bronze stars
Legion of Honor - France (Rank of Commander)
Order of Merit Italy (Rank of Commander)

## Duty Assignment Chronology

| | |
|---|---|
| 7/19-9/19 | USS *Orizaba* (AP-24). |
| 9/19-11/21 | USS *Utah* (BB-31). |
| 11/21-5/22 | USS *McFarland* (DD-237). |
| 5/22-12/22 | NAS Pensacola, Designated Naval Aviator on 12/26/22. |
| 12/22-11/25 | Aircraft Squadrons, Scouting Fleet (VS-1, USS *Wright*). |
| 12/25-11/25 | NAS Pensacola (Instructor). |
| 7/28-6/30 | VF Squadron SIX-B, Aircraft Squadrons, Battle Fleet. |
| 6/30-6/33 | Naval Academy, Annapolis (Instructor, Dept. of Eng. & Aero.) (Baseball Coach). |
| 6/33-6/34 | VF Squadron TWO-B (USS *Lexington*). |
| 6/34-6/35 | USS *Idaho* (Pilot of Aviation Unit). |
| 6/35-6/36 | Aircraft BatFor (Tactical Off. Staff of Cdr.) |
| 6/36-5/38 | BuAer, Washington, D. C. (Plans Division). |
| 6/38-6/39 | Fighting Squadron THREE (CO) (USS *Saratoga*). |
| 6/39-5/40 | Carrier Air Group Cdr. (USS *Saratoga*). |
| 5/40-8/42 | BuAer, Washington, D. C. (Personnel Training Div.) |
| 8/42-9/43 | Cfo USS *Nassau* (Dufly) (Commanding). |
| 9/43-7/44 | Headquarters, Cdr. in Chief, U. S. Fleet. |
| 7/44 - 8/45 | USS Hornet (Commanding). |
| 8/45-9/45 | Commander Carrier Division 25. |
| 9/45-5/46 | Pacific Fleet and Pacific Ocean Area (Deputy Naval Inspector General) . |
| 5/46-8/47 | Naval Operations (Special Asst. to DCNO) |
| 8/47-6/49 | U. S. Naval Operating Base, Bermuda (Comdt.) |
| 6/49-8/51 | Chief, Naval Air Reserve Training Command, Naval Air Station, Glenview, Illinois. |
| 8/51-9/52 | Commander Carrier Division FOUR. |
| 9/52-2/53 | Commander Caribbean Sea Frontier. |
| 2/53-5/54 | Commander Caribbean Sea Frontier, and Commandant, TENTH Naval District. |
| 5/54-7/57 | NAS Pensacola, Fla. (Chief of Naval Air Training). |
| 7/57-8/58 | Commander U. S. Taiwan Defense Command. |
| 8/1/58 | Retired from Active Duty. |

**Citations:**

"Legion of Merit with Combat "V," "For exceptionally meritorious conduct...as Commanding Officer of an escort carrier during the seizure and occupation of enemy Japanese-held Attu Island in May 1943. Skillfully directing the operations of his ship, (he) in the face of extremely low ceilings and poor visibility, rendered highly effective support to the units of the Northern and Southern Landing Forces during their advances..."

Navy Cross. "For extraordinary heroism... during operations against enemy Japanese forces in the Pacific War Area, from August 29, to October 30, 1944. Under heavy enemy aerial attack while operating close to Japanese shores on October 13 and 14, (he) maintained his ship at full fighting strength which resulted in a number of enemy aircraft being shot down by anti-aircraft fire with no damage to the *Hornet*...During the battle for Leyte Gulf on October 25 and 26, he again handled his ship in such an outstanding manner that the full strength of his Air Group was brought to bear against the enemy, resulting in heavy damage to the sinking of capital ships of the Japanese Fleet..."

Gold Star in lieu of Second Legion of Merit, with Combat "V": "For exceptionally meritorious conduct...during operations against enemy Japanese forces in the areas of Mindoro, Formosa, and Luzon, from November 30, 1944 to January 25, 1945. Undaunted by relentless enemy air attacks and adverse weather conditions, (he) maneuvered his ship through restricted and typhoon-swept waters without damage to either ship or aircraft...He was largely responsible for the success of his ship and attached Air Group in inflicting destruction upon numerous enemy planes and installations..."

Gold Star in lieu of second Navy Cross: "For extraordinary heroism as Commanding Officer of the USS *Hornet* in action...from February 10 to May 19, 1945. A bold and inspiring leader, (he) directed his ship and attached air group in a series of aggressive operations against the enemy in which 297 hostile planes were shot down or destroyed, important units of the Japanese fleet damaged, and shore installations and enemy shipping damaged or destroyed..."

Distinguished Service Medal: "'For exceptionally meritorious service to the Government of the United States in a duty of great responsibility as Commander United States Taiwan Defense Command from July 28, 1957 to July 31, 1958 and, during the latter part of this period, as Commander of the combined United States Taiwan Defense Command and Military Assistance Advisory Group. An outstanding leader and diplomat, Vice Admiral Doyle was eminently successful in carrying out his responsibilities throughout this period. Exercising sound judgment, keen foresight, and an unerring adherence to the highest ideals of the naval profession, he succeeded in winning the trust and confidence of the leaders of the Chinese Nationalist Government and, through them, was able to guide the policies of that Government in establishing a sturdy bastion in support of the United States and the other nations of the Free World...

In May 1957 he was awarded the Admiral John H. Towers Memorial Award by the Aviation Commandery of the Naval Order of the United States.






## C. H. Duerfeldt, Rear Admiral, USN (Ret.)

"Dutch"

Date of Designation: 20 September 1929 NA # 3520

Dates of Active Duty: 6 June 1926 - 31 May 1964.

Total Flight Hours: 4,946

Carrier/Ship Landings: Rotary wing: 57

Approximate Flight Hours:
Prop: 4,850 Helo: 57 VR/VP: 200

Combat Tours:
WW II: Combat tours consisted of being Executive Officer to five skippers. Between us we put one CVE and one CV in commission. Chased submarines in the Atlantic and Japs in the Pacific.

Aviation Commands:
CO, VO-1, USS *Arizona*, Jan. 1939 - Sep. 1940.
CO, USS *Sicily* (CVE-118), Jun. 1949 - Jun. 1950.
CO, USS *Tarawa* (CV-40), Jun. 1951 - Jun. 1952.
Commander, Naval Air Test Center, Patuxent River, MD, Mar. 1954 - Jan. 1957.
Commander, CARDIV TWO, Jan. 1957 - Jan. 1958.
Chief of Naval Air Basic Training, Pensacola, FL., Jan. 1960 - Sep. 1961.
Commander, Fleet Air Hawaii, Oct. 1961 - Jun. 1964.

Combat Awards:
2 Legions of Merit
Bronze Star
2 Presidential Unit Citations

## Duty Assignment Chronology

| | |
|---|---|
| 6/26 | Graduated U. S. Naval Academy June 6, 1926. |
| 6/26-9/26 | Navy Rifle Team. |
| 9/26-6/27 | USS *Nevada*. |
| 6/27-6/28 | USS *Cleveland*. |
| 6/28-9/28 | Navy Rifle Team. |
| 10/28-9/29 | Flight training, Pensacola, FL. |
| 9/29-6/31 | VF-6, USS *Saratoga*. |
| 6/31-6/33 | Landing Signal Officer (LSO), USS *Saratoga*. |
| 6/33-6/34 | Postgraduate School, Annapolis, Maryland. |
| 6/34-6/36 | VP-7. |
| 6/36-9/38 | NAS Anacostia (Flight Test), Washington, D.C |
| 9/38-6/39 | USS *Mississippi* (Senior Aviator). |
| 6/39-12/39 | XO, Observation Squadron (VO-4), USS *West Virginia*. |
| 1/39-9/40 | Commander, Observation Squadron ONE (VO-1), USS *Arizona*. |
| 3/41-6/41 | Naval Air Station, Corpus Christi, Texas. |
| 6/42-7/43 | XO, USS *Card*. |
| 7/43-9/44 | XO, USS *Hornet* (CV-12). |
| 10/44-12/45 | Staff, Commander Air Battle Force. |
| 1/46-4/49 | Included temporary duty with JTF-7 and the National War College, Washington, D. C. |
| 6/49-6/50 | CO, USS *Sicily* (CVE-118). |
| 6/50-6/51 | Member Joint Staff, Joint Chiefs of Staff, Washington, D. C. |
| 6/51-6/52 | CO, USS *Tarawa* (CV-40). |
| 6/52-3/54 | Office of the CNO (OP-50B), Assistant Director, Aviation Plans Division. |
| 3/54-1/57 | Commander, Naval Air Test Center, Patuxent River, Maryland. |
| 1/57-1/58 | Commander Carrier Division TWO. |
| 3/58-12/60 | Chief of Staff, CINCNELM. |
| 1/60-9/61 | Chief of Naval Air Basic Training, Pensacola, Florida. |
| 10/61-6/64 | Commander Fleet Air Hawaii/Commander Barrier Force Pacific. |
| 6/1/64 | Retired from active duty. |



**George J. Dufek, Rear Admiral, USN**

George John Dufek was born in Rockford, Illinois, on February 10, 1903, son of the late Frank and Mary (Earth) Dufek. In 1921 he was graduated from Rockford High School, where he was a member of the Reserve Officers Training Corps. He was appointed Midshipman from the Chicago-Rockford area, and entered the U. S. Naval Academy on August 16, 1921. Graduated and commissioned Ensign in the U. S. Navy on June 3, 1925, he subsequently progressed in rank to that of Captain on July 30, 1943. He was advanced to the rank of Rear Admiral on June 30, 1955, when he was placed on the Retired List of the U. S. Navy, and was retained in command status on active duty until August 31, 1959.

After graduation from the Naval Academy in June 1925 and two years' service as a junior officer on board the USS *Maryland*, a unit of Battleship Division 5, Battle Fleet, he was assigned to the submarine tender USS *Canopus*, as Assistant Navigator and Assistant Communications Officer. After a year in the *Canopus* he was offered an opportunity to serve in submarines. He became qualified in submarines in the USS S-39, one of the few officers earning submarine qualification without attending a submarine school. He remained on China Station until 1930, serving in the S-39 and her sister ship S-38.

Early in the year 1930 he was ordered to the pre-commissioning detail of the submarine V-6, later designated the USS *NautIilus*. Completing four years' service in submarines, he was ordered in 1932 to the Naval Air Station, Pensacola, Florida, as a student in flight training. He was graduated in June 1933, having been designated a Naval Aviator on April 29 of that year, and was ordered to duty as Junior Aviator in the USS *Concord*. He remained in that light cruiser until 1936, when he was transferred to patrol plane Squadron 3, based on board the USS *Saratoga* (CV-3). In June 1938 he became Navigator of Scouting Squadron 3 of the *Saratoga*, and from December of that year until September 1939 served as Executive Officer of Scouting Squadron 3, based on the USS Lexington (CV-2).

In the spring of 1939 the Navy Department asked for volunteers for the forthcoming Byrd Expedition to the Antarctic. Dufek, then a Lieutenant, requested this duty by dispatch. His application accepted, he reported in September as Navigator of the USS *Bear*, flagship of the Navy's Antarctic Development Project ordered by President Franklin D. Roosevelt. During that expedition he was credited with a considerable number of hours of exploratory flying over the barren wastes of the South Polar Continent, and was awarded the Antarctic Expedition Medal (1939-1941), authorized by the President on September 24, 1945 and presented on November 29, 1946.

He was transferred in May 1940 to Jacksonville, Florida, to assist in the building and development of the new Naval Air Station there. Subsequently, as Commanding Officer of a training squadron at Jacksonville, he started the first students through flight training. Later while serving at Jacksonville, he received news of the Japanese attack on Pearl Harbor, December 7, 1941, and immediately requested overseas duty. He was assigned to London, England, as a Special U. S. Naval Observer for Aviation. There, from April 1942 until March 1943, his duties involved mission studies and exchange of professional information of assistance to our Allies.

In November 1942 he participated in the Invasion of North Africa, and served as Senior Naval Aviator in the Oran and Mers El Kebir areas. Following a brief period of duty on the Staff of the Commander of the Oran operation, he was ordered to the Staff of Commander Naval Forces, North African Waters (V. Adm. H. K. Hewitt), for duty as Senior U. S. Naval Aviator. At the Algiers Headquarters, he assisted in the preparation of plans for the successful invasions of Sicily and Salerno, Italy. After the latter invasion, that command Headquarters moved to Naples, Italy, where he assisted in planning for the Invasion of Southern France.

Detached in September 1944, he assumed command of the USS *Bogue*, which with six accompanying destroyers became an anti-submarine killer group operating in the Atlantic, and which were assigned the mission of combating the possible threat of German launchings from submarines of V-I and V-II weapons against heavily populated areas of the U. S. East Coast. The *Bogue* with her aircraft and her escorting vessels, had the honor of sinking the final German submarine lost in world War II, that operation the forerunner of the Navy's present-day highly specialized hunter-killer technique.

- Continued -

Detached from command of the *Bogue* after the European fighting had ceased, he was ordered to the Pacific area for duty as Commanding Officer of the former Japanese Naval Air Base at Ominato, Northern Honshu, during the first phase of the occupation. He later commanded the Naval Air Transport Service Terminal at Kisarazu Airfield, near Tokyo. Returning to the United States in January 1946, he served until June as a member of the Navy Regulations Board in the Navy Department, Washington, D. C. He then was assigned duty as Chief Staff Officer to Rear Admiral (then Captain) Richard H. Cruzen, USN, named Commander of a U. S. Navy - U. S. Coast Guard Task Group about to depart for the Arctic to establish weather bases in the far Northern polar regions. While with Task Force SIXTY-EIGHT in the Arctic during the following summer, he was directed by the Navy Department to assist in making plans for participating in Operation HIGHJUMP, a projected extended Navy exploration and development of Antarctica. In November 1946 the thirteen ships of the Task Force sailed for Antarctia under the direction of Rear Admiral Richard E. Byrd, USN, Retired.

The Eastern Group of three ships of the Task Force were directly under command of Rear Admiral (then Captain) Dufek. The mission of this group was to develop the unknown coast line between Little America and the Palmer Peninsula. Locating outside of the great Polar ice belt, the group operated seaplanes from the tender, USS *Pine Island*, and he made the first flight over the Thurston Peninsula in the Bellingshausen Sea. The second flight over the area was made by Captain Howard Caldwell, USN, Commanding Officer of the *Pine Island*, whose plane crashed on the peninsula. Rescue operations were hampered by bad weather, and it was not until the tenth day that the rescue plane discovered the wreckage and landed in water longside the ice barrier. Three members of the crew had been killed in the crash; the remaining six survivors, including Captain Caldwell, were rescued. A letter of commendation, signed by Admiral Byrd and addressed to the Chief of Naval Operations, states in part, "...Captain Dufek's rescue of the six survivors is in many ways unequalled in all the history of polar rescues..."

Upon his return to the Navy Department in June 1947, Rear Admiral Dufek assisted in the preparation of the official report for Operation HIGHJUMP. In August of that year he reported as a student at the Industrial College of the Armed Forces, also located in Washington, D. C. Completing the course on June 24, 1948, he was designated Commander Task Force EIGHTY, comprising a cargo ship and two ice-breakers, its mission to supply the existing weather stations and to establish new weather stations near the North Pole. Vessels of this Task Force achieved the distinction of going further north under their own power than any former vessel. An original document left by Commander (later Rear Admiral) Robert E. Peary, CEC, USN, in 1905, was recovered from a cairn on the north coast of Ellesmere Island, 450 miles from the North Pole.

Following his duty with Task Force EIGHTY, he again reported to the Navy Department, this time to assist Admiral Byrd in planning for Operation HIGHJUMP II, which was intended to further develop the South Polar regions. After four months' work in the planning stage, the polar project was cancelled because of the retrenchment program instituted in the summer of 1948 by the Department of Defense. Rear Admiral Dufek was assigned in September 1949 to the Joint Staff of the Joint Chiefs of Staff, and worked with the Logistics Planning Section until December 1950.

Ordered that month to the USS *Antietam* (CV-36), He commanded that ship from January 1951 until May 1952, including 79 days of intensive combat operations against communist aggression in North Korea. Operating as a unit of Task Force SEVENTY-SEVEN, under command of Rear Admiral John Perry, the *Antietam*, with Air Group FIFTEEN embarked on board, established what is believed to be a new safety record for aircraft carrier operations under sustained combat conditions. In 5,728 combat missions flown, only three pilots were lost in combat.

Upon his return to the United States in June 1952, he reported as Commander Naval Bases, Fourteenth Naval District. Six months later he was detached with orders to the Pacific as Commanding Officer, U. S. Naval Station, Kwajalein. He remained there until September 1953, when he was transferred to command of the Naval Air Station, Whidbey Island, Oak Harbor, Washington. In August 1954 he was assigned to the Office of the Chief of Naval Operation, where he was designated Head of the Special Antarctic Planning Group. In March 1955, he became Commander Task Force FORTY-THREE, for the Navy's Operation DEEP FREEZE. In April 1959 he was assigned to the Office of the Chief of Naval Operations, Navy Department. On August 31, 1959 he was relieved of active duty.

In addition to the Distinguished Service Medal with Gold Star, Legion of Merit with two Gold Stars and Combat "V," and the Antarctica Expeditionary Medal, Rear Admiral Dufek has the American Defense Service Medal, Fleet Clasp; American, Asiatic-Pacific and European-African-Middle Eastern Campaign Medals; World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; National Defense Service Medal; Korean Service Medal; and United Nations Service Medal. He also has the Korean Presidential Unit Citation; the Croix de Guerre and the Legion of Honor, with rank of Chevalier, awarded by the French Government; and the Andre Medal, awarded by the Swedish Geographical Society.

Married in 1927 to the former Mrs. Muriel T. Bones, daughter of Mr. and Mrs. David Lyon Thomson of Chevy Chase, Maryland, Rear Admiral Dufek had four children: Mary Ellen Bellit, Barbara Bones Phillips, George Cruzen Dufek, and David Frank Dufek.

No picture available

## George C. Duncan, Captain, USN

George Chamberlain Duncan was born in Tacoma, Washington, on February 11, 1917, son of George W. and Frances (Chamberlain) Duncan. He attended Stadium High School and the College of Puget Sound, both in Tacoma, before entering the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state in 1935. As a Midshipman he participated in wrestling and soccer and was a member of the 150-pound crew, the Choir, Trident Staff, the Masqueraders, the Glee Club (Director his First Class year), and the Reception Committee. Graduated and commissioned Ensign on June 1, 1.939, he subsequently advanced in rank to that of Captain, to date from April 1, 1958.

Following graduation in 1939, he joined the USS *West Virginia*, and in August 1941 was detached with orders to return to the United States, for flight training at the Naval Air Station, Pensacola, Florida. Designated Naval Aviator in February 1942, he reported in April, that year, for duty with the aviation unit of the USS Louisville. “For meritorious achievement...as pilot of a VOS Spotting Plane during action against enemy Japanese forces established on the Island of Kiska, Alaska, on August 7, 1942...” he was awarded the Air Medal. The citation further states: “Viciously attacked by a hostile fighter while engaged in a spotting mission under most hazardous conditions, Lieutenant Duncan...successfully fought off and damaged the enemy and completed his mission...”

Detached from the Louisville in May 1943, he had duty during June and July at the Naval Air Station, Melbourne, Florida, then was ordered to report to Commander Air Force, U. S. Atlantic Fleet. In September 1943 he joined Fighting Squadron FIFTEEN, operating from the USS *Essex*. He was awarded the Silver Star Medal; the Navy Cross; the Distinguished Flying Cross with Gold Stars in lieu of the Second, Third and Fourth Distinguished Flying Crosses, Gold Stars in lieu of the Second, Third, Fourth, and Fifth Air Medals. The citations follow in order of date of action:

"Distinguished Flying Cross: “For heroism and extraordinary achievement in aerial flight as Pilot of a Fighter Plane in Fighting Squadron FIFTEEN...in action against enemy Japanese forces near the Marianas Islands, June 12, 1944. Participating in a strike against an escorted enemy convoy, (he) braved intense and accurate enemy antiaircraft fire to score a direct bomb hit beneath the counter of an enemy cargo ship which left it dead in the water and to strafe and sink a new type enemy destroyer. Continuing his efforts throughout the engagement, he assisted materially in silencing enemy antiaircraft guns and in inflicting heavy damage on numerous other enemy cargo and escort vessels..."

Gold Star in lieu of the Second Air Medal: “For meritorious achievement...in action against enemy Japanese forces over Iwo Jima on June 15, 1944. When his division encountered four hostile fighters (he) immediately attacked the enemy flight and succeeded in shooting down one of the hostile planes...”

Gold Star in lieu of Second Distinguished Flying Cross.. “For heroism and extraordinary achievement...as pilot of a Fighter plane in Fighting Squadron FIFTEEN...during the First Battle of the Philippine Sea, June 19, 1944. When his squadron was attacked by overwhelming numbers of enemy fighter planes as it proceeded to the target, (he) led his division in a fierce counterattack and shot down three of the hostile craft and damaged many others, thereby contributing materially to the total destruction by his squadron of twenty enemy fighter planes...”

Gold Star in lieu of the Third Distinguished Flying Cross, “Courageously intercepting a superior formation of enemy fighter planes (he) fought his plane gallantly and, despite the tremendous odds, succeeded in shooting down two and probably three of the hostile aircraft and assisted his flight in destroying twenty-one more. Determined to inflict further damage on the enemy, he launched repeated hazardous strafing runs against grounded Japanese planes in the face of withering barrage of antiaircraft fire and... succeeded in setting fire to and destroying four of these grounded planes...”

Silver Star Medal, “For conspicuous gallantry and intrepidity...in action against enemy Japanese forces in the central Philippines, on September 13, 1944...Lieutenant Commander Duncan courageously intercepted a group of hostile planes and...personally shot down one medium enemy bomber and rendered invaluable assistance to a fellow pilot in destroying another during this engagement. Subsequently attacked by a vastly superior force of Japanese fighters he ...succeeded in blasting two of the hostile craft from the sky and in damaging a third. In addition, although opposed by concentrated antiaircraft fire, (he) launched repeated hazardous strafing runs against grounded enemy aircraft, setting fire to and destroying three grounded planes...”

Gold Star in lieu of the Third Air Medal- “For meritorious achievement...in action against enemy Japanese forces over Formosa on October 12, 1944. Sighting an enemy plane during a fighter sweep, (he) attacked in a head-on-run, and succeeded in shooting the enemy down in flames...”

Gold Star in lieu of the Fourth Air Medal: “For meritorious achievement...in action against enemy Japanese forces in the vicinity of the Philippine Islands on October 24, 1944. Encountering enemy aircraft taking off from a field in the Philippines, (he) succeeded in destroying one of the enemy as it was taking off...”

Gold Star in lieu of the Fifth Air Medal: “For meritorious achievement...in action against enemy Japanese forces over Luzon, Philippine Islands, on November 5, 1944. When his division was attacked by several hostile planes (he) immediately engaged and shot down one of the attacking aircraft...”

Gold Star in lieu of the Fourth Distinguished Flying Cross: “For heroism and extraordinary achievement...in action against enemy Japanese forces in the Pacific War Area on November 6, 1944. Skillfully fighting his plane, (he) engaged and shot down his fifth enemy aircraft on this date...”

Navy Cross. “For extraordinary heroism...during operations against enemy Japanese forces in the Battle for Leyte Gulf, on October 25, 1944. Undaunted by hostile antiaircraft fire, Lieutenant Commander Duncan carried out an attack against major units of the Japanese fleet, scoring a direct bomb hit to assist in sinking an enemy carrier and contributing to the success of the mission..."

He was also awarded Gold Stars in lieu of the Sixth, Seventh, Eighth, Ninth, Tenth and Eleventh Air Medals and Gold Stars in lieu of the Fifth and Sixth Distinguished Flying Crosses for designated missions. In addition he is entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS *Essex* and her Air Groups for heroic service during the period August 31, 1943 to August 15, 1945.

Returning to the United States in March 1945, he reported for instruction at the Postgraduate School, Annapolis, Maryland. He continued the course from September 1946 to June 1947 at the Massachusetts Institute of Technology at Cambridge, from which he received the degree of Master of Science in Aeronautical Engineering. During the next two years, he had duty as Engines Officer on the Staff of Commander Air Force, U. S. Pacific Fleet, after which he was assigned to the Naval Air Test Center, Patuxent River, Maryland, first for Test Pilot Training, later for duty in the Flight Test Division (Carrier Branch).

In May and June 1952 he had temporary duty under instruction while attached to the Air Force, Pacific Fleet, then for a year was Commanding Officer of Fighter Squadron FIFTY-ONE in the Korean Area. “For heroism and extraordinary achievement...as a Jet Fighter Pilot...during operations against enemy aggressor forces in Korea on May 3, 1953...” he was awarded a Gold Star in lieu of the Seventh Distinguished Flying Cross. The citation further states in part: “Leading a four-plane flight of jet planes on a strike against an enemy troop billeting and vehicle staging area, Commander Duncan conducted nine effective low-level bombing, strafing and incendiary attacks, despite intense hostile machine-gun and small-arms fire. On his initial attack, he obtained accurate coverage of the target with incendiary clusters, starting numerous fires. During his succeeding bombing attacks, he scored four direct hits which caused two secondary explosions, spreading fire throughout the area. Realizing that the target was a gasoline storage center, he concentrated the remaining attacks in the immediate vicinity, obtaining numerous other secondary explosions which completely leveled a large area...”

For further meritorious service in the Korean area, he was awarded the Bronze Star Medal with Combat “V,” Gold Stars in lieu of the Twelfth, Thirteenth, Fourteenth and Fifteenth Air Medals and the Commendation Medal with Combat "V.” He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS *Valley Forge*.

Detached from command of Fighter Squadron FIFTY-ONE in July 1953, he commanded Carrier Air Group FIVE until November 1954 and in January 1955 reported as Head of Fighter Design in the Piloted Aircraft Division, Bureau of Aeronautics, Navy Department. In March 1957 he joined the USS *Forrestal* as Executive Officer and in July 1958 assumed command of Fighter Squadron ONE HUNDRED ONE.

Returning to the Bureau of Aeronautics in July 1959, he served as Assistant Aircraft Officer in the Aircraft Division. In December of that year he became Assistant Director of the Aircraft Division of the newly created Bureau of Naval Weapons. He remained there until may 1961, then commanded the USS *Jupiter*. In April 1962 he reported as Commanding Officer of the USS *Ranger* and in June 1963 joined the Staff of Commander Naval Air Force, U. S. Pacific Fleet to serve as Assistant Chief of Staff for Operational Training and later, as Chief of Staff and Aide. In September 1966 he became Assistant Deputy Commander for Plans and Programs and Comptroller, Naval Air Systems Command Headquarters, Washington, D. C.

In addition to the Navy Cross; the Silver Star Medal; the Distinguished Flying Cross; with six Gold Stars, the Bronze Star Medal, with Combat “V”; the Air Medal, with fourteen Gold Stars, the Commendation Medal, with Combat “V”; the Presidential Unit Citation Ribbon and the Navy Unit Commendation Ribbon, Captain Duncan has the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal, with one silver star and two bronze stars (seven operations); World War II Victory Medal; China Service Medal (extended); National Defense Service Medal, with bronze star; Korean Service Medal with two stars; Armed Forces Expeditionary Medal, United Nations Service Medal; and the Philippine Liberation Ribbon with two stars. He also has the Korean Presidential Unit Citation Badge and the Philippine Republic Presidential Unit Citation Badge.

Captain Duncan was married to the former Agnes Wirt Tawresey and had four children.


1941


1997

## Albert K. Earnest, Captain, USN (Ret.)

"Bert"

Date of Designation: 15 October 1941 NA # 9371

Dates of Active Duty: 2 February 1941 - 1 July 1972

Total Flight Hours: 4,532

Carrier/Ship Landings: Fixed wing: 242

Approximate Flight Hours:
Jet: 347 Prop: 4,185 VF: 540 VA: 2,082
VP: 850 VT: 1,060

Combat Tours:
WW II: VT-8, Battle of Midway - landbased, June 1942; VT-8, USS *Saratoga* (CV-3), Guadalcanal landings, Battle of Eastern Solomons, Jul.- Aug.1942; VT-8, Guadalcanal Operations - landbased, Sep. - Oct. 1942 - 28 missions.
WW II: VC-7, USS *Manila Bay* (CVE-61), Central & So. Pacific Operations, Jan.- Aug. 1944 - 55 missions.

Aviation Commands:
CO, VA-14A, May 1947 - Jun. 1948
Commander, Air Task Group 181, Aug. 1957 - Sep. 1958
CO, NAS Oceana, VA., Oct. 1966 - Nov. 1968.

Combat Awards:
3 Navy Crosses
3 Air Medals
Purple Heart

### Duty Assignment Chronology

| | |
|---|---|
| 6/34 -6/38 | Enrolled as student, Virginia Military Institute, Lexington, VA. |
| 6/38 | Graduated with B.S. in Civil Engineering. Commissioned as Second Lieutenant, Field Artillery, U. S. Army Reserve. |
| 8/38-2/41 | Assistant Engineer, Virginia Insurance Rating Bureau, Richmond, VA. |
| 2/41-3/41 | Elimination Flight Training, NAS Anacostia. Released from USAR to USNR (Seaman 2/c, V-5). |
| 3/41-5/41 | Pool, NAS Jacksonville. |
| 5/41-11/41 | Aviation Cadet, Flight Training at NAS Jacksonville and NAS Miami. Received Navy Wings 11/21/41. Commissioned Ensign USNR 10/8/41. |
| 12/41-12/42 | Torpedo Squadron EIGHT (VT-8). Commissioned Lieut.(jg), USNR 10/1/42. |
| 1/43-7/44 | Composite Squadron SEVEN (VC-7). Commissioned Lieutenant, USNR 10/1/43. |
| 8/44-4/47 | Tactical Test Division, NATC, Patuxent River, MD. Transferred from USNR to USN April 1945. Commissioned LCDR, USN 10/3/45. |
| 6/47-6/48 | CO, Attack Squadron 14A (VA-14A). |
| 7/48-7/49 | Student, Naval Postgraduate School, Annapolis, MD. |
| 8/49-6/50 | Student, General Line School, Newport, RI. |
| 7/50-7/52 | Air Development Squadron Four (VX-4). |
| 8/52-6/53 | Student, Naval War College (Command and Staff). |
| 6/53-9/55 | Project Officer, Attack Design Branch, BUAER. Commissioned Commander, USN 4/1/54. |
| 11/55-7/57 | Air Operations Officer, USS *Ticonderoga* (CVA-14). |
| 8/57-8/58 | Commander, Air Task Group 181 (ATG-181). |
| 9/58-7/60 | Flight Test, NATC, Patuxent River, MD. Commissioned Captain, USN 6/1/60. |
| 8/60-6/61 | Student, Industrial College of the Armed Forces, Washington, D. C. |
| 7/61-8/62 | COMSTRIKFLTLANTREPEUR, SHAPE Headquarters, France |
| 8/62-8/64 | SACLANTREPEUR, Paris, France. |
| 9/64-9/65 | Attack Design Officer, BUWEPS. |
| 10/65-10/66 | Commanding Officer, USS *Estes* (AGC-12). |

- Continued -

| | |
|---|---|
| 11/66-12/68 | Commanding Officer, NAS Oceana, Virginia Beach, VA. |
| 12/68-8/69 | Operations Analyst, INSGENLANTFLT. |
| 9/69-6/72 | Assistant Chief of Staff (Logistics), SACLANT, Norfolk, VA. |
| 7/1/72 | Retired from active duty. |
| 8/72-10/73 | Executive Secretary, Operational Test and Evaluation Study Group, Cerberonics, Inc. |
| 11/73-7/82 | Real Estate Salesman and Broker, Professional Realty Corp., Virginia Beach, VA. |
| 7/82 | Retired. |

## Summary of Significant Career Events

(1) Flew Grumman TBF-1 in its first combat use in the Battle of Midway. Was only pilot to survive. Was awarded 2 Navy Crosses for the flight.

(2) Was first U. S. pilot to fly Japanese Torpedo Bomber "KATE" in project at Tactical Test, NATC, Patuxent River, Md. in 1944.

(3) Was Navy Jet Pilot #61. Flew the P-80A, P-59 and FR-1.


1947



1972

## Frank G. Edwards, Captain, USN (Ret.)

"Lou"

Date of Designation: May 1944

Dates of Active Duty: 7 February 1941 - 31 May 1964

Total Flight Hours: 5,800

Carrier/Ship Landings: Fixed wing: 221

Approximate Flight Hours:
Jet: 650 Prop: 5,150 VF/VA: 3,740
VR/VP: 350 VU/VFP: 350 Commercial: 1,355
Sailplane: 33

Combat Tours:
Korea: Jan - Apr 1953 With VC 35 Night Attack Team (AD4N) attached to Air Group 9 aboard USS *Philippine Sea* and with other carrier based teams. 31 Mission.

Aviation Commands:
CO, VT-80 (TBF/TBM) Dec. 1945 - Oct. 1946. Trained and Deployed WestPac
CO, VF-152 (F2H-3) Nov. 1953 - Dec. 1954. Trained and Deployed WestPac
CO, VAH-3 (A3D-1) Nov. 1959 - Jun. 1960. Trained Replacement Pilots
COMHATWING I (A3Ds) Jun. 1960 - Jun. 1961 Trained and Deployed Squadrons
Director Flight Test Div., NATC, Pax River Jul. 1961 - Sep. 1962. Test & Evaluation

Combat Awards:
3 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 2/41 | Graduated U.S. Naval Academy, Commissioned Ensign, USN. |
| 4/41-11/42 | Engineering Officer USS *Maha*n (DD-364). |
| 12/42-10/43 | Engineering Officer USS *Foo*te (DD-511). |
| 10/43-6/44 | Flight Training Dallas and Pensacola. |
| 6/44-3/45 | Operational Training TBF, Opalaca, Florida |
| 4/45-12/45 | XO, VC-79 (TBF/TBM/F4F)Pre-deployment training. |
| 12/45-10/46 | CO, VT-80 (TBF/TBM) Training and WestPac Deployment aboard USS *Boxer.* |
| 10/46-11/47 | AirOps., COMCARDIV-5 & COMCARDIV-2 WestPac & West Coast aboard USS *Boxer.* |
| 12/47-12/49 | Maintenance Officer VCN-1, NAS Barbers Point, HI. |
| 1/50-1/52 | Project Pilot NAF-NOTS, Inyokern. |
| 1/52-11/53 | XO, COMPRON(AW)35 (AD-4N) Trained and Deployed Night Attack Teams. |
| 11/53-12/54 | CO, VF-152 (F2H-3) Trained & Deployed WestPac Night & Special Weapons Delivery. |
| 1/55-1/57 | Chief Projects, Service Test Division Naval Air Test Center Patuxent River, MD. |
| 2/57-7/57 | Student NATO Defense College. |
| 7/57-8/59 | Chief Navy Organization Branch, Organization & Training Division, Supreme Headquarters Allied Powers Europe. |
| 9/59-11/59 | Heavy Attack Pilot Training VAH-3 (A3D). |
| 11/59-6/60 | CO, VAH-1 (A3D). |
| 6/60-6/61 | COMHATWING ONE (A3D). |
| 7/61-9/62 | Director Flight Test Division, Naval Air Test Center, Patuxent River. |
| 10/62-5/64 | Operations Officer, First Fleet Staff. |
| 5/31/64 | Retired from active duty. |

## Summary of Significant Career Events

(1) Command of three Squadrons, the East Coast Heavy Attack Wing and Director of Flight Test at the Naval Air Test Center, Patuxent River.

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Summary of Significant Career Events continued

(2) 1950-1952 While at the Naval Ordnance Test Station, Inyokern, was project pilot for the Toss Bomb Director, Mark 3, flying AD airplanes. The ability to release with reasonable accuracy from higher altitudes and at greater distances from the target provided a method of special weapons delivery. Delivered "improved" models of the Bomb Director and briefings to VC-33 on the East Coast which trained with the Mark 3 in ADs for Atlantic team deployments.

(3) To demonstrate effectiveness of working below effective radar horizon, launched in an AD from a West coast carrier to deliver an undetected low level simulated Special Weapons attack on Kirtland AFB with air defense previously alerted.

(4) In April 1952, flew from North Island a 7.5 hour low level flight to evaluate night and day navigation procedures leading up to Special Weapons delivery.

(5) While at the Service Test Division, Pax River received the Safety Center "Old Pro" award for night landing of a TF with the nose wheel hung in the up position. During roll-out with nose level, shut down both engines, feathered the props, used the starter to inch the props into an inverted Y for maximum ground clearance. Nose was lowered at near minimum control speed without braking, resulting in only superficial damage to the nose wheel fairing. The airplane flew the next day.

**After Retirement**

Hired by Grumman Aerospace and appointed Director of Flight Test about a year later. Lou's flight experience equipped him to continue serving the Navy by improving the quality of airplanes delivered for their use at lower costs through shortened flight schedules. For example, Grumman put together a flight test system for the F-14 Tomcat which allowed expansion of the flight envelope safely in larger steps. In-flight refueling kept the test airplanes in the air longer while the new ground computer complex received data from the airplane transmitted in real time during envelope expansion maneuvers. At their computer consoles, flight test engineers monitored data points as they were developed and plotted, while preset limit alarms provided a back up warning as limit points were approached. The result was a safe airplane delivered to the Navy in less time, hence at lower cost.



**Clarence E. Ekstrom, Vice Admiral, USN**

Clarence Eugene Ekstrom was born in Waupaca, Wisconsin, on March 10, 1902, son of the late John Ekstrom and Mrs. Matilda Hansen Ekstrom of Lynwood, California. He attended high school in Waupaca, and the Naval Academy Preparatory School, Annapolis, Maryland, before his appointment to the U. S. Naval Academy from the 8th District of Wisconsin in June 1920. He participated in basketball (varsity); and in his first class year won the ordnance prize, a sword of the Class of 1871, and the Thompson Sextant, a navigation prize. Graduated and commissioned Ensign on June 4, 1924, he was promoted through all the grades to Vice Admiral to date from July 23, 1958.

Detached from the Naval Academy following his graduation in 1924, he joined the USS *California*, and served in the Gunnery Department of that battleship until ordered in February 1926 to the Naval Air Station, Pensacola, Florida, for Instruction in aviation. He was designated Naval Aviator on December 13, 1926, and returned to the *California* for duty with the aviation unit aboard, Observation Squadron TWO. Later due to reorganization, he served with Observation Squadrons 1-B and 4-B, until May 1929. The next month he returned to the Naval Academy to attend the Postgraduate School for the course in Aeronautical Engineering, and under its supervision, continued the course at Massachusetts Institute of Technology in Cambridge, where he received the Master of Science degree in June 1931,

Later that month he reported as Project Engineer at the Naval Aircraft Factory, Philadelphia, and served one year. He joined Aircraft, Battle Force, in the USS *Langley* for duty with Fighting Squadron 3-B, and was serving with that squadron when in April 1935 they transferred to the USS *Ranger*. The following June he reported to the Bureau of Aeronautics, Navy Department, Washington, D. C., for a two year tour of duty in the Engineering Section.

In August 1937 he was assigned briefly to Patrol Squadron 7 in the USS *Wright* and transferred to Patrol Squadron 19 based on the USS *Teal*. He served in that squadron until September 1939, the title having been changed to Patrol Squadron 43 the previous July. From September 30, 1939 he was Commanding Officer, Cruiser Scouting Squadron 9, with additional duty as Wing Commander on the staff of Commander Cruisers, Battle Force and Cruiser Division 9, USS *Honolulu*, flagship.

Returning to shore duty, he was attached to the Naval Air Station, Corpus Christi, Texas, from August 1941 to March 1943. He then had duty in connection with fitting out the USS *Bunker Hill*, and became Executive Officer of that carrier upon her commissioning and subsequently joined the Pacific Fleet. For her war service, including this period of duty, the *Bunker Hill* was awarded the Presidential Unit Citation, and Vice Admiral Ekstrom was awarded the Gold Star in lieu of a second Bronze Star Medal "For meritorious service...from May 25 to December 15, 1943. Effectively organizing and training all departments of his ship during the precommissioning and training period, (he) rendered valiant service during the strike against the enemy stronghold of Rabaul, New Britain, the siege and capture of the Gilbert Islands and the strike against Nauru..."

He transferred to the Naval Station, Astoria, Oregon, Precommissioning Detail, to assist with fitting out the USS *Savo Island*, and on February 3, 1944 assumed command of that carrier escort. He was awarded the Bronze Star Medal with Combat "V," the Navy Cross, and the Legion of Merit with Combat "V," the citations in part stating:

Bronze Star Medal: "For meritorious achievement as Commanding Officer of the USS *Savo Island* during operations against enemy Japanese forces in the Palau Islands throughout September and October of 1944. Maneuvering his ship under difficult conditions of combat and weather for a total of eighteen days, (he) skillfully directed his inexperienced crew in providing effective air support in greater measure than was scheduled and was materially responsible for the infliction of extensive damage upon enemy shipping, installations and vehicles..."

Navy Cross: "For extraordinary heroism as Commanding Officer of the USS *Savo Island*, operating as a Unit of three Groups of Escort Aircraft Carriers in action against major ships of the Japanese Fleet during the Battle off Samar, on October 25, 1944. An aggressive and determined leader, (he) courageously directed the activities of his ship and air department during the initial battle for Leyte Gulf and, by inspiring his officers and men to heroic efforts in the face of an attack by an overwhelming enemy Task Force... contributed materially to the infliction of severe damage on

- Continued -

the Japanese Fleet. Through his gallant fighting spirit and expert seamanship, he was instrumental in turning potential defeat into a decisive victory..."

Legion of Merit: "For exceptionally meritorious conduct...during the landings of our troops at Leyte, Mindoro, Lingayen Gulf and Zambales, from October 12, 1944 to February 5, 1945..."

He is also entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the USS *Savo Island*.

From January 1945 to April 1945 he served on the staff of Commander Air Force Pacific Fleet, as Force Tactical Officer and later Assistant Chief of Staff for Operations. "For exceptionally meritorious conduct" in that assignment, "from January 23, 1945 to September 2, 1945." he was awarded the Gold Star in lieu of a second Legion of Merit. The citation continues. "Demonstrating superior organizational ability and sound judgment, (he) directed the movements of all surface vessels and organized aviation units assigned the administrative control of Commander Air Force; prepared newly formed aviation units for combat service; and revised tactical instructions and doctrine for the operations of Fleet aircraft and vessels...He was largely responsible for the timely delivery of combat ready personnel and material to the battle areas, thereby contributing materially to the ultimate defeat of the Japanese..."

When detached from staff duty, he returned to the Navy Department, and served in the Office of the Chief of Naval Operations as Assistant Chief of the Aviation Personnel Division until August 1948. He then attended the National War College, Washington, D. C., until the summer of 1949, when he assumed command of the USS *Franklin D. Roosevelt*. When relieved in August 1950, he reported as Commanding Officer of the Naval Air Station, Whidbey Island, Seattle, Washington. In August 1951 he was detached from that command and became Chief of Staff and Aide to Commander Air Force, Pacific Fleet. He remained in that capacity until May 1952, when he became Commander Carrier Division SEVENTEEN. In July 1953 he was assigned Assistant Chief of the Bureau of Aeronautics for Material and Services, Navy Department.

He was Commander Carrier Division SIX from April 13, 1955 until April 1956, after which he served as Commander Fleet Air, Eastern Atlantic and Mediterranean. He had duty In the Bureau of Naval Personnel, Navy Department, during July and August 1958, and on September 30, that year became Commander SIXTH Fleet. In October 1959 he assumed command of Naval Air Force, U. S. Pacific Fleet, and for "exceptionally meritorious conduct...from October 1959 to November 1962...(in that capacity)..." he was awarded the Distinguished Service Medal. The citation further states in part:

"Displaying marked professional competence and resourcefulness, Vice Admiral Ekstrom has been highly successful in carrying out his many responsibilities throughout this period. His diligent application of the principles of leadership and high personal standards of conduct have left a lasting impression on the personnel of his command. Under his skillful direction, the combat readiness and capabilities of the Naval Air Force units in the U. S. Pacific Fleet have steadily increased, thereby assuring the United States an effective and formidable instrument for preserving peace in the several international crises that arose during his tenure of command. Through his perseverance and thorough planning toward improving aviation safety, a 'level readiness' program was instituted which has significantly overcome previous pilot training deficiencies and has had a most encouraging effect on aviation safety in the U. S. Pacific Fleet. Vice Admiral Ekstrom's keen perception and understanding of recent scientific developments and their effect on aviation naval warfare have enabled him to expertly guide the forces under his command through a, modernization period that will guarantee their readiness posture for many years to come..."

On December 1, 1962 Vice Admiral Ekstrom was transferred to the Retired List of the U. S. Navy,

In addition to the Navy Cross, the Distinguished Service Medal, the Legion of Merit with Gold Star and Combat "V," the Bronze Star Medal with Gold Star and Combat "V," and the Ribbon for the Presidential Unit Citation with two stars, Vice Admiral Ekstrom has the American Defense Service Medal, Fleet Clasp; the Asiatic-Pacific Campaign Medal with silver star (five engagements); the American Campaign Medal; the World War Il Victory Medal; the National Defense Service Medal; the Korean Service Medal; the United Nations Service Medal; and the Philippine Liberation Ribbon with two engagement stars.

He was married to the former Elizabeth Lobdell of Seattle, Washington, and they had two children, John K. and Martha L. Ekstrom.

He was a member of the Army-Navy Country Club and Institute of Aeronautical Sciences


1944


1965

## Robert M. Elder, Captain, USN (Ret.)

"Bob"

Date of Designation: 25 April 1941 NA # 7549

Dates of Active Duty: June 1940 - January 1964

Total Flight Hours: 8,258

Carrier/Ship Landings: Fixed wing: 948 Rotary: 28

Approximate Flight Hours:
Jet: 3,600 Prop: 4,400 Helo: 35 VF/VA: 5,000+
Other: Flight test - approximately 2,000+

Combat Tours:

WW II: Combat experience during WW II spanned from the outbreak of hostilities on 7 December 1941 through every major carrier engagement in the Pacific Theater until September 1943, flying missions from the USS *Saratoga* (CV-3), the *Yorktown* (CV-5), and *Enterprise* (CV-6).

Korea: Air Group-19 aboard the USS *Oriskany* (CVA-34) played a minor support role in the Korean War. Deployed Westpac September 1953 - March 1954.

Aviation Commands:
CO, VF-191, Sep. 1952 - Jun. 1954.
CAG-12, Apr. 1956 - Dec. 1957.
CO, USS *Coral Sea* (CVA-43), Jul.1962 - Mar. 1963.

Combat Awards:
Navy Cross
Distinguished Flying Cross
2 Presidential Unit Citations for actions in the Battle of the Coral Sea, Midway, Guadalcanal and Eastern Solomon Island campaigns.

## Duty Assignment Chronology

| | |
|---|---|
| 9/36-8/39 | University of Washington - Engineering Student/NROTC. |
| 6/40-5/41 | Flight Training, Pensacola and Miami. Was Commissioned Ensign A-V(N) on 15 May 1941. |
| 6/41-9/43 | Bombing Squadron 3 - USS *Saratoga*, (CV-3), San Diego, CA. WW II - deployed, Dec. 41-Sep. 43, Pacific Theater in *Saratogaa, Enterprise* and *Yorktown*. |
| 9/43-2/44 | NAS Deland, Florida - Instructor, Combat Tactics, VA/VF. |
| 3/44-10/45 | NAMC, Philadelphia and NATC Patuxent River - Flight Test, Carrier Suitability. |
| 10/45-7/46 | Commissioning Detail, USS *Franklin D. Roosevelt*, Air Operations Officer. |
| 7/46-6/47 | General Line School, Newport, Rhode Island - designated USN. |
| 6/47-11/47 | XO, Bombing Squadron 5, San Diego, CA. |
| 12/47-1249 | XO, Fighting Squadron 51 (FJ-1 Fury). |
| 1/50-8/52 | Test Pilot School, NATC Patuxent River, MD. (Honor Graduate, Class 4 - assigned Tactical Test Division). |
| 9/52-6/54 | CO, VF-191 (F9F-6) deployed Korea, USS *Oriskany* (CVA-34). |
| 6/54-3/56 | COMNAVAIRPAC, Air Group Training Officer. |
| 4/56-12/57 | Commander, Air Group Twelve - USS *Lexington* (CVA-16). |
| 1/58-8/58 | NATC Patuxent River, Assistant Director, Service Test Division. |
| 8/58-9/59 | NATC Patuxent River, Director, Flight Test Division. |
| 10/59-7/60 | Naval War College, Newport, Rhode Island. |
| 8/60-8/61 | CO, USS *Waccamaw* (AO-109). |
| 8/61-7/62 | Pentagon, OP-03 Carrier Training. |
| 7/62-3/63 | CO, USS *Coral Sea*, (CVA-43). |
| 4/63-11/63 | Commander Fleet Air Alameda, Staff |
| 1/1/64 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) From the F8F Bearcat era through the mid-1960's, Bob Elder was recognized in the Navy flight test community for his expertise in the test and development of flying qualities, performance, carrier suitability, and in-flight refueling of Navy tactical aircraft. He was among the first Naval Aviators to fly jet aircraft, beginning with the Bell YP-59, the YP-80 and ME-262, and is a pioneer in the introduction of operational jets (FJ-1 Fury) into Naval Aviation. His "firsts" in the test and development of naval aircraft are numerous, and his contributions to the conception of the F/A-18 Hornet were his legacy to the United States Navy.

(2) Flown in 142 aircraft types. Carrier qualified in 34 aircraft types, on 28 different aircraft carriers.

(3) Notable honors during his career were:

- Selection by the Tailhook Association, upon his retirement in 1964, as Tailhook Aviator of the Year;

- President of the Society of Experimental Test Pilots (1973-74) and a Fellow in that organization;

- Enshrinement in the Carrier Aviation Test Pilot Hall of Honor (1990); and

- Membership in the prestigious Early and Pioneer Naval Aviators, "The Golden Eagles."

During Captain Elder's 24-year career in the U. S. Navy, he was notably: Director of Flight Test, Patuxent River, MD; Commanded a fighter squadron, an air group, and the aircraft carrier, USS *Coral Sea* (CV-63). He retired on 1 January 1964.


1945


2003 Tucker

## Captain. August W. Elliott, USN, (Ret)

"Bill"

Date of Designation: 23 November 1943 P-7432

Dates of Active Duty: 7 Feb. 1941 - 1 Sep. 1969

Total Flight Hours: 4,277

Carrier/Ship Landings: Fixed wing: 164

Approximate Flight Hours:
Jet: 245 Prop: 482 VF/VA: 2,850
Other: B-25, 150

Combat Tours:
WW II: USS *Case* (DD 370) Pearl Harbor, Assist. Gunnery Officer. Ship credited with 2 1/2 Japanese aircraft.
WW II: USS *Case,* Aleutian Campaign, bombardment of Kiska Island. Ship credited with sinking small freighter and repelling an air attack.

Aviation Commands:
XO/CO VF- 66/41/1E (FM-2, FR-1 Ryan Fireball.) 11/44-11/46.
CO, VA-195, 12/52-6/54, USS Oriskany, Moffett Field.
CO, USS *Nantahala* (CAO) 6/63-6/64.
CO, USS *Shangrila*, (CVA 38), 8/65-9/66.

Combat Awards:
Legion of Merit ( Pentagon Combat)

### Duty Assignment Chronology

| | |
|---|---|
| 6/37-2/41 | Midshipman, U.S. Naval Academy. |
| 2/41-10/42 | USS *Case*, Assit. Gunnery Officer. |
| 10/42-5/43 | USS *John Rodgers*, Gunnery Officer. |
| 5/43-11/43 | Flight Training, Dallas/Pensacola. |
| 11/43-11/44 | Operational Training (F4F) Assist. Instructor, Sanford. |
| 11/44-11/46 | VF- 66/41/1E, XO/CO, NAS North Island, USS *Bairoko*. |
| 11/46-10/48 | First Fleet Staff, C.I.C. Officer. 10/45-12/50 COMAIRJAX, VF Training. |
| 12/50-11/52 | Armed Forces Special Weapons Project, Sandia Base. |
| 12/52-6/54 | VA-195, CO. |
| 7/54-7/56 | Weapons System Evaluation Group, JCS. |
| 4/54-6/57 | NavalAirWar College, Student, Senior Course. |
| 6/57-9/58 | USS Intrepid, Ops Officer. |
| 9/58-8/61 | CINCPACFLT, Ops Division. |
| 8/61-4/63 | ASCOS. OPS., COMSEVENTHFLT. |
| 6/63-6/64 | CO USS Nantahala (AO-60). |
| 6/64-6/65 | CONAVAIRLANT, ACOS, Ops & Plans. |
| 8/65-9/66 | CO USS Shangrila (CVA 38). |
| 10/66-3/67 | OP-60, Strategic Plans, Pentagon. |
| 3/67-9/69 | Chairman's Staff Group, Chairman J.C.S. |
| 9/69 | Retired from active duty. |

### Summary of Significant Career Events

1. In 1943, qualified on "*Wolverine*" in a snow storm.

2. Joined VF- 66 at NAS North Island November 1944 as a "nugget," just out of operational training. My seniority made me X.O. The squadron had 30 to 35 pilots, all of whom had at least one combat tour, so my flying "education" commenced immediately. Airgroup Training Officer, Cdr. John Crommelin, decided that VF-66 would be his "own operational development" squadron. Four of us were selected as "test pilots" for G-suits and related equipment with the help of a Flight Surgeon, LCDR, and an AEDO LT.

3. Early in 1945, we received the FR-1 aircraft, Ryan Fireball, a fighter aircraft with tricycle landing gear, a propeller engine and a jet in the aft fuselage. The squad ron was charged with developing doctrine and safety procedures for operating jet aircraft on an aircraft carrier. First carrier qualifications was conducted on a USS Island, in November 1945. - Continued -

Summary of Significant Career Events - continued

4. Was an observer for Cdr. First Task Fleet of a night ASW exercise, in a P2V that crashed at sea. The sub marine, POMODON, rescued the co-pilot and myself, the only two of a crew of eleven that survived.

5. As a member of the Operational Suitability Testing team at AFSWP, participated in the development of the MK-7 tactical nuclear weapon for the Navy inventory.

6. VA-195 was the first AD squadron deployed to WESTPAC in December 1953, with nuclear weapons and targets assigned to designated pilots. Jeff Davis and I did the targeting computations.



1945 FR-1



**William E. Ellis, Vice Admiral, USN**

William Edward Ellis was born in Burlington, North Carolina, on November 7, 1908, son of C. B. and Margaret C. (Cannady) Ellis. He attended grade and high school in Burlington, before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from his native state in 1926. Graduated and commissioned Ensign on June 5, 1930, he subsequently advanced in rank, attaining that of Rear Admiral to date from August 1, 1958 and Vice Admiral, to rank from June 2, 1964.

Following graduation from the Naval Academy in 1930, he joined the USS *Mississippi*, and in April 1931 was detached for flight training at the Naval Air Stations Pensacola, Florida. Designated Naval Aviator on March 17, 1932, he was assigned in June of that year to observation Squadron FOUR-B, aviation unit of the USS *Colorado*, During June and July 1934 he was attached to Bombing Squadron THREE B, after which he served with Scouting Squadron TWO, attached to the USS *Saratoga*. In July 1935 he reported for duty with Patrol Squadron FIVE, operating with Aircraft Squadrons, based on Coco Solo, Canal Zone, where he remained until May 1937.

He had duty in connection with fitting out the USS *Enterprise* at the Newport News (Virginia) Shipbuilding and Dry Dock Company, from June 1937 until May 1938, interspersed with an assignment, September 1937 to March 1938, with Fighting Squadron SIX. Upon the commissioning of the *Enterprise*, May 12, 1938, he joined that aircraft carrier to serve until June 1940. He was next attached to the Naval Air Stations Pensacola, Florida, and in February 1941 transferred to the Naval Air Station) Corpus Christi, Texas. He remained at Corpus Christi until April 1942, when he assumed command of Escort Fighting Squadron TWENTY SIX. For meritorious service in the latter capacity during the assault on and occupation of French Morocco from November 8 to 11, 1942, he received a Letter of Commendation, with authorization to wear the Commendation Ribbon from the Commander in Chief, U. S. Atlantic Fleet.

He is also entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the USS *Sangamon*, on which Escort Fighting Squadron TWENTY SIX was based.

In August 1943 he became Commanding Officer of Air Group EIGHTEEN, and for outstanding services in that command was awarded the Air Medal, the Distinguished Flying Cross, and the Navy Cross. The citations follow in part.

Air Medal: "For meritorious achievement...as Commanding Officer of an Air Group attached to the USS *Intrepid*, in action against enemy Japanese forces in the Pacific Area from September 7 to 24, 1944. Skillfully directing his group in its first combat operations (he) was largely responsible for the successful completion of a hazardous assignment..."

Distinguished Flying Cross: "For heroism and extraordinary achievement...as Target Coordinator of a strike composed of planes from the USS *Bunker Hill* and the USS *Intrepid*, during action against enemy Japanese forces in the vicinity of the Philippine Islands, on October 16, 1944. Alert and aggressive as he scouted islands north of Luzon, (he) sighted four large enemy transports concealed in a bay and, immediately directing his flight to the target area, skillfully led them in pressing home devastating attacks to account for all four within a short period of time...He contributed in large measure to the destruction of enemy shipping and personnel..."

Navy Cross: "For extraordinary heroism...during operations against Japanese forces in the vicinity of the Philippine Islands, on October 24, 1944, Serving as target coordinator during an initial strike against major Japanese task forces in the Sibuyan Sea, (he) boldly circled within perilously close range of powerful enemy antiaircraft fields and coolly directed the attacks of our airmen against hostile warships. Flying approximately ten hours a day throughout three days of furious action, he skillfully led coordinated strikes against one force consisting of thirteen destroyers, eight cruisers, and four battleships, and a second force of enemy carriers, which contributed in large measure to the sinking or damaging of enemy warships. By his brilliant leadership and aggressive initiative and daring combat tactics, (he) was in large measure responsible for the success of this decisive engagement..."

Continuing duty in the *Intrepid*, he served from November 1944 to April 1945 as Air officer, and for the next seven months was Executive Officer. Detached from the *Intrepid* in November 1945, he then reported as Chief Staff Officer to

- Continued -

the Commander Naval Air Bases, Twelfth Naval District. In July 1948 he became Commanding Officer of the Fleet All Weather Training Unit, Atlantic, with headquarters at Boca Chica Airfield, Naval Air Station, Key West, Florida.

From August 1950 until June 1951 he had instruction at the Naval War College, Newport, Rhode Island, after which he had duty in the Joint Staff Office, Joint Chiefs of Staff, Washington, D. C. In August 1953 he assumed command of the USS *Badoeng Strait* and in July 1954 reported as Chief of Staff and Aide to the Commander Operational Development Force. He commanded the attack aircraft carrier *Forrestal* in 1956 and 1957 and in April of that year was ordered to duty as Chief of Staff and Aide to Commander Carrier Division SIX.

On July 18, 1958 his selection for the rank of Rear Admiral was approved by the President and from November 21, that year until November 1959 he was Director of the Air Warfare Division, Office of the Chief of Naval Operations, Navy Department. He then transferred to the Bureau of Naval Weapons, Navy Department, where he served as Assistant Chief of the Bureau for Field Support. On March 8, 1961 he reported as Commander Carrier Division TWO and on May 19, 1962 assumed the duties of Assistant Chief of Naval operations (Air), Navy Department. On June 2, 1964 he became Commander SIXTH Fleet and Commander Naval Striking and Support Forces, Southern Europe. "For exceptionally meritorious service...from May 1964 to May 1966..." in that capacity, he was awarded the Distinguished Service Medal. The citation further states in part:

"During this period of increasing world tension, Vice Admiral Ellis maintained the forces of the SIXTH Fleet in the Mediterranean area in a state of constant vigilance and continued readiness for any contingency. Under his command) the responsiveness, training, and morale of his force were refined and enhanced despite increased difficulties in the logistic, personnel, and material areas occasioned by the Navy's response to the paramount requirements of our present struggle in Southeast Asia. Vice Admiral Ellis' foresight, judgment, and planning for deploying and positioning SIXTH Fleet units were reflected recently in the rapid reaction and efficiency with which he responded to the request for Navy assistance in the recovery of a hydrogen bomb lost off the coast of Spain. His guidance and advice, based on his broad professional background, contributed significantly to the successful completion of this mission by Task Force SIXTY-FIVE. Through his unusual perspicacity and adroitness in his relationships with officials of Allied Nations bordering on the Mediterranean and with commanders of contiguous national and NATO military commands, Vice Admiral Ellis was instrumental in significantly furthering the interests of the United States."

In May 1966 he became Chief of Staff to the Supreme Allied Commander, Atlantic and "for exceptionally meritorious service...from May 1966 through September 1966..." he was awarded a Gold Star in lieu of the Second Distinguished Service Medal. The citation continues in part:

"During this period, Vice Admiral Ellis participated in and directed the planning which resulted in the multinational North Atlantic Treaty Organization (NATO) Standing Naval Force Atlantic; in the development of new concepts for the employment of maritime forces in support of the military strategy of NATO; and in a variety of activities, the sum of which has brought about a new awareness on the part of NATO of the growing dependence of the Warsaw Pact Nations on a maritime strategy. As Chief of Staff during a time in which NATO has seen many significant challenges and organizational changes, he applied his exceptional talents in the field of politico-military interrelationships so as to effectively support the Command, the Alliance it serves, and the policies of the United States..."

On October 1, 1968 he was transferred to the Retired List of the U. S. Navy,

In addition to the Navy Cross, the Distinguished Service Medal with Gold Star, the Distinguished Flying Cross, the Air Medal, the Commendation Ribbon, said the presidential Unit citation Ribbon, Vice Admiral Ellis has the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the European-African-Middle Eastern Campaign Medal with one engagement star; the Asiatic-Pacific Campaign Medal with one silver star and two bronze stars (seven engagements); the World War II Victory Medal; the Navy Occupation Service Medal, Asia Clasp; the China Service Medal; the National Defense Service Medal with bronze star; and the Philippine Liberation Ribbon with two stars.

He was married to the former Miss Barbara Decker of Norfolk, Virginia, and they had one son, William E. Ellis, Jr.


1971


1997 Harriet

## Hugh M. Elwood, LTGEN, USMC (Ret.)

"Hugh"

Date of Designation: 17 March 1941 NA # 7222

Dates of Active Duty: 2 August 1932 - 28 June 1973

Total Flight Hours: 4,050

Approximate Flight Hours:
Jet: 1,500 Prop: 2,000 Helo: 500
VR/VP: 2,500

Combat Tours:
WW II: XO/CO, VMF-212, Oct. 1943 - Apr. 1944. Solomon Islands area.
WW II: Operations Officer, Air Defense Command Marianas, May 1944 - Oct. 1944.
Korea: XO and Tactical Officer, MAG-12, 1st MAW, Aug. 1951 - Jul. 1952.
Vietnam: CoS, III MAF, Dec. 1966 - Apr. 1967.

Combat Awards:
Legion of Merit with Combat "V"
2 Distinguished Flying Crosses
Bronze Star with Combat "V"
3 Air Medals

### Duty Assignment Chronology

General Elwood was born November 15, 1915, in Pittsburgh, PA., and graduated from Oakmont High School, Oakmont, PA. He enlisted in the U. S. Marine Corps, August 2, 1932, for duty as a field musician. After completing recruit training, he served aboard the USS *Antares*, USS *Chicago* and USS *Sirius*, then attended the Naval Academy Preparatory School at Norfolk, VA. He was appointed to the U. S. Naval Academy in July 1934, and was commissioned a Marine second lieutenant upon graduation, June 2, 1938.

Following Basic School at the Philadelphia Navy Yard, Lieutenant Elwood commanded the Marine Corps Institute Detachment at the Marine Barracks, Washington, D. C., and in 1940 was assigned to flight training at the Naval Air Station, Pensacola, Florida. He was designated a Naval Aviator, March 17, 1941.

Remaining at Pensacola as an instructor, he was promoted to first lieutenant in June 1941, and to captain in February 1942. Shortly after the outbreak of World War II, he completed the Naval School of Photography and was assigned as communications officer with a Marine photographic squadron. He was transferred overseas in March 1943 to serve as Aide-de-Camp to the Commanding General of Marine Aircraft Wings, Pacific. A month later he was promoted to major.

Major Elwood served as Executive Officer and later Commanding Officer of Marine Fighting Squadron 212 in the Solomon Islands area. During this assignment, he shot down five enemy aircraft and was designated a Marine Corps Ace. For heroism in aerial combat from October 1943 to April 1944, he received the Distinguished Flying Cross and the Air Medal. In May 1944, he was assigned as Operations Officer, Air Defense Command, Marianas. He returned to the United States in October 1944, and two months later was promoted to lieutenant colonel.

Lieutenant Colonel Elwood subsequently completed the Command and Staff School at Quantico, Virginia. From April 1945 until October 1946, he was attached to the Naval Aviation Mission to Peru as Operations Officer and, later, Chief of the Mission and Inspector General of the Peruvian Air Force. On his return to the United States, he commanded the Marine Air Detachment, Marine Air Reserve Training Command, St. Louis, Missouri, until July 1949. He was next assigned to the Naval Academy where he was an instructor in the Aviation Department for two years.

Ordered to Korea in August 1951, he took part in combat as Executive Officer and Tactical Officer, Marine Aircraft Group 12, 1st Marine Aircraft Wing. He earned a

- Continued -

Duty Assignment Chronology continued

Gold-Star in lieu of a second Distinguished Flying Cross for heroism in this capacity on January 26, 1952, when he led his division on a twelve-plane interdiction mission against fifteen hostile tanks, executed a series of devastating bombing and strafing attacks in the face of enemy antiaircraft fire, then escorted the damaged plane of his wingman safely back to base. He also earned a Bronze Star Medal and a Gold Star in lieu of a second Air Medal in Korea.

Returning to the United States in the summer of 1952, he completed the Strategy and Logistics Course at the Naval War College, Newport, Rhode Island, in June 1953, then returned to Quantico where he served for three years as Chief, Air Section, Marine Corps Education Center. While at Quantico, he was promoted to colonel in July 1953.

In the summer of 1956, Colonel Elwood was assigned briefly as Chief of Staff, Amphibious Troops, Naval Forces, Eastern Atlantic and Mediterranean. He then served as Assistant Chief of Staff, G-4, 2d Marine Aircraft Wing, Cherry Point, North Carolina, and from May 1957 to January 1959 commanded Marine Aircraft Group 32, 2d Wing, at Beaufort, South Carolina. Ordered to the Far East, he joined the 1st Marine Aircraft Wing at Iwakuni Japan, in March 1959 as Assistant Chief of Staff, G-3.

In June 1960, Colonel Elwood began a two-year assignment in the Plans and Policy Directorate, Joint Staff, Office of the Joint Chiefs of Staff, serving as a member of the Basic War Plans Branch, J-5, and later as Chief of the Branch. In July 1962, he was transferred to the Office of the Deputy Chief of Staff (Plans and Programs), Headquarters Marine Corps, as Service Plans Analysis and Review Officer. In January 1963, he was named Assistant Deputy Chief of Staff (Plans), at Headquarters Marine Corps, and the following month was promoted to brigadier general.

In October 1963, General Elwood became Commanding General, Marine Air Reserve Training Command, Glenview, Illinois. Ordered to the Far East in April 1966, he served as Assistant Wing Commander, 1st Marine Aircraft Wing, and the following December, became Chief of Staff, III Marine Amphibious Force. For his service as Assistant Wing Commander, 1st Marine Aircraft Wing from April to December 1966, and as Chief of Staff, III Marine Amphibious Force, from December 1966 to April 1967, he was awarded the Legion of Merit with Combat "V". He also received a Gold Star in lieu of a third Air Medal for his service in Vietnam. He was promoted to major general, March 20, 1967.

Upon his return to the United States, General Elwood served briefly as Assistant Wing Commander, 2d Marine Aircraft Wing, Cherry Point, North Carolina, then in May 1967, took over command of the Wing.

In August 1968, General Elwood was assigned duty as Assistant Chief of Staff, (J-3) Operations, Staff of the Commander in Chief, Pacific, in Hawaii. He earned the Distinguished Service Medal for his service in this capacity. While serving with the Commander in Chief, he was nominated for promotion to the three-star rank by President Nixon in October 1970 and his nomination was confirmed by the Senate on December 9, 1970. Upon his return to the United States, he was promoted to that rank, May 1, 1971, on assuming duty as Deputy Chief of Staff (Plans and Programs), at Headquarters Marine Corps. He was awarded a gold star in lieu of second Distinguished Service Medal for service in his latter assignment.

A complete list of his medals and decorations include: the Distinguished Service Medal with gold star in lieu of second award; the Legion of Merit with Combat "V"; the Distinguished Flying Cross with one gold star in lieu of second award; the Bronze Star Medal with Combat "V"; the Air Medal with gold stars in lieu of second and third awards; the Presidential Unit Citation with one bronze star; the Navy Unit Commendation; the American Defense Service Medal; the American Campaign Medal; the Asiatic-Pacific Campaign Medal with two bronze stars; the World War II Victory Medal; the National Defense Service Medal with one bronze star; the Korean Service Medal with three bronze stars; the Vietnamese Service Medal with two bronze stars; the Peruvian Aviation Cross-First Class; the National Order of Vietnam -5th Class; the Vietnam Cross of Gallantry with palm; the United Nations Service Medal; the Korean Presidential Unit Citation; and the Republic of Vietnam Campaign Medal.

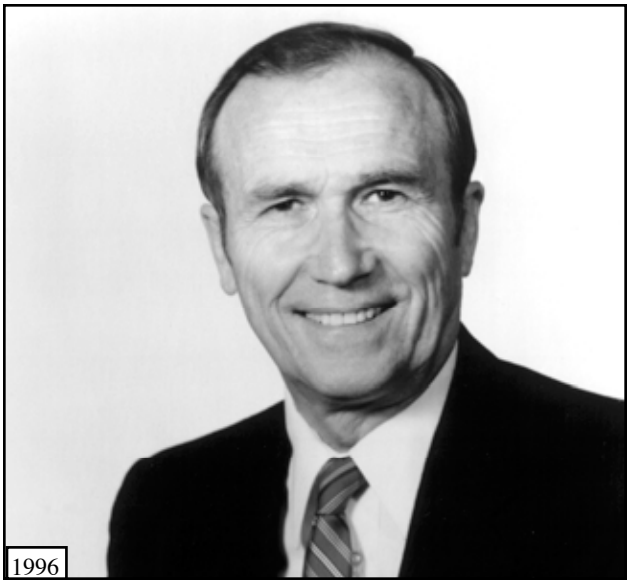
Lieutenant General Hugh M. Elwood retired from active duty on June 28, 1973, ending more than 35 years of military service.

General Elwood and his wife, the former Harriet M. Theobald of Chicago, Illinois, have three children: Barbara, Hugh T., and Nancy.

## Summary of Significant Career Events

(1) Shot down five enemy aircraft and was designated a Marine Corps Ace.




## Donald D. Engen, Vice Admiral, USN (Ret.)

"Don"

Date of Designation: 9 June 1943 NA # C-3850

Dates of Active Duty: 9 June 1942 - 30 September 1978

Total Flight Hours: 7,450

Carrier/Ship Landings: Fixed wing: 624

Approximate Flight Hours:
Jet: 4,500 Prop: 2,700 Helo: 50 VF/VA: 5,500
Glider: 200 hours

Combat Tours:

WW II: VB-19, USS *Lexington*, Jun. 1944-Nov. 1944. Guam, Palau, Philippines, Iwo Jima, Okinawa, Formosa, Battle for Leyte Gulf. Sank many merchant ships, Zuikaku (CV), Nachi (CA). - 50 combat missions.

Korea: VF-51, USS *Valley Forge* (CV-45), Jul. 1950-Dec. 1950. First deployed jets in Pacific. Was on first offensive strike of the war into North Korea, then throughout Korea from Sinanju to Pusan and back. - 43 combat missions.

Vietnam: CO, USS *Mount Katmai*. Apr.-Jun. 1965. Pushed bombs, it felt like combat.

Aviation Commands:

CO, VF 21, Mar. 1960 - Nov. 1961. Flew F3H-2M
COMCVG 11 Jan. 1962 - Dec. 1962. Flew F8U, A4D, F4H.
CO, USS *America* (CVA-66), Jun. 1966 - Jul. 1967. Flew anything I could get.
COMCARDIV 4, Sep. 1971 - May 1973. Flew my own airplane - a Bonanza.

Combat Awards:

Navy Cross (WW II)
Distinguished Flying Cross (WW II)
3 Air Medals (1 in WW II, 2 in Korea)

## Duty Assignment Chronology

| | |
|---|---|
| 9/42-6/43 | Flight Training (St. Marys, Los Alamitos and Corpus Christi). |
| 6/43-8/43 | Operational training. (Daytona Beach, FL). |
| 8/43 | Carrier Quals in USS *Sable*, (Lake Michigan). |
| 8/43-12/44 | VSB and then VB-19 (Los Alamitos, Kahului, and USS *Lexington*). |
| 1/45-12/45 | VF then VBF-l9 (Santa Rosa, Kahului, Barbers Point and USS *Hornet)*. |
| 1/45-7/45 | Inactive Duty (flying at Los Alamitos in Reserves). |
| 8/45-5/47 | Project Pilot for guided missiles (NAS Mojave, NAMTC Pt. Mugu, CA). |
| 6/47-9/48 | UCLA (Holloway 5 term program). |
| 10/48 | FAETUPAC (Schools). |
| 11/48-2/49 | VF-212 Operations Officer (NAS Sand Point, WA). |
| 3/49-12/50 | VF-52 for 1 month then VF-51, Flight Officer. (San Diego, USS *Valley Forge*-WestPac). |
| 1/51-12/51 | General Line School (Monterey, CA). |
| 1/52-12/52 | Empire Test Pilots School, (Farnborough, Hants, England). |
| 1/53-6/55 | VX 3, Project pilot (NAS Atlantic City, NJ). |
| 7/55-6/57 | VF 21, Executive Officer (NAS Oceana, USS *Bennington*-WestPac). |
| 6/57-9/59 | NATC Flight Test Division, Project Officer - Flying Qualities, then Head - Flying Qualities Branch (Patuxent River, MD). |
| 10/59-3/60 | RAG Training VF-121 (NAS Miramar, CA). |
| 3/60-10/61 | CO, VF-21 (NAS Alameda, CA,. USS *Midway*-WestPac). |
| 11/61-1/62 | RAG Training VF-124, VA-125 (NAS Miramar and NAS Lemoore,CA). |
| 1/62-12/62 | CAG 11 (NAS Miramar, NAS Lemoore, and USS *Kitty Hawk*-WestPac). |
| 1/63-12/63 | USS *Coral Sea*, Operations Officer (NAS Alameda - WestPac). |
| 1/64-7/65 | CO,USS *Mount Karmai* (Concord, CA. and WestPac). |

- Continued -

| | |
|---|---|
| 8/65-6/66 | Naval War College, Student (Newport, RI). |
| 6/66-7/67 | CO, USS *America* (Norfolk, VA, Lant &Med). |
| 8/67-9/68 | Student, George Washington University. |
| 9/68-8/71 | OPNAV, OP-508 (Aviation Plans), OP-60B and OP-60 (Strategic Plans and Policies). |
| 9/71-5/73 | Commander Carrier Division Four (Norfolk, cruises to Caribbean, North Atlantic and Med). |
| 6/73-9/76 | Deputy CINCUSNAVEUR (London, England) |
| 10/76-11/76 | OPNAV, OP-06B (Plans and Policies). |
| 12/76-9/78 | Deputy and Chief of Staff, CINCLANT and U. S. Atlantic Fleet (Norfolk, VA). |

## Summary of Significant Career Events

(1) Flew SBD, SB2C3, F4U, F8F in WW II

(2) Pioneered jet instrument procedures. Made first low visibility landings in jet, 0-25 foot ceiling and 1/16 mile forward visibility, 1949, Arcata CA., F9F-3.

(3) Developed 1st jet cruise control computer. 1949- 50.

(4) First Navy jet flying in combat, Korea 1950, F9F-3.

(5) Have made 7 wheels up landings in flying career -six on purpose on flex deck in Sea Vampire at Farnborough in 1953.

(6) Made first mirror landings in Sea Vampire in HMS *Illustrious* in Dec 1953 and recommended USN buy mirror. They did in 1954, with first USN landings in 1955.

(7) Tried to cross English Channel in a glider, but fortunately turned back.

(8) Created project and developed Fleet In-Flight-Refueling at VX-3, in 1954 flying F9F-7/8, FJ-3, F2H-3/4,F7U-3. In Oct 1955, OPNAV decreed that all VF would have air refueling capability in future.

(9) Participated in trials and development of TACAN, Sidewinder, low level Nav, many others, and fleet intro for FJ3, F9F-7/8, F7U-3.

(10) Was not too smart and shut down FJ3 engine at 54,000 feet. Lost all pressurization.

(11) Projects at Flight Test at Patuxent: Spins in F11F-1, F9F-8, FJ-3, 4, 4B, F8U-1, 2, 2N, F4D, A4D-1, -2N and T2V; Flying Qualities in A3J, F4H, F8U-3, FJ4F (with XLR-1 rocket), A3D-2Q, others; Determine new rate of roll requirements, flew many Navy and Air Force airplanes; Performance determination projects in different airplanes; etc.

(12) Attempted World altitude record in F4H-1. Exceeded 94,000 feet 11 times and did not beat the Russians by the required 3%. Went over the top upside down and backwards once. We needed more thrust. Larry Flint took over afterwards and made it, but it was bested soon by USAF and Russians using reaction controls.

(13) Have flown 270+ models of aircraft. Flew my own Bonanza across Atlantic twice while on active duty.

(14) After retiring, manufactured cabin class Piper Aircraft, was on National Transportation Safety Board, was Administrator, FAA and flew our Jetstar to Beijing, amongst many other places, President of AOPA Air Safety Foundation, and now am Director of National Air and Space Museum and keep my glider in Minden, Nevada.

(15) It's all been fun. I'd do it again.



**Horace H. Epes, Rear Admiral, USN**

Horace Hardaway Epes, Jr., was born in Washington, D. C., on August 10, 1917, son of Horace H. and Glenda R. (Millan) Epes. He attended the College of Engineering at New York University from 1934 to 1937 and on November 15, 1939 enlisted in the U. S. Naval Reserve. Appointed Aviation Cadet, USNR, on February 5, 1940, be had flight training at the Naval Air Station, Pensacola, Florida, and on October 26, 1940 was commissioned Ensign and designated Naval Aviator. He subsequently advanced in rank to that of Rear Admiral, to date from October 1, 1966, having transferred from the Naval Reserve to the Regular Navy on August 21, 1946.

Completing flight training in October 1940, he remained at the Pensacola Air Station for a month and in December, joined the USS *Augusta* for duty with squadrons based on board that cruiser. Detached in June 1941 he next served as Senior Aviator on board the USS *Cincinnati* and from January 1944 to June 1945 was Executive Officer and Fighter Pilot with Composite Squadron NINETY, based on the USS *Steamer Bay*. In that assignment he participated in the Philippine Liberation; the Luzon Invasion (credited with destruction of two Japanese aircraft) and the Iwo Jima and Okinawa Campaigns.

"For meritorious achievement...as Leader of a Division of Fighter Planes, in Composite Squadron NINETY... operating against enemy Japanese forces in the invasion of Luzon Island through Lingayen Gulf, on January 13, 1945..." he was awarded the Air Medal. The citation further states in part: "Alert and aggressive during a target combat air patrol (he) boldly intercepted a hostile dive bomber and pressing home a vigorous attack, blasted the Japanese aircraft out of the sky. By his resolute conduct and cool courage, he contributed materially to the success of his squadron in the fulfillment of an important mission..."

For completing twenty missions against enemy Japanese forces during the period January 6 to May 30, 1945, he was awarded Gold Stars in lieu of the Second and Third Air Medals and the Distinguished Flying Cross.

Detached from Composite Squadron NINETY in June 1945, he was next assigned as Project Officer in the Fighter Aircraft Design Branch, Bureau of Aeronautics, Navy Department, Washington, D. C., and from July 1947 to June 1948 was a student at the Naval School, General Line, Newport, Rhode Island. In October 1948 he assumed command of Fighter Squadron THIRTY-THREE, based on the USS *Leyte*. Under his command that squadron had duty with the SIXTH Fleet in the Mediterranean and with Task Force SEVENTY-SEVEN during the Korean hostilities, at which he took part in support operations of the FIRST Marine Division at Chosin Reservoir.

"For heroism and extraordinary achievement...as Pilot of a Fighter Plane and as Commanding Officer of Fighter Squadron THIRTY-THREE...during operations against enemy aggressor forces in Korea from October 10, 1950 to January 19, 1951..." he was awarded a Gold Star in lieu of the Second Distinguished Flying Cross. The citation further states: "Completing thirty-five missions during this period, (he) participated in strikes against hostile targets and, leading daring attacks, assisted in providing effective support for the landing at Wonsan, the redeployment of TENTH Corps forces and the defense of the EIGHTH Army's line..." He was also awarded Gold Stars in lieu of the Fourth and Fifth Air Medals for "meritorious achievement in aerial flight in Korea..." from November 11 to December 23, 1950.

He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS *Leyte*.

In March 1951 he reported as Fighter Aircraft Requirements Officer in the Air Warfare Division, Office of the Chief of Naval Operations, Navy Department, where he remained until February 1953. He next commanded Air Development Squadron FIVE and in May 1954 transferred to command of Carrier Air Group FIFTEEN, embarked in the USS *Yorktown*. That squadron had duty in the Far East, participating in SEVENTH Fleet operations in the Formosa area.

During the period January 1955 to February 1957 he was attached to the Naval Air Test Center, Patuxent River, Maryland, where he had test pilot training and also served as Assistant Director of the Service Test Division. Ordered to duty in connection with the fitting out of the USS *Ranger*, he joined that attack aircraft carrier as Operations Officer upon her commissioning, August 10, 1957. While so serving, he participated in Atlantic Fleet operations round the Horn. From August 1958 until June 1959 he attended the course in Naval Warfare at the Naval War College, Newport, Rhode Island, after which he served as Deputy Chief of Staff and Plans and Operations Officer to Commander SIXTH Fleet in the Mediterranean.

He commanded the USS *Thetis Bay* from November

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1961 until March 1963, participating in operations during the Cuban Crisis. In May 1963 he reported as Commanding Officer of the USS *Kitty Hawk* (CVA-63) and in April 1964 was detached for brief duty in the Office of the Chief of Naval Operations, Navy Department. In August that year he was transferred to the Bureau of Naval Personnel, Navy Department and in February 1966 became Assistant Chief of Naval Personnel for Personnel Control. He commanded Carrier Division ONE from April 1967 until July 1968, and for "exceptionally meritorious service as Commander Carrier Division ONE and a Task Group Commander for Commander Task Force SEVENTY-SEVEN, from April 26 to July 1, 1967 and January 17 to June 8, 1968..." he was awarded the Legion of Merit. The citation continues in part:

"During these periods, Rear Admiral Epes was responsible for planning, coordinating, and executing combat air strike operations against enemy aggressor forces. He also served as Yankee Station Commander, providing day-to-day guidance to air and surface units of Task Force SEVENTY SEVEN. Following the seizure of USS *Pueblo* by North Korea, Rear Admiral Epes was designated Commander Task Force SEVENTY-ONE, in which capacity he was required to rapidly provide naval combat power in the Sea of Japan to respond to the aggressive actions of the communist leaders in North Korea. His superb planning ability permitted the U. S. Navy and the United States to move quickly in this critical period. The unique problems of operating a naval task force, in confined waters and close proximity to the Soviet Fleet, required the keenest judgment and professional knowledge. An extremely competent and forceful leader, Rear Admiral Epes constantly demonstrated precise control, enthusiasm, and sound judgment in directing combat operations against important military targets and lines of communications in North Vietnam..."

In July 1968 he became Chief of the Far East Division, J-5, Joint Chiefs of Staff, Washington, D. C. He was awarded a Gold Star in lieu of the Second Legion of Merit for duty in that capacity from July 1968 to July 1970. The citation follows in part: "...Rear Admiral Epes performed duties of great responsibility involving politico-military planning and policy matters of the highest importance to national security Interests during a period of continuing crisis and wide-spread, active hostilities in Southeast Asia. In the numerous, diverse and complex interservice and interdepartmental actions for which he was responsible, Rear Admiral Epes' performance was distinguished by practical vision, a breadth of view and an exceptionally high order of constructive thinking, objective judgment and dynamic leadership..."

In August 1970 he became Director of the Navy Space Program Division, Office of the Chief of Naval Operations, Navy Department and in March 1971 was designated Director of the newly-established Prisoners of War/ Missing in Action Task Force in the Office of the Assistant Secretary of Defense (International Security Affairs), Washington, D. C.

In addition to the Legion of Merit with Gold Star, the Distinguished Flying Cross with Gold Star, and the Air Medal with four Gold Stars, Rear Admiral Epes has the Navy Unit Commendation Ribbon with Star (USS *Leyte* and USS *Enterprise*); the Meritorious Unit Commendation (USS *Ranger*); American Defense Service Medal; American Campaign Medal; European-African-Middle Eastern Campaign Medal; Asiatic-Pacific Campaign Medal with two stars; World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; China Service Medal; National Defense Service Medal with bronze star; Korean Service Medal with two stars; the United Nations Service Medal; Armed Forces Expeditionary Medal (Cuba); the Vietnam Service Medal; and the Philippine Liberation Ribbon with two stars. He also has the Order of Prince Henry (Grand Officer) by Portugal; Legion of Merit, National Order of Vietnam, Fourth Class and the Gallantry Cross with Palm by the Republic of Vietnam; and the Korean Presidential Unit Citation Badge and the Republic of Vietnam Campaign Medal with Device.

He married the former Katherine Read of Pelham, New York.



**Delmer S. Fahrney, Rear Admiral, USN**

Delmer S. Fahrney was born in Grove, Oklahoma, on October 23, 1898, son of Albert Frank and Lillian (Pugh) Fahrney. He graduated from Vinita (Oklahoma) High School and entered the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state in 1916. As a Midshipman he won his Letter in track and held the Naval Academy javelin record. Graduated on June 6, 1919, with the Class of 1920, he was commissioned Ensign and subsequently progressed in rank to that of Captain, to date from June 18, 1942. He was transferred to the Retired List of the U. S. Navy on November 1, 1950 and was advanced to Rear Admiral on the basis of combat awards.

Following graduation from the Naval Academy in 1919, he joined the USS *Utah*, flagship of Commander Battle Force, Atlantic Fleet to serve for two years in the Deck and Engineering Departments. In July 1921, he transferred to the USS *Wadsworth*, reserve destroyer, in which he had duty as Engineer Officer until June 1922, after which he had similar duty in the USS *Stewart* on China Station.

He reported in December 1923 for flight training at the Naval Air Station, Pensacola, Florida and in November 1924 was designated Naval Aviator (heavier than air). In January 1925 he joined the USS *West Virginia*, flagship of Commander Battleship Divisions and Division FIVE, Battle Fleet, as Officer in Charge of the Aviation Unit. Detached from that battleship in January 1927, he was next Assembly and Repair Officer at the Naval Air Station, Pearl Harbor, Territory of Hawaii, and in June 1928 returned to Annapolis, where he had instruction in aeronautical engineering at the Postgraduate School. He continued the course, June 1929 to October 1930, at the Massachusetts Institute of Technology, Cambridge, from which he received the degree of Master of Science in Aeronautical Engineering.

He served as Assembly and Repair officer in the USS *Wright*, operating on the East Coast as flagship of Commander Aircraft, Scouting Force, U. S. Fleet and Carrier Division ONE. He became Inspector of Naval Aircraft at the Wright Aeronautical Corporation, Peterson, New Jersey, in July 1932 and in July 1934 joined the USS *Lexington*, at San Pedro, California, as Engineer officer, Main Engine Division. As such, he had additional duty as Ship's Secretary. Designated an Aeronautical Engineering Duty Only Officer in November 1935, he returned to the Pensacola Air Station for a six months' refresher course in flying,

In April 1936 he was assigned to the Naval Aircraft Factory, Philadelphia, Pennsylvania, where for six months he headed the Inspection Division and for three and a half years was officer in Charge of the radio-controlled aircraft targets. During this period, the first radio controlled flights of man carrying aircraft and the first firings by antiaircraft guns of the fleet against these radio controlled aircraft were accompanied in this country. These accomplishments marked the first steps by the United States in the development of guided missiles.

He was assigned in June 1940 to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he headed the Special Design Branch, having cognizance of radio-controlled aircraft, assault drones, gliders and training planes. In April 1941, Secretary of the Navy Knox commended him in a letter stating: "The Secretary of the Navy wishes to take this opportunity to commend you for your leadership, technical knowledge, and outstanding zeal which have made this project of such great benefit to the Navy."

He later received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from Secretary of the Navy Forrestal, citing him as follows: "For outstanding performance of duty while serving as Head of the Special Design Branch in the Bureau of Aeronautics from June 1940 to July 1943. A leader of exceptional initiative and creative ability, (he) contributed substantially to the development of at, least two types of special weapons which were successfully employed against the enemy. He was also instrumental in the development, procurement and delivery to the Fleet of improved radio controlled target aircraft, thereby materially improving the anti-aircraft gunnery proficiency of the Fleet. By his skill and devotion to duty, Captain Fahrney rendered invaluable services toward the effective prosecution of the war."

In June 1943 he became Commanding Officer of the Naval Air Modification Unit, Naval Air Material Center, Naval Base Philadelphia, Pennsylvania. He was awarded a Gold Star in lieu of the Second Legion of Merit and cited as follows: "For exceptionally meritorious conduct... while serving with the Bureau of Aeronautics and later as Commanding Officer Naval Aircraft Modification Unit...

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during the period April 3, 1943 to March 4, 1944. Rear Admiral (then Captain) Fahrney was primarily responsible for the development of a reliable, radio-controlled assault drone for combat use. Assigned the leading role in the preparation of requirements and specifications for this new weapon and the equipment to control and operate it, he carried out these complex tasks with distinctive success..."

During the period June 1944 to September 1945 he was Material Officer and Assistant Chief of Staff for Logistics on the Staff of Commander Aircraft, SEVENTH Fleet, and as such participated in the campaigns for the Bismarck Archipelago and in the liberation of the Philippines. "For exceptionally meritorious conduct...in connection with operations against enemy Japanese forces in the Southwest Pacific Area from June 30, 1944 to August 8, 1945..." he was awarded the Legion of Merit with Combat "V." The citation further states in part:

"Serving as Material Officer on the Staff, Commander Aircraft, SEVENTH Fleet from June 30, 1944 to March 25, 1945, Captain Fahrney was responsible for providing aircraft units with the latest technical advice and the allocation of critical aviation material. As Assistant Chief of Staff for Logistics from March 29 to August 8, 1945, he represented Commander Air, SEVENTH Fleet in type command matters involving logistics, administration and personnel. By his able planning and efficient administration of the aviation logistic requirement program, he contributed materially to the success of our forces in the Pacific..."

After the cessation of hostilities, he returned to the United States and in October 1945 reported as Director of the Pilotless Aircraft Division, Special Design Branch. In July 1949 he assumed command of the Naval Air Missile Test Center, Point Mugu, Port Hueneme, California. He was so serving when relieved of active duty pending his retirement, effective November 1, 1950.

In addition to the Legion of Merit with Gold star and combat "V," and the Commendation Ribbon, Rear Admiral Fahrney has the Victory Medal; American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; and the Philippine Liberation Ribbon.

He was a member of the Institute of Aeronautical Sciences, New York City; the Print Club and the Art Alliance, Philadelphia, Pennsylvania; and the Army and Navy Club Washington, D. C. He also held patents on several devices used by the Navy relating to radio-controlled aircraft.

In 1925 he married the former Agnes Whiting, Kelly of Council Grove, Kansas. They had a son, Delmer, S., Jr., and three daughters, Dawn, Carol and Paula. His official address was Chadd's Ford, Pennsylvania.

No picture available

## Anthony Feher, Commander, USN

(Naval Aviator Number 95)

Commander Anthony Feher, USN, Naval Aviator No. 95, was a pioneer in naval aviation and flew the N-9 aircraft. He was born in Budapest, Hungary on October 22, 1882 and served in the U.S. Navy as both an enlisted man and as a commissioned officer as indicated below:

Enlisted and Commissioned Service

| | |
|---|---|
| 27 Sep. 1904 | Enlisted U.S. Navy. |
| 1 Nov. 1908 | Honorable Discharge. |
| 26 Oct. 1909 | Reenlisted U.S. Navy. |
| 23 Oct. 1913 | Honorable Discharge. |
| 15 Jul. 1914 | Reenlisted U.S. Navy. |
| 14 Jul. 1918 | Honorable Discharge. |
| 15 Jul. 1918 | Reenlisted U.S. Navy. |
| 12 Sep. 1918 | Special Order Discharge to accept appointment as Ensign for Temporary Service. |
| 13 Sep. 1918 | Ensign for temporary service. |
| 14 Jan. 1920 | Lieutenant (Jg) for temporary service. |
| 3 Jan. 1922 | Boatswain. |
| 14 Sep. 1926 | Appointed Chief Boatswain. |
| 30 Jul. 1929 | Commissioned Chief Boatswain. |
| 8 Dec. 1941 | Lieutenant (junior grade). |
| 17 Jun. 1942 | Lieutenant for temporary service. |
| 15 Apr. 1944 | Lieutenant Commander for temporary service. |
| 4 Jan. 1946 | Commander for temporary service. |
| 1 May1947 | Placed on the Retired List U.S. Navy. |

| Service- Ships and Stations | From | To |
|---|---|---|
| **Enlisted Service** | | |
| USS *Hancock* | Sep. 1904 | Oct. 1904 |
| USS *Franklin* | Oct. 1904 | Dec. 1904 |
| USS *Yankee* | Dec. 1904 | Dec. 1904 |
| USS *Yankee* | Jan. 1905 | Feb. 1905 |
| USRS *Lancaster* | Feb. 1905 | Mar. 1905 |
| USS *Pennsylvania* | Mar. 1905 | Oct. 1908 |
| USS *Solace* | Oct. 1908 | Nov. 1908 |
| USS *Connecticut* | Nov. 1909 | Oct. 1913 |

Service- Ships and Stations (continued)

| | |
|---|---|
| Receiving Ship at New York | Jul. 1914 - Nov. 1914 |
| USS *Utah* | Nov. 1914 - Sep. 1916 |
| Navy Aeronautic Station, Pensacola, FL. | Sep. 1916 - Dec. 1917 |
| NAS Pensacola, FL. | Dec. 1917 - Sep. 1918 |
| **Commissioned Service** | |
| NAS Pensacola, FL | Sep. 1918 - Oct. 1918 |
| NAS Bay Shore, L.I., N.Y. | Oct. 1918 - Nov. 1918 |
| NAS Brunswick, Ga. | Nov. 1918 - Jan. 1919 |
| NAS Key West, Fla. | Jan. 1919 - Oct. 1919 |
| NAS Rockaway Beach, L.I., N.Y. | Nov. 1919 - Feb. 1920 |
| Carlstrom Field, Arcadia, Fla. | Feb. 1920 - May 1920 |
| NAS Rockaway Beach, L. I., N.Y. | May 1920 - May 1920 |
| NAS Naval Operating Base, Hampton Roads, VA. | May 1920 - Jul. 1920 |
| Mitchell Field, Mineola L.I,, N.Y. | Jul. 1920 - Sep. 1921 |
| Fleet Ship Plane Division | |
| USS *Langley*, Hampton Roads, VA | Sep. 1921 - Mar. 1922 |
| USS *Langley* | Mar. 1922 - Jun. 1925 |
| USS *Wright*, Pensacola, FL. Aircraft Squadrons | |
| Battle Fleet, Scouting Fleet | Jun. 1925 - Jul. 1925 |
| USNAS, Pensacola, FL. | Sep. 1925 - Jun. 1926 |
| NOB, Hampton Roads, VA. | Jul. 1926 - Jun. 1927 |
| VF-5, Scouting Fleet | Jun. 1927 - Jan. 1928 |
| VB-1B, Aircraft Squadron Battle Fleet aboard | |
| USS *Lexington* | Jan. 1928 - Oct. 1928 |
| VJ-1B, USS *Wright* | Oct. 1928 - May 1930 |
| Naval Aircraft Factory, Navy Yard, Philadelphia, Pa. | Jul. 1930 - Jun. 1934 |
| VJ 2-F, San Diego, CA. USS *Wright* | Jun. 1934 - May 1937 |
| Naval Hospital Philadelphia PA. (Patient) | May 1937 - May 1937 |
| Utility Squadron 2, USS *Wright* | May 1937 - Oct. 1937 |
| Utility Squadron 2, USS *Riegel* | Oct. 1937 - Jun. 1938 |
| Aircraft Factory, Philadelphia, PA. | Jun. 1938 - Jun. 1946 |
| Naval Hospital, Philadelphia, PA. (Patient) | Jun. 1946 - Sep. 1946 |
| to Naval Retiring Board, Washington, D.C. | |

Medals and Awards

Good Conduct Medal
World War I Victory Medal with Aviation Clasp
World War II Victory Medal
American Defense Service Medal

Personal and Historical Data

In a special transfer of custody ceremony February 15, 1966, at the Naval Air Engineering Center (NAEC), the N-9, an old Navy trainer, a seaplane of 1918 vintage, was transferred to the Naval Aviation Museum in Pensacola to join famous aircraft of the past. Commander Anthony Feher, USN (Ret.), Naval Aviator No. 95, and other pioneers in Naval Aviation who flew the N-9 participated in the ceremony.

In 1930, the Aviation Mechanics School at Great Lakes, IL., presented the N-9, now being transferred, to the Museum of Science and Industry in Chicago. In 1952, it was returned

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to Navy custody pending the readiness of the National Air Museum. Subsequently, its restoration was undertaken by the NAEC. Restoration of the historic plane was completed at NAEL by skilled craftsmen.

The task of reconstruction, begun at the center in December 1963, was not simple. Major items, such as the floats, lower outer wing panels, fuselage turtleback and all engine cowling, had to be fabricated for the model. The restored aircraft is a late N-9 version in which an Hispano Suiza engine of 150 horsepower was substituted for the Curtiss OXX 100-hp engine. The maximum airspeed was upped to 80 miles per hour. The N-9 had a fuel capacity of 28 gallons and the total weight, fully loaded with a two-man crew was 2,750 pounds. In the restored condition, portions of the wing areas and fuselage are left uncovered to show the internal construction of the plane. The N-9 was the Navy's first satisfactory training plane in that it was relatively stable and easy to fly. About 500 N-9'S were purchased, some from Curtiss and many more from Curtiss' subsidiary, the Burgess Aircraft Company. Roughly 40% of the WW I trainers were N-9's. Since the N-9 was the first trainer put in production it was undoubtedly used as the major training vehicle for the more than 2,000 officers that earned Navy wings.

(Article from the Naval Aviation News magazine).



**John A. Ferguson, Captain, USN**

John Alexander Ferguson was born in Watertown, South Dakota, on May 9, 1912, son of Alexander R. and Bertha Edith (Herum) Ferguson. He attended public schools in Watertown and Carleton College, Northfield, Minnesota, where he participated in athletics (football, two letters; track, one letter), debating and oratory, and was a member of Phi Beta Kappa, Delta Sigma Rho (National Forensic), and Sigma Delta Psi (National Athletic) fraternities. He was graduated with the degree of Bachelor of Arts in 1933, and that summer cruised to Europe as a deck hand on a "cotton freighter". From October 1933, to July 1936 he was employed by Standard Oil Company of Indiana, as Warehouseman, later Territorial Salesman.

He began naval service on September 28, 1936, as a Naval Aviation Cadet at the Naval Air Station, Pensacola, Florida, where he completed flight training and was designated Naval Aviation, September 10, 1937. Commissioned Ensign in the U. S. Naval Reserve, to date from October 1, 1937, he transferred to the U. S. Navy, effective October 1, 1940, and subsequently advanced in rank to that of Captain, to date from July 1, 1956.

Upon completion of flight training, he was detached from the Naval Air Station, Pensacola, with orders to Patrol Wing ONE, based at San Diego, California, and served as Co-pilot, Navigator and Assistant Engineering Officer of that Wing until August 1939. During the next three months he was Co-pilot and Navigator of XPB2Y-1, of Patrol Wing ONE, the aircraft which transported Harriman's Mission to England and Sumner Welles to the Roosevelt-Churchill Meeting at Argentia, Newfoundland.

From November 1939 to December 1941 he served as Co-pilot of XPB2Y-1, of Patrol Wing FIVE, based at Norfolk, Virginia, and for six months thereafter was Officer in Charge of that craft. In June 1942 he was assigned to the Naval Air Station, Anacostia, D. C., where he served until July 1943 as Assistant Engineering Officer in the Flight Test Division, then had fourteen months' duty in the Flight Test Division at the Naval Air Station, Patuxent River, Maryland. In September 1944 be assumed command of Patrol Bombing Squadron THIRTEEN, and during the latter months of World War II commanded that squadron in operations in the Pacific Theater.

He was awarded the Bronze Star Medal and a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of Navy. The citations follow in part:

Bronze Star Medal: "For meritorious achievement as Commanding Officer of a Patrol Bombing Squadron in Western Pacific waters during operations against enemy Japanese forces from April 26 to July 1, 1945. In spite of the extremely difficult operational conditions and enemy action, his squadron met the heavy demands made on it with outstanding success and by so doing aided materially the successful accomplishment of search and armed reconnaissance missions in support of assault and post-assault phases of important war operations..."

Letter of Commendation: "For outstanding performance of duty in establishing and maintaining the Southwest Pacific Airline Route form the Hawaiian Area to Australia during the first eight months of the war. Operating under extremely difficult conditions from improvised advance base facilities and with a limited number of aircraft along lightly held line of communication, Lieutenant Commander Ferguson exercised superb flying skill and sound judgement in the successful transportation of large groups of personnel evacuated from Japanese-held areas, key officers of the Army, Navy and Marine Corps who were to guide the progress of the war, and urgently needed freight to our various task forces on an emergency occasion delivering bullet proof aircraft fuel tanks to the USS *Yorktown* prior to the Coral Sea Engagement. Although it was necessary to make repeated trips with a minimum of rest, he accomplished his important missions without accident or loss of life...and contributed in-large measure to the effective development of a vital air line route..."

In addition, he was awarded the Distinguished Flying Cross for "heroism and extraordinary achievement in aerial flight during operations against enemy Japanese forces in the Western Pacific War Area, from March 27 to July 16, 1945..." during which period he participated in twenty missions and contributed materially to the success of his squadron. He was also awarded the Air Medal for meritorious achievement in that area from March 27 to May 11, 1945, during which he completed his fifth mission.

Following the Japanese surrender, he reported in

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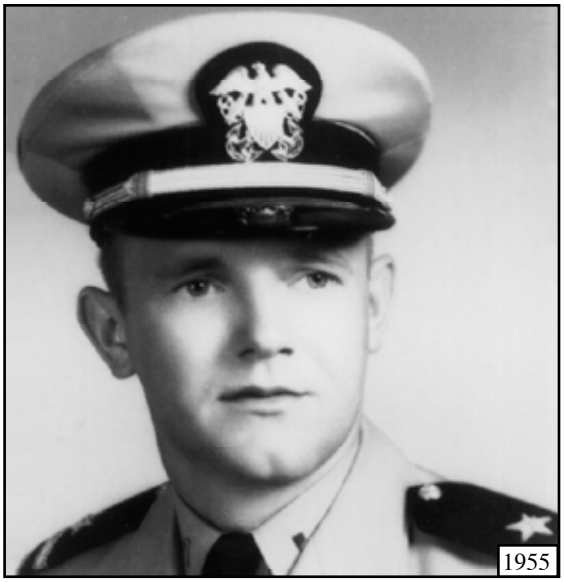
October 1945 as Executive Officer of the USS *Attu* and served in that capacity while that carrier escort operated independently in the Pacific as a unit of Carrier Division TWENTY-FOUR on Magic Carpet duty. In July 1946 he returned to Patuxent River, Maryland, for duty in the Flight Test Division, Naval Air Test Center. There he served for two years as Senior Project Officer, Non-Carrier Section. From June 1948 until June 1949, he was a student at the U. S. Naval School, General Line, Newport, Rhode Island, after which for two years he was Executive Officer of Air Transport Squadron TWO, based at Alameda, California,

Again returning to Patuxent River, he had a tour of duty as Assistant Director, Flight Test Division, from June 1951 until June 1953, and shortly thereafter reported for instruction (Naval Warfare course) at the Naval War College, Newport, Rhode Island. Following graduation in June 1954, he joined the USS *Wasp* (CVA-18) in August of that year, and served as Executive Officer of that attack carrier until October 1955. The next month he was transferred to the Naval Air Station, Glynco, Brunswick Georgia, for duty as Commanding Officer of the Naval Combat Information Center Officers School.

On June 10, 1957 he reported as Operations and Plans Officer on the Staff of Commander Carrier Division SEVENTEEN, USS *Philippine Sea*, flagship. From August 1959 until July 1960 he headed the Navy Plans Branch, Office of the Chief of Naval Operations, Navy Department, Washington, D. C., after which he commanded the USS *Pine Island* (AV-12). In September 1961 he assumed command of the USS *Bennington* (CVS-20) and in October 1962 was assigned to the Bureau of Naval Weapons, Navy Department, where he was serving as Assistant Chief for Financial Management (Comptroller) when ordered detached in September 1965 for duty on the Navy Council of Personnel Boards, Navy Department.

In addition to the Distinguished Flying Cross, Bronze Star Medal, Air Medal and Commendation Ribbon, Captain Ferguson has the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal, China Service Medal (extended); and the Rational Defense Service Medal.

In 1939 he married the former Miss Elizabeth Anne Harris, niece of the late Admiral Marc A. Mitscher, USN, They had three children, Duncan Alexander, Anne Elizabeth, and Kim Haviland Ferguson.


1955


1989 Nancy

## John H. Fetterman, Jr., VADM, USN (Ret.)

"Jack"

Date of Designation: 7 December 1956 NA # V-10779

Dates of Active Duty: 3 January 1955 - 1 July 1992

Total Flight Hours: 8,300

Carrier/Ship Landings: Fixed wing: 960

Approximate Flight Hours:
Jet: 3,873 Prop: 3,227 - Military / 2,800 - Civilian
Helo: 80 VF/VA: 4,573 VS: 20

Combat Tours:
Embarked Air Task Group 201, 2 Feb. 1958 - 17 Nov. 1958, deployed with Sixth and Seventh Fleet, flew support in Lebanon and Formosa.

Aviation Commands:
CO, VA-87, Mar. 1972 - Mar. 1973, USS *Roosevelt*. (CVA-42)
CAG-8, Jul. 1975 - Aug. 1976, USS *Nimitz* (CVN-68).
CO, USS *La Salle* (AGF-3), Aug. 1976 - Mar. 1978
COMNAVBASE Guantanamo Bay, Cuba, Feb. 1979 - Jul. 1981
COMLATWING ONE, Jul. 1981 - Jul. 1983
COMTRALANT, Jul. 1983 - Aug. 1985
COMNAVAIRPAC, Aug. 1987 - Jan. 1991

Combat Awards:
Legion of Merit with Four Gold Stars (5 Awards)
Meritorious Service Medal
Navy Achievement Medal
Meritorious Unit Commendation
Armed Forces Expeditionary Medal
National Defense Service Medal
Sea Service Deployment

## Duty Assignment Chronology

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|---|---|
| 1/55-5/55 | OCS, Newport, RI (Officer Candidate). |
| 5/55-4/56 | NADTC, Pensacola, FL (Flight Student). |
| 4/56-12/56 | NAATC, CORPAC (Flight Student). |
| 12/56-12/58 | VA-105 (Ordnance Officer/Material Officer/Flight Officer). |
| 12/58-10/59 | Inactive Duty. |
| 10/59-9/62 | FAETULANT DET TWO (Nuclear Weapons Inst.). |
| 9/62-11/62 | VA-44 (Replacement Pilot). |
| 12/62-7/65 | Carrier Air Wing Eight (Admin Officer/ Weapons Officer/Operations Officer). |
| 7/65-6/66 | Naval War College (Student). |
| 6/66-11/66 | VA-44 (Replacement Pilot). |
| 11/66-10/68 | VA-81 (Maintenance Officer). |
| 10/68-3/71 | VA-174 (Instructor Pilot/Enlisted Training/ Operations Officer). |
| 3/7l-3/72 | VA-87 (Executive Officer). |
| 3/72-3/73 | VA-87 (Commanding Officer). |
| 3/73-2/75 | Office of Legislative Affairs (U. S. Senate Liaison Officer). |
| 3/75-7/75 | COMNAVAIRLANT (Precarrier Air Wing Training). |
| 7/75-8/76 | Carrier Air Wing Eight (Air Wing Commander). |
| 8/76-3/78 | USS *La Salle* (AGF-3) (Commanding Officer). |
| 3/78-2/79 | OPNAV (Director, Saudi Arabian Naval Expansion Program). |
| 2/79-7/81 | Guantanamo Bay (Commanding Officer/Naval Station, Commanding Officer/Naval Air Station/Commander, Naval Base). |
| 7/8l-7/83 | COMTACWINGSLANT (Commander). |
| 7/83-8/85 | COMTRALANT (Commander). |
| 7/83-8/85 | CINCLANT/CINCLANTFLT (Readiness and Resource). |
| 8/85-11/85 | Deputy CINCLANT/CINCLANTFLT. |
| 11/85-8/87 | Navy Inspector General (OPNAV). |
| 8/87-1/91 | Commander, U. S. Naval Air Forces Pacific. |

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Duty Assignment Chronology continued

| | |
|---|---|
| 2/9l-7/92 | Chief of Naval Education and Training. |
| 7/1/92 | Retired from active duty. |

## Summary of Significant Career Events

Vice Admiral John H. Fetterman, Jr., was born in Ashland, Pennsylvania on 4 August 1932. He began college at Susquehana University, graduating from Albright College in 1954. He was commissioned an Ensign in 1955 and was designated a naval aviator in 1956.

His first operational tour was with Attack Squadron ONE ZERO FIVE at Cecil Field, Florida. Flying A-1H Skyraiders from the deck of the aircraft carrier USS *Essex* (CVA-9) in the Sixth and Seventh Fleets, he participated in both the Lebanon and Formosa crises in 1958.



In October 1959, he reported to Fleet Airborne Electronics Training Unit Atlantic and served as Light Attack Nuclear Weapons Training Instructor.

Following this tour, he reported to Attack Squadron FORTY-FOUR for A-4 Skyhawk replacement pilot training prior to joining the staff of the Commander Attack Carrier Air Wing EIGHT aboard the aircraft carrier USS *Forrestal* (CVA- 59). After tours at the Naval War College and Attack Squadron FORTY-FOUR, he reported to Attack Squadron EIGHTY ONE aboard the aircraft carrier *Shangri-La* (CVS-38) where he served as Maintenance Officer during two Mediterranean deployments. A tour in Attack Squadron ONE SEVENTY FOUR, where he served as Operations Officer, was followed by orders to attack squadron EIGHTY- SEVEN as Executive Officer.

In March 1972, while deployed in the Mediterranean, aboard the aircraft carrier USS *Franklin D. Roosevelt* (CVA-42), he assumed command of Attack Squadron EIGHTY-SEVEN's "Golden Warriors" During this command tour, he was selected as Team Leader of a joint U.S. Navy and Air Force air-to-ground weapons team which represented the United States in NATO competition in Greece. In March 1973, Vice Admiral Fetterman reported to the Office of Legislative Affairs, Washington, D.C. where he served for two years as Assistant Director for the Navy Senate Liaison Office. In July 1975, he assumed command of Carrier Air Wing EIGHT aboard the aircraft carrier USS *Nimitz* (CVN-68) and made deployments to the Caribbean, North Atlantic, and Mediterranean.

In January 1977, Vice Admiral Fetterman assumed command of the command ship USS La Salle (AGF-3), flagship of Commander, Middle East Forces. In March 1978, he reported to the Office of the Chief of Naval Operations where he served as Special Projects Manager of the Royal Saudi Naval Forces Expansion Program. In February 1979, Vice Admiral Fetterman assumed command of U.S. Naval Base, Naval Station, and Naval Air Station, Guantanamo Bay, Cuba. He was selected for Rear Admiral in February 1981 and in July assumed duties as Commander Tactical Wings Atlantic. In July 1983, he reported as Commander, Training Command, U.S. Atlantic Fleet. From May to December 1985, he served on the staff of Commander in Chief, U.S. Atlantic Command and U.S. Atlantic Fleet as Deputy Chief of Staff for Readiness and Resources. In December 1985, he assumed his duties as Naval Inspector General. On 1 September 1987, he was promoted to the rank of Vice Admiral and in August assumed the duties as Commander, Naval Air Force, U.S. Pacific Fleet. On 1 February 1991, he assumed the duties as Chief of Naval Education and Training. Vice Admiral Fetterman retired from active duty on 1I March 1993

His personal awards include the Distinguished Service Medal, Defense Superior Service Medal, the Legion of Merit (five awards), the Meritorious Service Medal, the Navy Achievement Medal, and the Meritorious Unit commendation in addition to various campaign and service awards.

During his naval career, Vice Admiral Fetterman accumulated 7,000 hours of flight time in twenty different aircraft and recorded 960 carrier landings.

In November 1993, Vice Admiral Fetterman assumed his present position as President and Chief Executive Officer of the Naval Aviation Museum Foundation. He is a member of the Pensacola Area Chamber of Commerce, serving on the board of Directors and as Chairman of the Armed Services Council. Vice Admiral Fetterman is Chairman of the Mayor's Community Core Values Board and also serves on the Board of Directors of the Pensacola Fellowship of Christian Athletes and the Escambia-Santa Rosa Regional Workforce Development Board.

He is married to the former Nancy Glenn Austin of San Antonio, Texas. Vice Admiral Fetterman and Mrs. Fetterman have two sons, John and Kevin.



## Aubrey Fitch, Admiral, USN

Aubrey Fitch was born in St. Ignance, Michigan, on June 11, 1883, the son of Ernest and Emily Louisa (Wray) Fitch. He attended public schools in St. Ignance, and St. John's Military Academy, Delafield, Wisconsin, prior to his appointment to the U. S. Naval Academy, Annapolis, Maryland, from his native state in 1902. As a Midshipman he participated in athletics (football and boxing, four years, and crew and track, his Plebe year). Graduated in February 1906, he served the two years at sea, then required by law before commissioning, and was commissioned Ensign on February 13, 1908. By subsequent promotions, he attained the rank of Vice Admiral to date from December 28, 1942. On July 1, 1947 he was transferred to the Retired List of the U. S. Navy, and advanced to the rank of Admiral, on the basis of combat awards.

Following graduation from the Naval Academy in 1906, he joined the USS *Pennsylvania*, operating in the Atlantic, and in April 1907 was transferred to the USS *Chauncey*, a unit of the First Torpedo Flotilla. From April 1908 to January 1909 he had consecutive duty in the USS *Rainbow* and USS *Concord*, both attached to the Pacific Fleet, after which he was assigned duty in the Atlantic, on board the USS *Minnesota*. Detached from that vessel in October 1909, he had instruction in torpedoes on board the USS *Montgomery*.

Completing the torpedo course in March 1910, he had duty in connection with the crew of the USS *Delaware*, on board the USS *Franklin*, and when the *Delaware* was commissioned on April 4, 1910, reported aboard. In September 1911, he became Assistant Discipline Officer (1911-1912) and later served as an Instructor in Physical Training (1912-1913) at the Naval Academy. In September 1913 he reported for duty in connection with fitting out the USS *Balch* at the Navy Yard, Philadelphia, Pennsylvania. He had service in the *Balch* from her commissioning March 26, 1914 until June 9 that year, then served on board the USS *Duncan* for two months and for one month had command of the USS *Terry* and the Second Division, Reserve Torpedo Flotilla, Atlantic Fleet.

In September 1914 he joined the Staff of the Commander in Chief, U. S. Atlantic Fleet, and in January 1915 reported as Commanding Officer of the USS *Yankton*, with additional duty as Aide to the Commander in Chief, U. S. Atlantic Fleet. Relieved of command of the *Yankton* on April 17, 1917, shortly after the United States entered World War I, he continued to serve for five months as Aide and Fleet Athletic Officer on the Staff of the Commander in Chief, U. S. Atlantic Fleet. During the remaining period of the war and until January 1919, he served as Gunnery Officer in the USS *Wyoming*, operating with the Sixth Battle Squadron, British Grand Fleet.

Between January and May 1919, he was again assigned to the Naval Academy, after which he became Naval Inspector of Ordnance in Charge at the Naval Ammunition Depot, Hingham, Massachusetts, with additional duty as Naval Inspector of Ordnance at the Naval Coaling Station, Frenchman's Bay, Maine. In August 1920 he reported as Commander of a Division of Minelaying Destroyers, Mine Force, Atlantic Fleet (redesignated Commander Mine Squadron ONE and later Commander Division ONE, Mine Squadron ONE). While in that assignment, his primary duty was successive command of the USS *Luce* and USS *Mahan*.

Detached from the *Mahan* in December 1922, he served until March 1927 as a Member of the U. S. Mission to Brazil at Rio de Janeiro, and following brief service in the Office of the Chief of Naval Operations, Navy Department, Washington, D. C., joined the USS *Nevada* in May 1927. He served as her Executive Officer until transferred to command of the USS *Arctic* from November 1927 until June 1929. He next reported for aviation training at the Naval Air Station, Pensacola, Florida. Designated Naval Aviator on February 4, 1930, he had duty at the Naval Air Station, San Diego, California, before reporting in May 1930 as Commanding Officer of the USS *Wright*. Relieved of command of that seaplane tender in July 1931, he commanded the USS *Langley*, aircraft carrier for a year.

Completing a tour of duty in June 1935 as Commanding Officer of the Naval Air Station, Naval Operating Base, Hampton Roads, Virginia, he reported as Chief of Staff to the Commander Aircraft, Battle Force. He remained in that assignment until April 1936, when he assumed command of the USS *Lexington*. From June 1937 to May 1938 he attended the Senior Course at the Naval War College, Newport, Rhode Island, and the following month became Commander Naval Air Station, Pensacola, Florida. In April 1940 he became Commander Patrol Wing TWO, and seven months later

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reported as Commander Carrier Division ONE, U. S. Fleet, his flag in the USS *Saratoga*. In March 1942 he became Commander Air Task Force in the Pacific, the USS *Lexington*, his flagship.

On May 9, 1942, Japanese planes attacked the *Lexington*, their principal target in retaliation for the damage and destruction dealt their carriers and planes on May 7th and 8th by the *Lexington*. Regardless of all the protection from the ship's guns and fighter planes, the Japs were so numerous that two torpedo hits and at least two bomb hits ripped into the *Lexington*. Her fires extinguished, her aircraft recovered... several hours after the battle, *Lexington* was rocked by a terrific explosion, and finally went down.

Transferring his flag to another vessel, he continued to serve as Command at Air Task Force, Pacific, until September 20, 1941. "For exceptionally meritorious and distinguished service..." in that command during the Battle of the Coral Sea on May 7th and 8th, 1942, he was awarded the Distinguished Service Medal. The citation continues: "In the distinctive engagements of this battle, the skill and outstanding leadership of Rear Admiral Fitch, and the courageous devotion to duty of the units under his command, resulted in the sinking of one enemy Japanese carrier, the serious damaging of another and the sinking of one enemy cruiser, thereby contributing immeasurably to the ultimate success of our forces in these notable engagements."

He next reported as Commander Aircraft, South Pacific Fleet, and for outstanding service in that command was awarded the Distinguished Flying Cross by the War Department and a Gold Star in lieu of a Second Distinguished Service Medal (Navy). The citations follows in part:

Distinguished Flying Cross: "For extraordinary achievement...during the period October 1942 to June 1943...(he) has performed numerous hazardous flights in the combat zone of the Solomon Seas Area and the Coral Sea for the purpose of inspecting air activities and incident to the selection and development of bases for projected operations..."

Gold Star in lieu of a Second Distinguished Service Medal: "For exceptionally meritorious service....as Commander Aircraft, south Pacific Force during the period from September 21, 1942 to April 15, 1944... Overcoming tremendous obstacles in the early phase of offensive, he skillfully coordinated Navy, Marine Corps, Army, and, New Zealand air units during an extended period of intensive combat, striking fiercely at the enemy and causing terrific damage to Japanese shipping, aircraft, ground troops and installations with proportionally light losses to the forces under his command..."

On August 1, 1944, he returned to the Navy Department, for duty as Deputy Chief of Naval Operations for Air. "For exceptionally meritorious conduct..." in this assignment he was awarded the Legion of Merit. The citation states that he "directed the aeronautic organization of the Navy, the readiness and deployment of air units, the planning and preparation of units, and all related logistic factors with extraordinary skill, efficiency and success during a difficult period of expansion and change..."

Between August 16, 1945, and January 15, 1947, he served as Superintendent of the U. S. Naval Academy, with further duty as Commandant of the Severn River Naval Command. The first airman to head the Naval Academy, he was instrumental in the establishment of a Department of Aeronautics (authorized by the Navy Department on November 28, 1945). He then had two months' duty in the Office of the Under Secretary of Navy, and reported in March 1947 as Senior Member, Naval Clemency and Inspection Board, Navy Department. He was so serving when relieved of all active duty pending his retirement on July 1, 1947

In addition to the Distinguished Service Medal with Gold Star, the Legion of Merit, and the Army Distinguished Flying Cross, Admiral Fitch has the Mexican Service Medal (USS *Balch*); the Navy Expeditionary Medal; World War I Victory Medal, Grand Fleet Clasp (USS *Wyoming*); American Defense Service Medal, Fleet Clasp; Asiatic-Pacific Campaign Medal, with operation stars; American Campaign Medal; and the World War II Victory Medal.

For highly distinguished service in the Pacific theater of war, Admiral Fitch was appointed as Honorary Knight in the Most Excellent Order of the British Empire (Military). He also has the National Order of the Southern Cross, Degree of Grand Officer, awarded by the Brazilian Government in recognition of his services as a member of an American Naval Mission to that country; the French Croix de Guerre with Palms presented on August 25, 1945 by General Charles de Gaulle, President of the Provisional Government of the Republic of France; and Commander of the French Legion of Honor, also awarded by the French Government for services while Deputy Chief of Naval Operations (Air).

He was married to the former Gwyneth Hungerford Conger of Washington, D. C., and they had three sons, Aubrey Wray Fitch, Jr., Omar Conger Fitch and John Cecil Fitch, all of whom served in the U. S. Naval Reserve during World War II.





## Lawrence E. Flint Jr., CAPT, USN

Date of Designation: 5 December 1941

Combat Awards:
7 Air Medals
Navy Commendation Medal with combat "V"
Presidential Unit Citation (USS *Bunker Hill*)

### Duty Assignment Chronology

Lawrence Earl Flint, Jr., was born in Sophia, West Virginia, on June 24, 1920, son of Lawrence E. and Rosetta (Richmond) Flint. He attended Beckley (West Virginia) College and Emory and Henry College, Emory, Virginia, prior to enlisting in the U. S. Naval Reserve as a Seaman Second Class in March 1941. He had elimination flight training at the Naval Air Station, Anacostia, D. C., and in May of that year was appointed Aviation Cadet, USNR. Completing flight training at the Naval Air Station, Jacksonville, Florida, he was designated Naval Aviator and commissioned Ensign, December 5, 1941, He subsequently attained the rank of Captain, to date from July 1, 1962, having transferred to the Regular Navy on October 30, 1944.

After receiving his commission, he reported in January 1942 as Material Officer (pilot) of Scouting Squadron TWO D-14, based on Bora Bora Island. From July 1943 until April 1944 he served as Engineering Officer (Pilot) of Fighting Squadron EIGHTEEN, attached to the USS *Bunker Hill*. In that capacity he flew missions in the Rabaul, Marshall-Gilbert, Truk and Marianas areas. He was awarded the Air Medal and cited as follows:

"For meritorious achievement...as Pilot of a Fighter Plane in Fighting Squadron EIGHTEEN...in action against enemy Japanese forces in the Gilbert Islands during November 1943, Participating in aggressive strafing attacks against the strongly defended Japanese base at Tarawa, (he) aided in silencing hostile antiaircraft guns, in starting fires among stores and buildings on the Islands and in destroying large numbers of Japanese personnel..."

He was also awarded Gold Stars in lieu of the Second, Third and Fourth Air Medals for "meritorious achievement..." in completing five missions each in the Pacific War Area during the period November 18, 1943 to February 22, 1944. He is entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the USS *Bunker Hill*.

In April 1944 he was assigned as Project pilot in the Flight Test Division at the Naval Air Test Center, Patuxent River, Maryland, where he remained until July 1946. After instruction at the General Line School, Newport, Rhode Island, he reported in June 1947 as Executive Officer of Fighter Squadron FOURTEEN-A (Fighter Squadron ONE HUNDRED THIRTY-TWO), operating off the USS *Princeton*. Between January and March 1949 he was Air Group Training Officer on the Staff of Commander Fleet Air, West Coast, after which he served as Flight Service Liaison Officer in the Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

He spent a year, January-December 1951, in Farnborough, England, as a student at the Empire Test Pilot's School and in January 1952 joined the USS *Kearsarge* for duty as Executive Officer of Fighter Squadron ELEVEN. He assumed command of that squadron in January 1953. While attached to Fighter Squadron ELEVEN he saw action in Korea during the hostilities there and was awarded Gold Stars in lieu of the Fifth, Sixth and Seventh Air Medals for meritorious achievement in aerial flight during the period September 17, 1952 to February 20, 1953. He also received a Letter of Commendation,, with authorization to wear the Commendation Ribbon and Combat "V," from the Commander SEVENTH Fleet.

In March 1954 he became Assistant Experimental Officer at the Naval Ordnance Test Station, China Lake, California, and two years later (March 1956) joined the USS *Lake Champlain* as Air Officer. While on board that aircraft carrier he participated in the SIXTH Fleet's cruise in the Mediterranean. Detached from the Lake Champlain in June

1957, he served as Head of the Carrier Branch in the Flight Test Division at the Naval Air Test Station, Patuxent River, Maryland and "for extraordinary achievement in aerial flight on December 6, 1959..." was awarded the Distinguished Flying Cross, The citation further states:

As pilot of a Navy all-weather fighter aircraft, Commander Flint succeeded in establishing a new world jet aircraft altitude record of 96,560 feet. Exercising brilliant airmanship, initiative and planning ability, he clearly demonstrated the inherent capabilities and the maximum performance of an extremely important Naval aircraft and was instrumental in focusing world attention on the continuing and significant development of the science of aviation in the United States..."

Detached from the Naval Air Test Center in April 1960, he next was F4H Project Officer with Carrier Air Group FOUR. He joined Carrier Air Group TWELVE as Chief Staff Officer in October 1960, and in February 1963 became Commanding Officer of that Air Group.

In August 1964 he reported for instruction at the Defense Language Institute, East Coast, Naval Station, Washington, D. C., and in April 1965 became Operations Officer an the Staff of Commander Joint Task Force TWO, Sandia Base, New Mexico.

In addition to the Distinguished Flying Cross, the Air Medal with six Gold Stars, the Commendation Ribbon with Combat "V," and the Presidential Unit Citation Ribbon, Captain Flint has the American Defense Service Medal; the American Campaign Medal; Asiatic-Pacific Campaign Medal with one silver star and one bronze star (six engagements); World War II Victory Medal, China Service Medal; National Defense Service Medal; Korean Service Medal; and the United Nations Service Medal. He also has the Korean Presidential Unit Citation.

He was married to the former Betty Alice Noble of Ogden, Utah.



1958


1992 Beth

## Paul J. Fontana, Major General, USMC

"Paul"

Major General Paul J. Fontana, a Marine aviator, retired from the Marine Corps on July 1, 1973, after completing over 39 years of accumulated service. As a major during World War II, General Fontana was awarded the Navy Cross for extraordinary heroism as a pilot of Marine Aircraft Group 14 in the Solomon Islands area, November 11-14, 1942. His citation reads in part: "When twenty-two Japanese bombers with an escort of six Zero-type fighters attempted to bomb Henderson Field, Guadalcanal, Major Fontana, leading a flight of eight planes, shot down one bomber while intercepting and disorganizing the hostile formation before effective completion of its mission was accomplished. On the following day he sent down in flames two aircraft while his men destroyed five others of a large formation of enemy bombers about to attack friendly ships off Lunga Point. Later when a force of our bombers on an important offensive mission was intercepted by twelve fighters, Major Fontana, leading a six-plane flight, courageously engaged the attackers and sent two hostile aircraft hurtling into the water, thereby contributing to the disruption of the enemy attack..."


1942

Paul John Fontana was born in Lucca, Italy, November 27, 1911. He grew up in Sparks, Nevada, and on completing high school there entered the University of Nevada at Reno. He graduated from the University in 1934 with a Bachelor of Science degree in Electrical Engineering. A member of the Reserve Officer Training Corps unit at the University, he resigned his Army Reserve commission to accept appointment as a Marine second lieutenant, July 6, 1936.

After Basic School at the Philadelphia Navy Yard, a sea duty assignment aboard the USS *Salt Lake City*, and duty at Marine Barracks, Mare Island, CA., Lieutenant Fontana was ordered to Pensacola, Florida, for flight training in January 1939. He was promoted to first lieutenant, July 6, 1936.

Lieutenant Fontana was designated a Naval aviator on January 25, 1940. In March 1940, he was assigned to the Naval Air Station, San Diego, CA. He returned to Pensacola in November 1940 and served as a flight instructor until July 1941, when he joined Marine Fighting Squadron III, MAG 11, at Quantico, VA. He also completed the aviation course at the Army Chemical Warfare School, Edgewood Arsenal, Maryland. He was promoted to captain in October 1941.

When the United States entered World War II, Captain Fontana was ordered to aviation duty in San Diego. In March 1942, he joined VMF-112, becoming Commanding Officer in May 1942. He was promoted to major in August 1942.

In October 1942, Major Fontana embarked with his squadron for the Pacific area. As CO, VMF-112, MAG-14, he took part in combat against the Japanese in the capture and defense of Guadalcanal. Downing five enemy aircraft in four days over Guadalcanal in November 1942, he was awarded the Navy Cross and designated a Marine Corps ace. Remaining with the 1st MAW, he was named assistant Operations Officer of the Strike Command, Solomon Islands, in April 1943. After taking part in the consolidation of the Southern Solomons, he returned to the United States in October 1943. He was promoted to lieutenant colonel in December 1943.

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Lieutenant Colonel Fontana was then assigned to Marine Fleet Air, West Coast, in San Diego, as Assistant Operations Officer, having served briefly as commander of the Flight Training Unit, MCAS El Toro, CA. In December 1944, he was ordered to Hawaii for duty with the 2d MAW as Assistant Operations Officer. He also served in this capacity with the X Army Tactical Air Force for the Okinawa campaign, and was awarded the Bronze Star Medal with Combat "V" for heroic actions against the Japanese, prior to and during the amphibious assault of Okinawa, from January 9 to June 30, 1945. The Distinguished Flying Cross was awarded him for heroism as a fighter plane pilot in the Ryukyu Island area from May to July 1945. He remained on Okinawa until January 1946.

Following World War II, Lieutenant Colonel Fontana served in Washington, D.C. as Assistant Plans Operations, and Training Officer, Division of Aviation, Headquarters Marine Corps from March 1946 to July 1948. The following month he entered the Air War College, Maxwell Air Force Base, Maxwell Field, Alabama. After graduation in the summer of 1949, he returned to the MCAS El Toro, in July as Commander of VMF-311, MAG 12, 1st MAW.

At the outbreak of the Korean Conflict, Lieutenant Colonel Fontana was serving as Deputy Commander of MAG-12, 1st MAW, Fleet Marine Force, having assumed this assignment in May 1950. For conspicuous gallantry in action, September 21, 1950, while serving briefly as Deputy Group Commander, MAG-33, executing close air support of the Army's X Corps during an attack on enemy installations at Yong Dong Po, Korea, he was awarded the Silver Medal (Army). Rejoining his group on its arrival in the Wonsan area, he earned the Legion of Merit with Combat "V" for exceptionally meritorious conduct from October 10 to November 8, 1950, prior to and during operations at Wonsan.

In January 1951, Lieutenant Colonel Fontana was named CO, MAG 33, 1st MAW, and in this capacity continued combat operations against Communist forces. He was promoted to colonel in March 1951, and the following month returned to the U.S.

Colonel Fontana reported to MCAS El Toro in April 1951, and in May became Assistant Chief of Staff, G-3, Aircraft, FMFPAC. He served there until July 1952. The following month, he entered the National War College, Washington, D.C. After graduation in June 1953, he served at Headquarters Marine Corps as Head, Operations and Training Branch, Division of Aviation. While serving in this capacity he completed helicopter training at Pensacola in the summer of 1954.

In June 1955, following his detachment from Headquarters Marine Corps, Colonel Fontana took command of the Overhaul and Repair Facility, MCAS Cherry Point, NC. He served in this capacity two years. In August 1957, he assumed command of MAG-13, 1st Marine Brigade, MCAS Kanoehe Bay, HI., and in addition, was assigned with his group to the 1st MAW in Japan from October 1958 through February 1959. Following this assignment he became Chief of Staff of the 1st Marine Brigade in June 1959. While serving in Hawaii, he was promoted to brigadier general in July 1960.

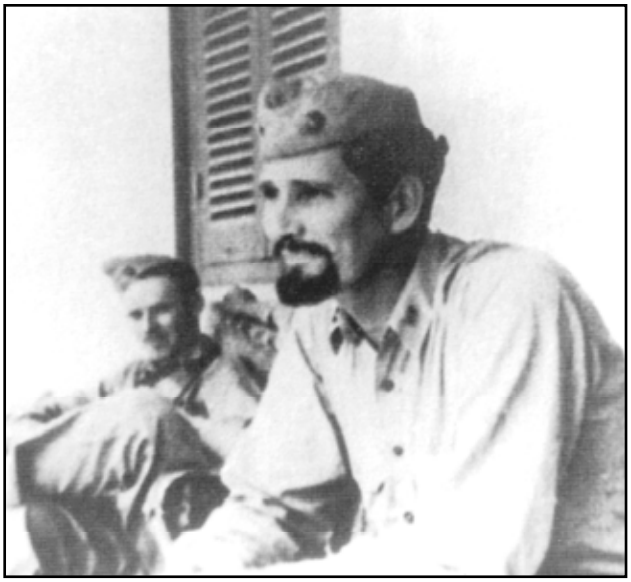
In August 1960, General Fontana began a two-year tour of duty at the Pentagon as Deputy Director for Operations, J-3 Directorate, Joint Staff, Office of the JCS. Following this assignment, he became Commander, MAB, Eastern Area and CG, MCAS Cherry Point, in September 1962. He served in this capacity until August 1963, when he assumed command of 2d MAW at Cherry Point.


1964

In June 1964, General Fontana was promoted to major general and assumed command of the 1st MAW in Japan. During this assignment, elements of the 1st Wing under his command engaged in combat operations in Vietnam. Upon his detachment in June 1965, he was awarded a Gold Star in lieu of a second Legion of Merit with Combat "V" for exceptionally meritorious service in "maintaining a skilled and highly motivated combat force" in Vietnam.

Upon his return to the U.S., he served as Director, Education Center, Marine Corps Development and Education Command, Quantico, VA., from July 7, 1965 until June 15, 1968, earning a Gold Star in lieu of a third Legion of Merit. Following this assignment, General Fontana was assigned duty as Deputy Commander, FMFPAC. A Gold Star in lieu of a fourth Legion of Merit was awarded him for service in this capacity from July 1968 until March 1970. Upon his return to the U.S., he became Commander MAB, Eastern Area/CG, MCAS Cherry Point, NC., until his retirement in July 1971.

General Fontana died on February 26, 1997, and was buried with full military honors at Arlington National Cemetery. He is survived by his wife, the former Beth Gillette of Evanston, IL., and four children; Susan Isaacs, Ann Landon, Mary Palmer and Paul, Jr.






## Joe J. Foss, Brigadier General, USAF

"Joe"

Date of Designation: 31 March 1941 NA # 7290

Dates of Active Duty: 31 March 1941 - 8 December 1945

Combat Tours:
WW II: VMF, Guadalcanal/Solomon Islands, Sep. 1942 - Apr. 1943.
CO, VMF-115, Emirau, St. Mathias Group. Feb. 1944 - Sep. 1944

Combat Awards:
Congressional Medal of Honor
Distinguished Flying Cross
Presidential Unit Citation

### Duty Assignment Chronology

Joseph Jacob Foss, one of the United States' outstanding aces of World War II and holder of the Nation's highest military award--the Medal of Honor--served two terms as Governor of the State of South Dakota, from January 1955 to January 1959.

As a Marine Reserve Captain, he was presented the Medal of Honor by the late President Franklin D. Roosevelt at ceremonies in the White House on May 18, 1943. The citation accompanying the award states: "For outstanding heroism and courage above and beyond the call of duty as Executive Officer of a Marine Fighting Squadron at Guadalcanal, Solomon Islands. Engaging in almost daily combat with the enemy from October 9 to November 19, 1942, Captain Foss personally shot down twenty-three Japanese planes and damaged others so severely that their destruction was extremely probable. In addition, during this period, he successfully led a large number of escort missions, skillfully covering reconnaissance, bombing and photographic planes as well as surface craft. On January 15, 1943, he added three more enemy planes to his already brilliant successes for a record of aerial combat achievement unsurpassed in this war. Boldly searching out an approaching enemy force on January 25, Captain Foss led his eight Marine planes and four-Army planes into action, and, undaunted by tremendously superior numbers, intercepted and struck with such force that four Japanese fighters were shot down and the bombers were turned back without releasing a single bomb. His remarkable flying skill, inspiring leadership and indomitable fighting spirit were distinctive factors in the defense of strategic American positions on Guadalcanal."

Joseph Foss was born April 17, 1915, on a farm near Sioux Falls, S. D. His father, Frank 0. Foss, a farmer of Norwegian ancestry, was killed in an automobile accident during a storm in 1933. His mother, of Scotch-Irish descent, was Mary Lacey.

Following his graduation from high school at Sioux Falls, Joe Foss attended Augustana College for one year and Sioux Falls College for three semesters. He then enrolled at the University of South Dakota, Vermillion, and graduated in 1940 with a degree in Business Administration. In college he fought on the boxing team and was a member of the track and football teams. His father had taught him to box, to ride a horse, and to shoot.

The future ace first became interested in flying when a squadron of Marine flyers staged an air show at Sioux Falls in 1932. Three years later he had his first airplane ride, paying five dollars to go up with a barnstormer. In 1937 he paid $65 on the installment plan for his first course in flying. Now and then he rented a Taylorcraft. In 1939 he took a Civil Aeronautics Authority flying course at the University of South Dakota and by the time he was graduated from college he had 100 hours of flying to his credit.

While in college, he served in the South Dakota National Guard from October 1939 to March 1940. Three months later he hitchhiked to Minneapolis to enlist in the Marine Corps Reserve. Of the 28 men applying, only he and another were

- Continued -

accepted on June 14, 1940 and assigned to inactive duty.

Honorably discharged from the Reserve on August 8, 1940, he accepted an appointment as an aviation cadet in the Marine Corps Reserve the following day. He was called to active duty August 23 and sent to Pensacola, Florida, for training. He completed further training at Miami, won his Marine wings and was commissioned a second lieutenant in the Marine Corps Reserve on March 31 1941. He was advanced to first lieutenant April 10, 1942 while serving as an instructor at Pensacola and was promoted to captain August 11, 1942 at Camp Kearney, California.

Captain Foss arrived at Guadalcanal in September 1942 and became a Marine Corps ace on October 29. Flying almost daily for one month he shot down 23 enemy planes during that period. Bagging three more later raised his total to 26, which tied the World War I record of the noted Captain Eddie Rickenbacker and set a new record for World War II. His 26 planes included 20 Zero fighters, four bombers, and two bi-planes.

While at Guadalcanal, Captain Foss was forced to make three dead-stick landings on Henderson Field as a result of enemy bullets crippling his engine. In November, he was shot down over the island of Malaita after accounting for three Zeros himself. Not being a good swimmer, he had trouble getting ashore. He was picked out of the water by natives in a small boat and learned from them that, had he been able to swim, the direction in which he was headed would have carried him to a place on the beach that was infested with crocodiles .

Captain Foss received the Distinguished Flying Cross from Admiral William F. Halsey for his heroism and extraordinary achievement in shooting down six Zeros and one bomber from October 13 to 30, 1942.

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Returning to the United States in April 1943, he reported at Headquarters Marine Corps, Washington, D. C., and the following month was sent on a tour of Navy preflight schools and Naval Air Stations where Marines were in training. After his 30-day rehabilitation leave, he went on a bondselling tour of the United States. Next he became engaged in a training assignment. He was promoted to major on June 1, 1943.

Back in the Pacific in February 19449 Major Foss became - squadron commander of Marine Fighting Squadron 115. He served in the combat zone around Emirau, St. Mathias Group, but failed to better his “shoot-down” record.

Major Foss returned to the United States in September 1944 and was ordered to Klamath Falls, Oregon . In February 1945, he became operations and training officer at the Marine Corps Air Station, Santa Barbara, California.

With the end of the war in August 1945, he requested to be released to inactive duty. He went on terminal leave in October but was ordered to Iowa that month to appear at Navy Day ceremonies in four cities there. Finally relieved from active duty on December 8, 1945, he was retained in the Marine Corps Reserve on inactive duty.

Major Foss was appointed a lieutenant colonel in the South Dakota Air National Guard in September 1946. Therefore he tendered his resignation from the Marine Corps Reserve on January 29, 1947. It was accepted effective September 19, 1946, the day prior to his acceptance of the Air National Guard commission. On September 20, 1950, he was promoted to colonel; and on October 129 1953, was advanced to the rank of brigadier general in the South Dakota Air National Guard.

In 1948 the future governor went into politics and won an election to the State (South Dakota) House of Representatives. Two years later he made an unsuccessful bid in the Republican gubernatorial primary. He returned to the State Legislature and in June 1954, won an overwhelming victory for the gubernatorial nomination. He was elected Governor of South Dakota the following November, and two years later was re-elected. In 1960 he was named Commissioner of the American Football League.

In addition to the Medal of Honor and Distinguished Flying Cross, Governor Foss' decorations and medals include: the Presidential Unit Citation, American- Defense Service Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal with three bronze stars, and the World War II Victory Medal.

Governor Foss and his wife, the former June Shakstad of Sioux Falls, have two daughters, Cheryl June and Mary Jo, and a son, Joseph Frank. Another son, Joseph Jacob, Jr., died at birth in 1945.

## Summary of Significant Career Events

(1) Credited with shooting down 26 enemy aircraft which tied the World War I record of the noted Captain Eddie Rickenbacker and set a new record for World War II. The 26 planes included 20 Zero fighters, four bombers, and two bi-planes.







## Richard E. Fowler, Rear Admiral, USN (Ret.)

Date of Designation: 15 June 1943

Dates of Active Duty: 1 October 1942 - 1 July 1974

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 500

Approximate Flight Hours:
Jet: 1,400 Prop: 4,100 VF/VA: 3,200
VT: 775 Other: 1,550

Combat Tours:
WW II: VF-15 (F6F), USS *Esse*x (CV-9), May 1944 - Nov. 1944. Marianas, Carolines, Philippines, Formosa, 1st and 2nd Battle of Philippine Sea - 75 missions.
Korea: VF-32 (F4U Corsair), USS *Leyte* (CV-32), Jul. 1950 - Nov. 1950. Sea of Japan - 60 missions.
Vietnam: CO, USS *Eldorado,* PHIBGRU ONE Flagship operating from Danang, Aug. 1967 - Feb. 1968.
Vietnam: CO, USS *Ticonderoga* (CVA-14), Mar. 1968 - Oct. 1969. Operating in the Gulf of Tonkin.

Aviation Commands:
CO, VAH-4, 1961 - 1962
Commander, Carrier Air Group ONE, 1962 - 1963.
Commander, Reconnaissance Attack Wing ONE, 1965-1967
CO, USS *Eldorado,* Aug. 1967 - Feb. 1968.
CO, USS *Ticonderoga* (CVA-14), Mar. 1968 - Oct. 1969
Commander Fleet Air Wing ONE, 1970 - 1973.

Combat Awards:
Navy Cross
Silver Star
Legion of Merit
Distinguished Flying Cross
Air Medal

## Duty Assignment Chronology

| | |
|---|---|
| 9/42-6/43 | Flight Training, Athens, GA., NAS Dallas and NAS Corpus Christi, TX. |
| 7/43-8/43 | VF Operational Training, NAS Opalaka, FL. |
| 9/43-9/45 | VF-15 (F6F), USS *Hornet* (CV-12) and USS *Essex* (CV-9). |
| 10/45-8/47 | NAF Dahlgren, VA. |
| 8/47-6/49 | NAS Olathe, Kansas, Officer-in-Charge, GCA Unit 11. |
| 6/49-12/49 | General Line School, Monterey, CA. |
| 1/50-3/52 | VF-32 (F4U), NAS Quonset Point, RI., USS, *Leyte* and NAS Sanford, FL. |
| 3/52-3/54 | NAS Cabaniss Field. |
| 5/54-6/56 | USS *Kearsarge* (CVA-33). |
| 7/56-1/57 | Armed Forces Staff College, Norfolk, VA. |
| 1/57-10/58 | VAH-9 NAS Sanford, FL. and USS *Saratoga* (CVA-60). |
| 10/58-7/60 | OPNAV, Washington, D. C. |
| 7/60-6/61 | Naval War College. |
| 7/61-6/62 | CO, VAH-4. |
| 6/62-7/63 | Commander, Carrier Air Group ONE, NAS Cecil Field, FL., and USS *Franklin D. Roosevelt* (CVA-42). |
| 7/63-12/64 | XO, USS *Independence* (CVA-62). |
| 1/64-7/67 | Commander, Reconnaisance Attack Wing ONE. |
| 7/67-7/68 | CO, USS *Eldorado*. |
| 8/68-10/69 | CO, USS *Ticonderoga* (CVA-14). |
| 10/68-7/70 | COMNAVAIRPAC. |
| 7/70-7/73 | Commander Task Force 72/Commander Taiwan Patrol Force. |
| 7/73-7/74 | Director for Logistics, CINCPAC |
| 7/1/74 | Retired from active naval service. |

## Summary of Significant Career Events

(1) Destroyed 4 enemy VF aircraft during intercept of Japanese Air Group attack in First Battle of Philippine Sea (1944).

- Continued -

Summary of Significant Career Events - continued

(2) Scored bomb hit on enemy battleship during Second Battle of Philippine Sea (1944).

(3) Destroyed total of 6 1/2 enemy aircraft in WW II (6 VF and 1/2 VP aircraft).

(4) With flight of 8 VF, blew up and sank enemy destroyer in Northern Marianas by repeated 50 cal strafing runs.

(5) While flying road recce with wingman ahead of U.S. infantry advance, sighted and attacked North Korean infantry company. Enemy dispersed and pinned down by repeated attacks until U. S. infantry arrived and captured entire company.

(6) Participated in development and ships characteristics for first real time military Tactical Data System (NTDS-ATDS) while at OPNAV, 1958 - 1959.

(7) Flew RA5C in DoD evaluation of Air Force and Navy terrain clearance radars in mountains at night, 1966.



**Richard L. Fowler, Rear Admiral, USN**

Rear Admiral Richard Labbitt Fowler was born on 13 May 1913 in Fargo, North Dakota to Arthur W. and Mabel L. Fowler. He graduated from Fargo High School and attended North Dakota State College for one year prior to entering the U. S. Naval Academy in 1932.

Following graduation and commissioning as an Ensign on, 4 June 1936, RADM Fowler served aboard the aircraft carrier USS *Lexington* as gunnery officer from June 1936 to June 1938. In July 1938, he reported to the Naval Air Station, Pensacola, Florida, for flight training. He was designated a Naval Aviator in August 1939 and was assigned to Scouting Squadron 71 which was based aboard the aircraft carrier USS *Wasp* from April 1940 to January 1941. In January 1941, RADM Fowler was assigned to NAS Pensacola as assistant, Flight Officer and Officer-in-Charge of the Gunnery School.

After leaving NAS Pensacola, he reported as Executive Officer to Composite Squadron 22 aboard the light attack carrier USS *Independence*. From September 1943 through January 1945, RADM Fowler was in command of Composite Squadron 5, and Carrier Division Air Group 26 attached to Task Unit 77.4.3. During this time his squadron participated in the battles of Saipan, Palau, Leyte Gulf and Iwo Jima.

From January 1945 to February 1947 RADM Fowler was Officer-in-Charge of Tactical Development Unit on the staff of Commander Fleet Air Wing, West Coast. He served as Commander Attack Carrier Group ELEVEN from February 1947 to June 1948 aboard the aircraft carrier USS *Valley Forge*. During this period, the USS *Valley Forge* made a world cruise lasting thirteen months.

July 1948 to January 1950 found RADM Fowler in the billet of Air Officer on the staff of Commander, Operational Development Force. After graduating from Armed Forces Staff College in July 1950, he was assigned to the staff of Chief, Naval Air Advanced Training in Corpus Christi, Texas as Single Engine Training Officer until June 1952.

In July 1952, RADM Fowler reported aboard USS *Leyte* as Executive Officer and in March 1953 became Commanding Officer. During the period from October 1953 through September 1955 he was Assistant Operations Officer for air on the staff of the Commander-in-Chief, Naval Forces Eastern Atlantic and Mediterranean, in London.

RADM Fowler attended the National War College during the 1955-1956 year and after graduation was assigned to the Assistant Secretary of the Navy for Air as Executive Aide. He left Washington, D. C. in May 1958 to become Commanding Officer of USS *Salisbury Sound* (AV-13). In October 1959 he assumed command of the aircraft carrier USS *Essex* (CVA-9) and stayed in that billet until September 1960.

On 20 October 1960, RADM Fowler reported once again to Washington, D. C. for duty as Executive Assistant and Aide to Chief of Naval Operations. In October 1961 he was named a member of the Net Evaluation Sub Committee of the National Security Council. In September 1962 he was ordered to Commander Naval Air Force, U. S. Pacific Fleet in San Diego as Chief of Staff and Aide.

On 23 August 1964, Rear Admiral Fowler assumed command of Patrol Force SEVENTH Fleet and U. S. Taiwan Patrol Force. Operating as "Watch Dog" of the SEVENTH Fleet, the Taiwan Patrol Force is the Naval component command of the U. S. Taiwan Defense Command. As Force Commander, Rear Admiral Fowler had operational control of all naval aircraft patrol squadrons in the Western Pacific as well as surface units assigned. A seaplane tender served as the Admirals Flagship. In September 1965 he became Chief of Naval Air Reserve Training, with headquarters at the Naval Air Station, Glenview, Illinois. Rear Admiral Fowler died on January 18, 1967 from injuries from a fire in his quarters at the Glenview Naval Air Station.

Rear Admiral Fowler holds the following decorations and service medals: Presidential Unit Citation to Task Unit 77.4.3: "For extraordinary heroism in action against powerful units of the Japanese Fleet during the Battle off Samar, Philippines, October 25, 1944. Silhouetted against the dawn as the Central Japanese Force steamed through San Bernardino Strait toward Leyte Gulf, Task Unit 77.4.3 was suddenly taken under attack...With one carrier of the group sunk, others badly damaged, and squadron aircraft courageously coordinating in the attacks by making dry runs over the enemy Fleet as the Japanese relentlessly closed in for the kill, two of the Unit's valiant destroyers and one destroyer escort charged the battleships point-blank and, expending their last torpedoes...went down under the enemy's heavy shells...The courageous determination and superb teamwork of the officers and men...of Task Unit

- Continued -

77.4.3 were instrumental in effecting the retirement of a hostile force threatening our Leyte invasion operations..."

Navy Cross: "For extraordinary heroism as Commanding Officer of Composite Squadron FIVE, attached to the USS *Kitkun Bay*, during action against enemy Japanese Fleet units in the Battle off Samar on October 25, 1944. Organizing and leading an airborne attack against a major enemy surface force which was in a position to annihilate a friendly escort carrier Task Unit, Commander Fowler contributed materially to the sinking of a cruiser and to the turning back of the enemy...saving our forces from almost certain destruction...personally scoring three heavy bomb hits on an enemy battleship as his flight inflicted further heavy damage on the hostile force..."

Distinguished Flying Cross: "For extraordinary achievement while participating in aerial flight from 27 July 1944 to 13 August 1944...during which he completed his twentieth flight.

Air Medal: "For meritorious achievement in aerial flight as Group Commander, Flight Leader and Air Coordinator of a Carrier-Based Air Group during attacks against enemy Japanese forces on Saipan and Tinian from June 15 to July 2, 1944...(He) led and directed numerous daring air strikes against enemy shipping and land installations, contributing materially to the success of our forces in this area..."

The Gold Stars in lieu of the second, third, fourth, fifth, and sixth Air Medals were for a "series of meritorious acts while participating in aerial flight," from June 14 to 28, 1944; June 29, 1944 to July 2, 1944; July 2 to 26, 1944; September 15 to 18, 1944; and from September 20 to October 20, 1944, respectively,

Navy Commendation Medal (posthumously): "For meritorious service as Commander Patrol Force SEVENTH Fleet and Commander Vietnam Patrol Force, SEVENTH Fleet during the period March through August 1965. Rear Admiral Fowler provided and directed the Air Patrol which supported the United States anti-infiltration efforts of the Republic of Vietnam. His large-scale utilization of sea planes from an advanced seadrome provided highly effective surveillance coverage and released many shore-based aircraft for other missions. As Commander Vietnam Patrol Force, (he) was responsible for both the air and surface surveillance of the thousand-mile coast of Vietnam with the assigned task of preventing infiltration of armaments and personnel into the Republic of Vietnam by sea. In carrying out his duties, it was necessary for him to coordinate his operations with the United States Army and the Armed Forces of the Republic of Vietnam. His fine sense of diplomacy was a major factor in establishing the close relationship and cooperation which were essential to the execution of this opera

In addition to the Navy Cross, the Distinguished Flying Cross, the Air Medal with five Gold Stars, the Navy Commendation Medal and the Presidential Unit Citation Ribbon (Task Unit 77.4.3), Rear Admiral Fowler had the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; National Defense Service Medal with bronze star; Armed Forces Expeditionary Medal (Vietnam); and the Philippine Liberation Ribbon.

Rear Admiral Fowler is survived by his wife, the former Mederies Coburn of Lewiston, Idaho and Seattle, Washington, and three children, Mrs. Deanne Fowler Dutton, Julia E. Fowler and Richard C. Fowler.

## Duty Assignment Chronology

| | |
|---|---|
| 6/36-6/38 | USS *Lexington* (CV-2). |
| 6/38-8/39 | NAS, Pensacola, FL. (Instruction). |
| 8/39-1/41 | Scouting Squadron 71. |
| 1/41-3/43 | NAS, Pensacola, FL. |
| 3/43-8/43 | XO, Composite Squadron 22 . |
| 8/43-1/45 | CO, Composite Squadron FIVE. |
| 1/45-2/47 | Staff, Commander Fleet Air, West Coast (OinC, Tactical Development Training). |
| 2/47-6/48 | Commander, Attack Carrier Air Group ELEVEN. |
| 6/48-1/50 | Staff, Commander Operational Development Force (Air Off.) |
| 1/50-7/50 | Armed Forces Staff College (Student) |
| 7/50-5/52 | Staff, Chief of Naval Air Advanced Training, NAS, Corpus Christi, TX. (Training Off.) |
| 5/52-3/53 | XO, USS *Leyte* (CV-32). |
| 3/53-9/53 | CO, USS *Leyte* (CV-32). |
| 9/53-6/55 | Staff, Commander in Chief, U. S. Naval Force, Eastern Atlantic and Mediterranean (Air Ops. Off.) |
| 6/55-6/56 | National War College (Student). |
| 6/56-7/58 | Office of the Ass't Secretary of the Navy for Air, Wash., D. C. (Naval Aide). |
| 7/58-9/59 | CO, USS *Salisbury Sound* (AV-13). |
| 9/59-10/60 | CO, USS *Essex* (CVA-9). |
| 10/60-10/61 | Office of CNO (Executive Ass't & Aide) |
| 10/61-10/62 | Office of Secretary of Defense, (Staff Off., Net Evaluation Sub-Committee, NSC). |
| 10/62-8/64 | COMNAVAIRPAC (C/S and Aide). |
| 8/64-8/65 | Commander, Patrol Force SEVENTH Fleet/ Commander, U. S. Taiwan Patrol Force/ Commander, Fleet Air Wing ONE |
| 8/65-1/67 | Chief of Naval Air Reserve Training, NAS, Glenview, Ill. |

MEDALS AND AWARDS

Navy Cross
Distinguished Flying Cross
Air Medal with silver star in lieu of five subsequent awards
Navy Commendation Medal
Presidential Unit Citation awarded Task Unit 77.4.3
American Defense Service Medal with Fleet Clasp
American Campaign Medal
Asiatic-Pacific Campaign Medal
World War II Victory Medals
Navy Occupation Service Medal with Europe Clasp
China Service Medal, and others.


1944


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## Marvin J. Franger, Captain, USN (Ret.)

"Marv"

Date of Designation: 12 March 1942 NA # 11168

Dates of Active Duty: 30 June 1941 - 30 June 1972

Total Flight Hours: 3,690

Carrier/Ship Landings: Fixed wing: 351

Approximate Flight Hours:
Jet: 985 Prop: 2,705 VF/VA: 2,638
VR/VP: 296 VO: 80 VS: 114

Combat Tours:

WW II: VF-9 (F4F) USS *Ranger*, 8 - 12 Nov. 1942. First combat invasion of Northwestern Africa (Operation Torch) - 8 Missions.

WW II: 1st Pacific Tour. VF-9, USS *Essex* (Pacific), Apr 1943-Feb 1944:

- 29 Aug. 43 - 1 Sept Raid on Marcus Island;
- 5 - 6 Oct. 43 - Raid on Wake;
- 11 - 12 Nov. 43 - Raid on Rabaul;
- 18 - 23 Nov. 43 - Battle of Tarawa;
- 4 Dec. 43 - Raid on Kwajalein;
- 29 Jan.- 5 Feb. 44 - Battle of the Marshalls;
- 16 - 17 Feb. 44 - First raid on Truk;
- 22 Feb. 44 - Saipan. End 1st Pacific tour. On USS *Essex* - 36 missions

WW II: 2nd Pacific Tour. 14 Feb. 45. - 8 Jun. 45

- 14 Feb -1 Mar 45 - First raid on Tokyo, strikes on Iwo Jima in support of landings.
- 6 Mar. 45 - Air Group Nine transferred to the USS *Yorktown*.
- 15 Mar.-8 Jun. 45 Strikes and support of Okinawa invasion VF-9 (F6F-5). Totals: 42 missions.

WW II air record 9 kills, 4 damaged and 9 destroyed on ground. 78 total combat missions.

Aviation Commands:
CO, Observation Squadron 2 (SC-1), May 1948 - Jan. 1949, NAS Norfolk, VA.
CO, VF-61 (F9F-8), Oct. 1955 - Sep. 1956.
O-in-C, ATU-212, Oct. 1956-Jan. 1959, NAS Kingsville, TX.
Commander Air Group 19, Jun. 1959 - May 1960.

Combat Awards:
Silver Star
5 Distinguished Flying Crosses
7 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 6/41-3/42 | Flight Training (Dallas E Base - NAS Jacksonville for Primary and Basic - NAS Miami for advanced training). |
| 3/42-6/45 | Orders to VF-9 via Advanced Carrier training group, NAS Norfolk. |
| 7/45-9/45 | Training command, NAS Corpus Christi, TX. |
| 10/45-1/48 | Naval Air Test Center (Armament Test) NAS Patuxent River, MD. |
| 2/48-4/48 | Leave and travel to NAS Jacksonville for sea plane checkout in SC-1 |
| 5/48-1/49 | Observation Squadron Two, NAS Norfolk, VA |
| 2/49-9/51 | Commander Second Fleet staff (Assistant Air Operations). |
| 10/51-7/53 | Navy Special Weapons Test Unit, later changed to Naval Air Special Weapons Facility, Kirkland Air Force Base, Albuquerque, NM. |
| 8/53-1/54 | Armed Forces Staff College (student) |
| 2/54-9/55 | VX-3, NAS Atlantic City, NJ. Project Officer. |
| 10/55-9/56 | VF-61, NAS Oceana, VA. Med Deployment March-September 1956, USS *Intrepid*. |
| 10/56-1/59 | Naval Air Training Command (ATU 212), Kingsville, TX. |
| 2/59-5/60 | CAG-19 via RAG training at Miramar and Moffit. PAC deployment November 1959 - May 1960. USS *Bon Homme Richard*. |

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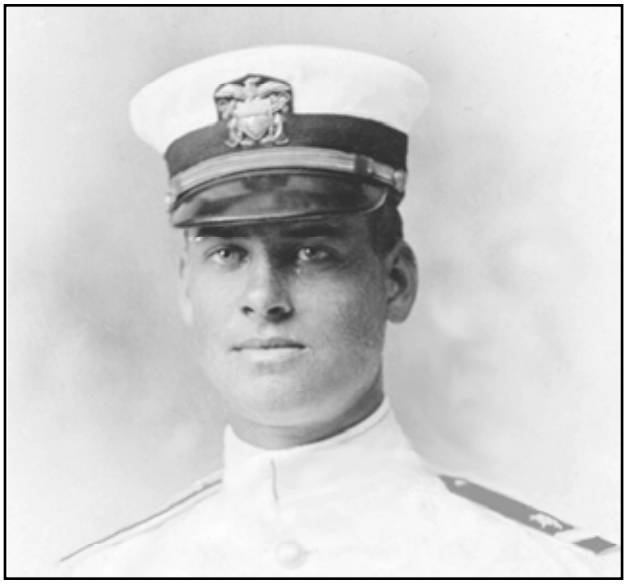
| | |
|---|---|
| 6/60-7/63 | Staff, Commander Fleet Air San Diego (Operations Officer and Chief of Staff). |
| 7/63-6/66 | Naval Material Command/Navy Liaison Officer to the Air Force System Command at Andrews Air Force Base, MD. |
| 7/66-6/70 | Staff, Commander-in-Chief Naval Forces Europe, London, England. |
| 7/70-6/72 | Naval Material Command/Director, Navy Logistics/Program Management School at Anacostia. |
| 6/30/72 | Retired from active duty. |

## Summary of Significant Career Events

(1) Test Pilot at Naval Air Test Center (Armament Test) Oct 1945-Jan 1948. As a project pilot, conducted armament tests on:
- F8F-1C new 20MM installation.
- SC-2 (new a/c) Gun and Rockets.
- AM-1 (new a/c) Guns Rockets and Bombs.
- Service Acceptance Armament Trials of the FD-1/ FH-1 (Phantom Pilot #30) 50 caliber machine gun installation.

(2) As project officer at Naval Special Weapons Facility (Oct. 1951-Jul 1953), conducted compatibility tests of aircraft and special weapons on the AD, F3D and F2H-2/3. Modified weapons as necessary to attain a safe separation prior to the development of the ejection bomb racks for the F2H and F3D. Due to lack of equipment, started the development of the loft bombing delivery technique with a modified bomb sight to determine the proper weapon release angle and best escape maneuver for the AD, F3D and F2H. Conducted on instrumented ranges.

(3) Project Officer at VX-3, Feb 1954-Sep. 1955. Participated in the development project for the new TACAN and the Mirror Landing Systems. Conducted proof flights to attain at least a 1,000 mile radius delivery capability for the AD-6/AD-5N. Made one low level, 13 hour flight from the USS *Midway* on Oct 11, 1954, which was over 1,000 miles. Made the 3rd mirror landing on the USS *Bennington* on Aug. 22, 1955, the first US Navy carrier with an installed mirror landing system.





**Stephen A. Freeman, LTJG, USN (Ret.)**
**and Colonel, U.S. Army Reserve**

Date of Designation: 12 June 1918 NA # 1091

Dates of Active Duty: 8 May 1917 - 19 December 1918

Total Flight Hours: 465

Carrier/Ship Landing: All landings on water

Approximate Flight Hours: Prop: 465

## Summary of Significant Career Events

(1) I was born on May 9, 1898. I am now 98 years old.

(2) On May 8, 1917 (still 18 years old), I was sworn in as Quartermaster (QM) 1st Class for Aviation at Charlestown (Boston) Navy Yard.

(3) I was called to active duty at the Naval Air Ground School (just activated) at the Massachusetts Institute of Technology in Cambridge.

(4) After graduation, I was sent to the Naval Air Base at Hampton Roads, Virginia. There, in September 1917, I had my first flight in a Burgess Ng - helmet, goggles, seat belt, no parachute. I never had a parachute on my back!

(5) Chesapeake Bay froze over in December and I was sent to Pensacola (a dream come true). After 37 hours solo, I became a Qualified Naval Aviator, but Washington waited until after my 20th birthday (no teenagers!). I was commissioned June 12, 1918, as Naval Aviator Number 1091.

(6) New planes arrived: the two-pontoon Curtis R-6; then the boat-planes - Curtis F-boat. then the Curtis HS-1 and HS-1L (with Liberty motor). I was appointed instructor.

(7) June 12, 1919, I was sent to Rockaway Station, N.Y., located outside New York harbor to protect its shipping, and the scores of convoys headed for Europe, and patrol the Long Island and New Jersey coasts. We preferred the HS-2L aircraft, which carried two bombs.

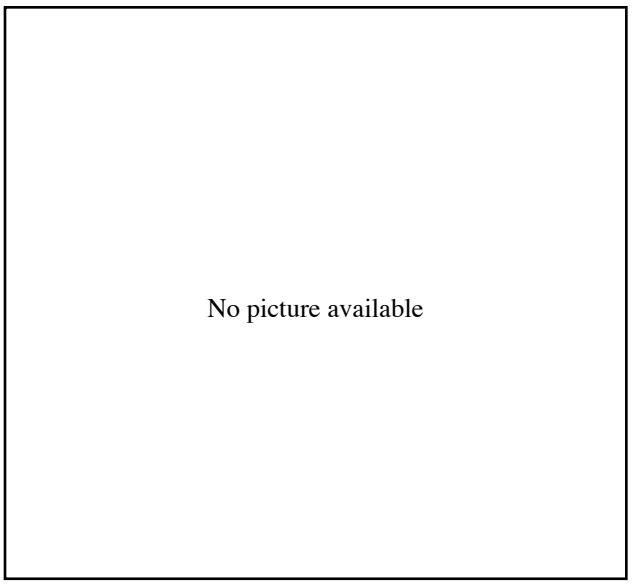
(8) German submarines cruised the North Atlantic coast, sank ships off Cape Cod, but I never saw one. The cruiser USS *San Diego* was sunk near Fire Island, but probably by a mine. Several freighters were sunk by German mines.

(9) I accompanied the convoy on December 4, 1918, that took President Wilson to the Peace Conference in Paris.

(10) After the armistice, I was released from active duty on December 18, 1918, and returned to Harvard College.

(11) From May 1945 to January 1946, I served as “Field Grade Officer” in the U. S. Army’s I and E Division, as Chief of the Liberal Arts Section in the American University in Biarritz, France.

(12) From April 1949 to May 1956, I served as Colonel in the U. S. Army Reserve, in a S.I.R.A unit at Middlebury College.




## Fred Harrison Gage, LCDR, USNR

Naval Aviator #265

Born April 4, 1896 in Bradford, Massachusetts, son of Edward Augustus Gage and Addie Laura Gage. He attended Phillips Exeter Academy and the University of Alabama. While attending school be played football and basketball.

### Duty Assignment Chronology

Enlisted U. S. Navy, May 6th, 1917.
Navy Airman's Certificate, 1917.
Aviation Designation, August 10, 1917.
Discharged U. S. Navy - Special Order of Secretary of Navy, October 11, 1917.
Enrolled Naval Reserve Force, October 12, 1917.
Naval Aviator's Designation No. 265, November 26, 1917.
Commissioned Ensign USNRF-5, January 17, 1918.
One of first instructors H-12's and H-16's. .
Transferred to Naval Air Station, San Diego, California, August 1918.
Instructor and Officer-in-Charge Ground School.
Provisional Lieutenant (jg) USNRF-5. October 1, 1918,
Inactive Duty, April 1, 1919. (Maintained proficiency while inactive by taking training each year.)
Active Duty, Naval Air Station, Pensacola, FL., September 20, 1920
Commander Squadron IV.
Provisional Lieutenant USNRF-5,, July 1, 1920
Victory Medal, December 10, 1920.
Transferred Naval Air Station, Coco Solo, CZ. August 1921.
Squadron Commander- Senior Squadron Command and acting Executive.
Re-enrolled Naval Reserve, October 10, 1921,
Inactive Duty, July 1, 1922.
Transferred, USNR as confirmed Lieutenant, dated July 1, 1920.
Commander Aviation 3rd Division 31st VT Squadron, October 1, 1925.
Promoted Lieutenant Commander USNR dated July 1, 1929.
Commander VN-8RD8, 1st Aviation Division, April 18, 1930.
Transferred to Class A-V(G) USNR, October 1, 1930.
Honorarily Retired Lieutenant Commander USNR, September 1, 1936
Active Duty, NAS Jacksonville, FL., Nov. 1 19??

He married Anna Elizabeth Bell of Pensacola, Florida on April 4, 1918. They had two children; Fred Harrison Gage Jr., and Eleanor Adeline Gage.






**Robert E. Galer, BGEN, USMC (Ret.)**
"Bob"

Date of Designation: 6 April 1937

Dates of Active Duty: 1 June 1935 - 1 July 1957.

Total Flight Hours: 6,000* (* is estimated)

Carrier/Ship Landings: Fixed wing: 100*

Approximate Flight Hours:
Jet: 500 Prop: 5,500 VF/VA: 3,000*
VR/VP: 1,000* Other: 1,000*

Combat Tours:
WW II: Dec.7, 1941, Pearl Harbor; June 1-10 Kawaii (Midway); VMF-224, Aug. 1942 - Nov. 1942, Guadalcanal - 50 combat missions.
Jan 1945 to May 1945, Iwo Jima, Philippines and Okinawa (D-Day to approximately D+20 in each place), attached to 10th U.S. Army.
Korea: CO, MAG-12, May 24 - Aug. 5, 1952, approximately 20 combat missions.

Aviation Commands:
CO, VMP-224, May 1942 - Nov. 1942.
Commandant of Cadets, Corpus Christi, Jun. 45 - May 47.
CO, MAG-12, K-6 Korea, 1952.

Combat Awards:
Congressional Medal of Honor
Legion of Merit with Combat "V"
Distinguished Flying Cross with one Gold Star
Distinguished Flying Cross (British Award)
Air Medal with 4 Gold Stars
Purple Heart

## Duty Assignment Chronology

| | |
|---|---|
| 6/35-6/37 | Flight Training (NAS Sandpoint, Seattle and NAS Pensacola). Aviation Cadet 2nd Lt. in 1936. |
| 12/36-6/36 | VMF-2, Quantico, VA. |
| 6/37-6/38 | Basic School, Philadelphia (Aircraft Factory). |
| 6/38-5/40 | VI VMS-III, St. Thomas, VI. |
| 5/40-1/41 | Coronado, CA. |
| 1/41-8/42 | VMF-211, Ewa, Hawaii and 1st CO, VMF-224, March 1942. |
| 8/42-11/42 | CO, VMF-224, Guadalcanal . |
| 12/42-4/43 | Operations Officer-Air, FMFPAC, NAS San Diego, CA. |
| 4/43-8/43 | Army Command and Staff College, Ft. Leavenworth, Kansas. |
| 9/43-1/45 | Ewa, Hawaii, Staff. |
| 2/45-3/45 | LFASCU D-Day , Iwo Jima, 10th Army. |
| 3/45-4/45 | LFASCU D-Day, PhiIippine Islands, 10th Army. |
| 4/45-6/45 | LFASCU D-Day, Okinawa, 10th Army. |
| 6/45-6/47 | Commandant of Cadets, NAS Corpus Christi, TX. |
| 1947 | Command and Staff School, Norfolk, VA. |
| 1948 | MAG Executive Officer, Cherry Point, NC. |
| 6/49 | Special Service Officer, Cherry Point, NC. |
| 1959 | Plans Officer, COMNAVAIRPAC, San Diego, CA. |
| 1951 | Staff- Korea, K-3. |
| 1952 | CO, MAG-12, Korea K-6. |
| 1953 | Wing Operations Officer, MCAS El Toro, CA. |
| 1954 | U. S. Air Force Command and Staff School, Montgomery, AL. |
| 1955-57 | Director of Guided Missiles, BuAir, Washington, D. C. |
| 1957 | Retired from active duty. |

## Summary of Significant Career Events

(1) Congressional Medal of Honor.

- Continued -

Summary of Significant Career Events continued

(2) Picture at upper left - Poor “Barbara Jane”. This is a picture taken at Guadalcanal in September, 1942, of my favorite airplane, "Barbara Jane." A week after this picture was taken, we got in a big fight with about 20 Jap fighters plus 20 Jap bombers. "Barbara Jane" and I shot down 2 Jap planes before we were shot down. As a result, we landed in the water near Florida Island, about 25 miles from our landing field at Guadalcanal. "Barbara" immediately began to sink (she could not swim) and I had to swim off and leave poor "Barbara Jane." As I reached the shore, I could see three men with rifles heading my way. I crossed the beach and got behind a log and tried to dry off my weapon.

When the three natives reached me, I said, "Drop your weapons." They laughed and said, "Me friendly, me Christian", but did not drop their weapons. Three times I ordered, then decided they were Christians.

So having captured (?) them, I let them take me back to their village. They actually were part of the "Australian Coast Watcher Team”. That afternoon by canoe (native boat with paddles) they took me back to the nearest place with Marines. The next morning, my group sent over an Amphibian to pick me up.

Poor "Barbara Jane" still rests on the ocean floor.

(3) Lost an F3F requalifying on a carrier off San Diego in 1939. A submarine found it and the Navy brought it up a couple of months later. My wife Sharon and I met it at the dock in San Diego. The museum in San Diego restored it and it is now in the Pensacola museum.

(4) My oldest son, U. S. Air Force retired fighter pilot says, and I quote, “If you count the F3F, and you were shot down four times, that makes you an Enemy Fighter Ace - you lost five airplanes.”



**Matthias B. Gardner, Admiral, USN**

Matthias Bennett Gardner was born in Washington, D. C., on November 28, 1897, son of Frank D. and Ellen Crum Gardner. He attended Tennessee Military Institute, Sweetwater, Tennessee, and Pennsylvania State College, before entering the U. S. Naval Academy from the Twenty-first District of Pennsylvania in 1915. As a Midshipman he participated in boxing and rowing and was on the staff of the Lucky Bag and the Log. Graduated and commissioned Ensign on June 6, 1918, with the Class of 1919, he subsequently attained the rank of Rear Admiral, to date from July 19, 19 3. He served in the rank of Vice Admiral as Commander SECOND Fleet; Commander SIXTH Fleet; Deputy Chief of Naval Operations for Air; DCNO (Operations) and DCNO (Plans and Policy), On August 1, 1956 he was transferred to the Retired List of the U. S. Navy and was advanced to the rank of Admiral on the basis of combat awards.

After graduation from the Naval Academy in 1918, he had brief duty in the USS *North Carolina* before being ordered to the Destroyer Force, based at Brest, France, during World War I. He later had duty in the USS *Drayton*, operating on convoy duty and remained, on board until December 1919. Three months' service in the USS *Jarvis* preceded fitting out duty in the USS *Biddle*, and service aboard her commissioning, April 22, 1919 to November 1920. During his period of service, the *Biddle* was one of the guard ships for the trans-Atlantic flight of the NC seaplanes in May 1919, and she was later attached to the U. S. Naval Detachment in Turkish Waters during the Russian Revolution.

He next served as Engineer Officer of the USS *McFarland* operating in the Near East and during the evacuation of Greek Nationals from Asia Minor in the summer of 1921. Returning to the United States in January 1922, he had flight training at the Naval Air Station, Pensacola, Florida, and on June 9, 1922 was designated Naval Aviator. The next month he reported to Commander Aircraft Squadrons, Atlantic (later Battle) Fleet, Assigned to Spotting Squadron 2 (redesignated Observation Squadron 2), attached to the USS *Aroostook*, he served with that unit until July 1924.

He had two years' duty as an Instructor at the Naval Air Station, Pensacola, and in September 1926 was transferred to Kelly Field, Texas, for the course at the Advanced Air Corps Flying School. Completing instruction in March 1927, he joined Fighting Squadron 5 attached to the aircraft tender *Wright* until March 1928, and later to the carrier *Lexington*. His squadron was redesignated Bombing Squadron 1, on July 1, 1928, and a year later he was assigned to the Naval Air Station, Anacostia, D. C., where he served as Operations Officer until June 1931.

While In Washington, D. C., he carried out inverted flight tests which proved of value in determining the necessary load factors for fighter type planes. He was assisted in those experiments by Rear Admiral (Lieutenant) Aaron P. Storrs, USN, and Rear Admiral (Lieutenant) Frederick M. Trapnell, USN. Leading his two associates he developed a series of formation maneuvers which were regarded as the most excellent "back" flying ever exhibited in this country, and the three aviators who skimmed through the skies in an upright position, suddenly "turned over on their backs" and continued in flight, were named the "Three Flying Fish." The aerobatics particularly studied were the pull-out from an inverted dive, inverted snap-rolls entered at various speeds, the inverted "outside" spin and the "outside" spin.

Detached from duty at Anacostia in July 1931, he joined Fighting Squadron 6, operating from the USS *Saratoga*, and served first as Executive Officer and later in command of that squadron. From June 1933 to June 1934 he was attached, as Gunnery and Tactical Officer, to the staff of Commander Aircraft, Battle Force, USS *Saratoga*, flagship. He had a two-year tour of duty at the Naval Air Station., Pensacola, and returned to the USS *Saratoga* to serve until June 1937 as Assistant Air Officer and Carrier Representative. The latter title was the forerunner of the present Air Group Commander.

In June 1938 he returned to the United States, and served until June 1940 as Officer in Charge of the Aviation Section, Ship's Movement Division, Office of the Chief of Naval Operations, Navy Department, Washington, D. C. He then went to sea again this time as Executive Officer of the USS *Wright*, and in May 1941 he joined the staff of Commander Aircraft, Scouting Force, as Chief of Staff and Aide (redesignated on April 30, 1942, Commander Patrol Wings). He was on duty in that capacity when the United States entered World War 11 on December 8, 1941.

- Continued -

Transferring in a like duty to the staff of Commander Aircraft, South Pacific, in May 1942, he was awarded a Distinguished Service Medal "For exceptionally meritorious services..." during the period May 19 to November 21, 1942. The citation states that through his invaluable assistance to the Commander Aircraft, South Pacific Force, and his inspiration to the aircraft squadrons of the Allied Forces in that area, (he) was largely responsible for the development and expansion of shore and tender bases, the maintenance of scouting and striking flights, and the establishment of effective cooperation between those air units of the United States, Australia and New Zealand assigned to duty on the island bases..."

In December 1942 he returned to the United States to serve as Aviation Officer of the Plans Division at Headquarters of the Commander in Chief, U. S. Fleet. Detached on October 21, 1943, he assumed command an November 7 of the USS *Enterprise*. Under his command, that carrier, as flagship of Commander Carrier Division 11, participated in the invasion of the Gilbert Islands, where she provided air support for the landings on Makin Island; took part in raids on Kwajalein Atoll in the Marshalls on December 4, 1943; and participated in the Marshall Islands invasion in January and February 1944, she took part in the first carrier strikes against Truk; the occupation of Emirau; strikes on the Caroline Islands; second raid against Truk, and the assault and occupation of Hollandia; and later in the capture of Saipan, the Marianas "Turkey Shoot"; and the first battle of the Philippine Sea, in June 1944.

He was awarded the Legion of Merit with Combat "V," for "exceptionally meritorious conduct...as Commanding Officer of the USS *Enterprise* during her operations against the enemy in many theaters of war in the Western Pacific... He is also entitled to the Ribbon for, and a facsimile of., the Navy Unit Commendation awarded the USS *Enterprise*.

Detached from command of the *Enterprise* on July 9. 1944, he assumed command of Carrier Division 11, and in December of that year transferred to command of Carrier Division 7. He was awarded the Bronze Star Medal with Combat "V," for "meritorious achievement..." during operations in the Pacific War Area during March 1945. The citation continues in part: "...Ordered to take command of the fast carrier task group when the flagship of that force was put out of action by enemy air attack...(he) assumed his urgent responsibilities with resolute determination and, skillfully interposing the task group between the damaged flagship and the enemy coast, maintained vigorous offensive operations against formidable Japanese defenses until his own flagship sustained damage which deprived her of efficient communication facilities..."

Returning to the United States, he reported on May 16, 1945 as Assistant Chief of Staff for Plans, to the Commander in Chief, U.S. Fleet, and was awarded a Gold Star in lieu of a Second Legion of Merit. The citation states in part: "...Exercising judgment, vision and professional skill, (he) rendered outstanding service as a member of the Joint Staff Planners in Washington and at the Conference of the United Nations Military Staffs at Potsdam..."

On October 10, 1945, in accordance with Executive Order #9635 he was designated Chief of the Strategic Plans Division, Office of the Chief of Naval Operations, Navy Department. He remained in that assignment until August 1946, when he assumed duty as Commander Naval Air Bases, Fourteenth Naval District, Pearl Harbor, T. H. He served a two year tour of duty there, and in August 1948 returned to the United States and was again assigned to the Office of the Chief of Naval Operations, this time as Assistant Chief of Naval Operations.

In August 1950 he was designated Commander SECOND Fleet, and on March 19, 1951 was transferred to duty as Commander SIXTH Fleet. He continued to serve in that command until May 31, 1952 when he was appointed Deputy Chief of Naval Operations for Air, Navy Department. On March 10, 1953 he became Deputy Chief of Naval Operations (Operations), and on June 1, 1954, assumed the duty of Deputy Chief of Naval Operations (Plans and Policy). He was serving as such when relieved of all active duty pending his retirement, effective August 1, 1956.

In addition to the Distinguished Service Medal, the Legion of Merit with Gold Star and Combat "V," and the Bronze Star Medal with Combat "V," and the Navy Unit Commendation Ribbon (USS *Enterprise*), Admiral Gardner has the World War I Victory Medal, Destroyer Clasp (USS *Drayton*); the American Defense Service Medal, Fleet Clasp; the Asiatic-Pacific Campaign Medal; World War II Victory Medal; the National Defense Service Medal; and the Philippine Liberation Ribbon.

He was married to the former Helen Shippey of Neodesha, Kansas. They had two sons, Bennett and Joel Gardner.



**Artemus L. Gates,**

Assistant Secretary of the Navy (Air), 9/5/41 - 7/3/45
Under Secretary of the Navy, 7/3/45 - 12/31/45
Naval Aviator #65

Artemus L. Gates was in the post of Under Secretary of the Navy little more than a month when the tremendous task of supervising the demobilization of a major part of the 3,389,000 uniformed personnel and the more than 750,000 civilian employees of the Naval Establishment burst upon him with the unconditional surrender of Japan, announced by President Truman on the evening of August 14, 1945.

Mr. Gates, who was sworn in as Under Secretary of the Navy on July 3, 1945, had previously served for almost four years as Assistant Secretary of the Navy for Air, in which post he was largely responsible for the building of the Naval air power which proved so vital in bringing about the defeat of Germany and Japan. Thus on the shoulders of the man who directed the forging of Naval Aviation into the most powerful weapon of its kind in the world fell the gigantic problem in reverse of large responsibility for the transition of a stupendous war machine to a peacetime basis. In addition to the vast and intricate details encompassed in the direction of the Navy's personnel, uniformed and civilian, and the general administration of the Department of the Navy, the further scope of the Under Secretary's duties were best gauged by a resume of the varigated activities which reported directly to him. They were; The Administrative Office; Board of Decorations and Medals; Board of Medical Examiners; Board of Review, Discharges and Dismissals; Office of Industrial Relations; Industrial Survey Division; Joint Army and Navy Committee on Welfare and Recreation; Management Engineer's Office; Naval Clemency and Prison Inspection Board; Naval Examining and Retiring Boards; Naval Retiring Review Board; Office of the Judge Advocate General (except for matters of legislation and taxation); Office of War Savings Bonds; and Transportation Branch.

As Under Secretary of the Navy, Mr. Gates succeeded Ralph A. Bard of Chicago, Illinois, who resigned to return to private business. As Assistant Secretary of the Navy for Air, Mr. Gates directed the huge expansion of Naval Aviation from 6,000 planes, 6,300 trained pilots and seven carriers to a mighty force of more than 37,000 planes of greatly superior types, over 55,000 pilots and about 100 carriers of all types, including the doughty escort carriers. Achieving it was a tremendous job of visualizing the huge requirements for pilots, carriers and planes, their maintenance, and the shore facilities necessary to support them; and of seeing the great training and procurement programs carried through.

To his public service with the Navy, Mr. Gates brought a distinguished combat record as a Naval Aviator in World War I, a continuing peacetime interest in aviation, and a career of prominence in banking.

James Forrestal, when Under Secretary, interested the late Secretary of the Navy Frank Knox in Mr. Gate's appointment as Assistant Secretary for Air. Forrestal and Gates had long been friends, and made a good team as Secretary and Undersecretary of the Navy. The office of Assistant Secretary of the Navy for Air was created in 1926 by Act of Congress. Mr. Gates was the third man to hold this office, Edward P. Warner (1926-1929) and David S. Ingalls (1929-1932), but the office had remained vacant from 1932 until Mr. Gates took the oath on September 5, 1941, three months before the Japanese attack on Pearl Harbor.

During his service in Washington Mr. Gates flew 313,859 miles and spent 1,725 hours in the air before September 15, 1945. In September 1944 he witnessed strikes on Palau and the Philippines from an Essex-class aircraft carrier. In January 1945 he made a trip of 27,036 miles to Leyte and Lingayen Gulf while fighting was still fierce in the Philippines. He served as an official advisor to the delegation of the United States to the United Nations Conference on International Organization which met in San Francisco on April 25, 1945. In any temporary absence of the Secretary of the Navy, he succeeded as Acting Secretary of the Navy.

Prior to his resignation, which became effective on December 31, 1945, Mr. Gates was presented a Gold Star in lieu of a Second Distinguished Service Medal by the late Secretary of the Navy Forrestal at a ceremony in the Navy Department. (He had been awarded the Distinguished Service Medal for World War I service.) Mr. Gates directed the establishment of facilities for the maintenance and training programs necessary to effect the combination of air-sea power which ultimately eliminated the submarine menace in the Atlantic, and which, spearheading the Allied offensive across the Pacific, blasted and destroyed enemy coastal defenses in advance of every amphibious landing and provided decisive support during major naval engagements with the Japanese Fleet. Taking office as Under Secretary of the Navy on July 3, 1945, Mr. Gates completely justified the confidence reposed in him by the Secretary of the Navy, consistently handling the general administration of the Department of the Navy with discerning judgment and skill. When the unconditional surrender of Japan was accepted by the Allied Nations on September 3, 1945, Mr. Gates rendered immediate assistance to the Secretary in formulating plans and policies for the demobilization of wartime Naval personnel and civilian employees of the Navy, accomplishing this

monumental task well in advance of his scheduled plans. A brilliant and forceful leader, Mr. Gates served his country as he served the Navy, with great moral courage and unwavering devotion to the fulfillment of his solemn obligations.

EARLY LIFE

Artemus L. Gates was born on November 3, 1895, in Cedar Rapids, Iowa, the son of Marvin John Gates and Erma Lamb Gates. The family moved in 1899 to Clinton, Iowa, where Artemus Gates attended public schools. He later had four years at Hotchkiss School in Lakeville, Connecticut, and after graduation entered Yale. In college he was active in sports, being a member of the freshman football and track teams, the 1915-1916 university football teams, and the 1916 university track team. At the end of the season he was selected by Walter Camp as tackle for a second All-American Team. He was also Captain-elect of the 1917 Yale Football Team. During summer vacation of 1915, he attended the Army Training Camp at the Presidio, San Francisco, California, and the next summer, with Robert A. Lovett and F. Trubee Davison, he did his first flying, using a flimsy flying boat named the "Mary Ann." Davison's father, the late Henry P. Davison, presented this nucleus of the "Yale Unit" with a cedar flying boat, superior to the "Mary Ann," and the three qualified as fliers that summer, making solo flights after approximately five hours in the air.

In March 1917, before the United States declared war, Mr. Gates left college and on March 24 enrolled in the United States Naval Reserve Force at New London, Connecticut, with rank of Ensign, for a four-year term. After training at West Palm Beach, FL., and at Huntington, Long Island, he qualified as a Naval Aviator No. 65. Ensign Gates embarked for overseas on August 15, 1917. During his first three months in France, he was graduated from the French Aviation School at Tours, receiving French military wings, and from the French Naval Air School at San Raphael on the Riviera, where he received his French naval wings. On November 29, 1917, by then a LTJG, he was sent to the U. S. Naval Air Station at Dunkirk where he served as Chief Pilot and at one time as Intelligence Officer. With the rank of LT, he was made Commander of the station on July 1, 1918, and served in that capacity until he was shot-down over German territory and captured. A dangerous rescue by LT Gates of British airmen shot down at sea is described in Volume II of "The First Yale Unit-A Story of Naval Aviation, 1916-1919," by Ralph D. Paine. The U. S. Navy awarded him the Distinguished Service Medal for this rescue. He was awarded the Distinguished Flying Cross by the Government of Great Britain for the same rescue, and from the French received the Croix de Guerre with Palm and was made a Chevalier of the Legion of Honor. Lieutenant Gates volunteered to fly with the Escadrille de Saint-Pol, a French unit flying Spads (landplanes) which was based at the Dunkirk station. On a flight over Belgium on October 4, 1918, the French Squadron was attacked by much larger German forces, and LT Gates was shot down behind the enemy lines and made a prisoner of war. To keep his plane useless to the Germans, he set fire to the gasoline dripping from it. After making several futile attempts to escape, he succeeded by jumping from a railroad train as it was passing through a tunnel enroute from Karlsruhe to Villengen on November 2, 1918. He set out for the Swiss border, and was within three paces of it in the German section of Constance when he was recaptured. He was released on November 26, 1918, and returned to the United States. LT Gates was detached from active duty at Great Lakes, Illinois, on January 27, 1919. On April 29, 1919, he took oath as LCDR in the Naval Reserve, to rank from October 1, 1918.

Admiral William S. Sims, Commander U. S. Naval Forces in Europe, during World War I, in a tribute to the First Yale Unit, wrote as follows of Gates: "LCDR Artemus L. Gates was one of three, of a naval force of some 5,000 officers and 75,000 enlisted men, whom I recommended for the Congressional Medal of Honor. He commanded our naval air station at Dunkirk with marked efficiency and under almost constant shell and bomb fire from the enemy. He rescued the crew of a British air patrol which was wrecked in the sea off Ostend, for which he was awarded the Distinguished Flying Cross by the British Government. This act of bravery was not a duty required of this officer and demonstrated the highest type of intrepidity and resourcefulness. Gates took part in many flights over the lines, was shot down in combat, and made prisoner by the enemy. He made heroic and determined efforts to escape. Throughout his service he was an example of modesty and unceasing attention to duty." Josephus Daniels, Secretary of the Navy, sent Mr. Gates a Letter of Commendation. Vice Admiral H. B. Wilson, Commander U. S. Naval Forces in France, forwarded the Croix de Guerre and French citation to Mr. Gates' mother with a letter of sincere appreciation and approval of the services rendered by her son for his country as well as for France.

Mr. Gates remained in the Naval Reserve until October 26, 1928, and kept up his flying. F. Trubee Davison, then Assistant Secretary of War for Air, interested him in joining the Army Reserve, in the chance of getting more flying. In November 1928 he filed application, and or. April 1, 1929, took the oath as a Major in the Specialist Corps Reserve, his appointment dating from March 20, 1929. He was rated as an Army airplane pilot effective May 27, 1929, and served for five years, his commission terminating March 18, 1934. Before moving to Washington he flow his own plane for several years, and during his service in the Department of the Navy he acted as Go-pilot from time to time on inspection flights. In 1919 he returned to Yale for the Spring Term and received the degree of Bachelor of Arts. In July of that year he started work in the old Liberty National Bank in New York City, which merged with the New York Trust Company in 1921. He was appointed Assistant Treasurer of the New York Trust Company in January 1923; Vice-President in January 1926; and President in June 1929. Early in September 194-1 he resigned the presidency of the bank and all other business connections to become Assistant Secretary of the Navy for Air. On January 3, 1922, he was married to Miss Alice T. Davison, daughter of the late Henry P. Davison, the banker who was chairman of the American Red Cross in World War I.





## Donald Gay, Rear Admiral, USN (Ret.)

"Donald"

Date of Designation: April 1940 NA # 7517

Dates of Active Duty: 3 June 1933 - 22 August 1969

Total Flight Hours: 9,000

Carrier/Ship Landings: Fixed wing: 200

Approximate Flight Hours:
Jet: 1,000 Prop: 8,000 VP: 2,000

Combat Tours:
WW II: Atlantic Neutrality Patrol and ASW operations in PBY's, 1941 - 1942.
WW II: CO, VPB-105, 1943 - Dec. 1944 ("Liberators"). RAF Coastal Command, England - 60 missions. Bay of Biscay ASW offensive and Operation Overlord.

Aviation Commands:
CO, VPB-105, 1943 -1944
CO, VF-41 in USS *Franklin D. Roosevelt*, 1948 - 1949
Commander, Carrier Air Group 3, USS *Leyte*, 1953 - 1954
CO, USS *Floyds Bay* (AVP-40), 1959
CO, USS *Ranger* (CVA-61), 1960 - 1961
Commander, Carrier Division 18, 1963
Commander, Fleet Air Wings, Pacific, 1968 - 1969

Combat Awards:
Distinguished Flying Cross with Star
Bronze Star Medal
Air Medal with two Stars

### Duty Assignment Chronology

| | |
|---|---|
| 6/3/37 | Graduated from U. S. Naval Academy. |
| 7/37-7/39 | USS *Nevada* (BB). |
| 7/39-7/40 | USS *Sims* (DD-409). |
| 7/40-4/41 | Flight Training, NAS Pensacola, FL. |
| 4/41-4/43 | VP-31 (PBY's), Atlantic. |
| 1943-44 | CO, VPB-105, England. |
| 1945-46 | DCNO (Air), Aviator Detailer. |
| 1946 | 3 months Refresher Training, Pensacola, FL. |
| 1947-48 | CO, VF-41 (F4U Corsair) USS *Franklin D. Roosevelt*. |
| 1949 | Navigator, USS *Franklin D. Roosevelt*. |
| 1950-53 | Student, Armed Forces Staff College, Norfolk, VA., then Staff, Naval War College, Newport, RI. |
| 1953 | Commander, Carrier Air Group 3 (6th Fleet). |
| 1954-55 | Plans Officer, Commander Naval Strike and Support Forces Southern Europe (NATO). |
| 1955-56 | Director, Service Test, NATC Pax River, MD. |
| 1957-58 | Operations Officer, Commander 7th Fleet. |
| 1959 | CO, USS *Floyds Bay* (AVP-40, Seaplane Tender). |
| 1960-61 | CO, USS *Ranger* (CVA-61). |
| 1962 | Office of CNO. |
| 1963 | Commander, Carrier Division 18. |
| 1964-66 | Plans, Staff of CINCPAC. |
| 1966-69 | Commander, Fleet Air Wings Pacific. |
| 7/69 | Retired from active duty. |

### Summary of Significant Career Events

(1) In 1956, as Director Service Test, NATC Patuxent River, organized and supervised the initial and continuing Fleet Introduction Program (FIP), which effectively phased new aircraft into fleet squadrons.

(2) As Commander of a group of seven Navy "Liberator" bombing planes on 28 December 1943, during the battle of the Bay of Biscay, made contact with a task force of enemy destroyers and led his planes in repeated strafing and bombing attacks resulting in damage to four destroyers.

(3) As Commander, Fleet Air Wings Pacific, he instituted a logistics program, Pacific wide, which greatly enhanced readiness of P-3 squadrons through out the Pacific command.



Cadet Tracy Gentry, Dallas Texas 1943



1999 Ruth

## Tolbert Tracy Gentry, BGEN, USMC (Ret.)

Date of Designation: 2 June 1943 NA # C-5806

Dates of Active Duty: September 1942 - March 1973

Total Flight Hours: 4,195

Carrier/Ship Landings: Fixed wing: 121

Approximate Flight Hours:
Jet: 2,095 Prop: 2,100 VF/VA: 3,645
VR/VP: 250 VT: 300

Combat Tours:
WW II: VMTB-232 (TBF), Nov. 1943-Jun. 1944, Pacific (New Georgia, Bouganville, Rabaul) - 48 missions.
Korea: VMF-312 (F4U), Jun. 1952-Apr. 1953, K-6 and USS *Sicily* - 41 missions.
Vietnam: CO, MWHG-1 (TA4F), Sep. 1967- Nov. 1968, Danang - 52 missions.

Aviation Commands:
CO, Marine Base Air Warning Squadron One (MBAWS-1), July 1947 - May 1949
CO, VM/A-223, Sep. 1964 - Apr. 1965
CO, MWHG-1, 1st MAW, Sep. 1967-Nov. 1968

Combat Awards:
Legion of Merit
Distinguished Flying Cross
8 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 4/41-5/42 | Georgia Tech, Atlanta. Civil Pilot Training (CPT), (J3-Cub, WACO, Low wing Fairchild). |
| 8/42-9/42 | Athens, GA, Pre-f;light. |
| 10/42-3/43 | Grand Prairie, Dallas, TX. Student (N2S, NP1) |
| 3/43-6/43 | Corpus Christi, TX, Student (SNV, SNJ) |
| 6/43-9/43 | NAS Ft. Lauderdale, FL, Pilot, Ops. & Trng. (TBF, SNJ). |
| 9/43-10/43 | MCAS Santa Barbara, CA. Pilot (TBF, TBM). |
| 10/43-6/44 | VMTB-232, Pilot. Solomon Islands, South Pacific (TBF, TBM). |
| 8/44-10/44 | MCAS Santa Barbara, CA. Instructor Pilot (TBF, TBM). |
| 10/44-5/45 | VMSB-943MCAS El Toro, CA. Instructor Pilot (TBF/M, SB2C, SBW). |
| 5/45-4/46 | VMSB-464, MCAS El Toro, CA. Pilot (TBM) MBDG-41, USS *Point Cruz.* |
| 5/46-10/46 | USNAS St. Simons Island, GA. Student-Radar School (F6F, SNB). |
| 12/46-7/47 | MGCIS-1, MCAS Miramar, CA. Air Controller (F6F, F7F, SNB, SNJ, F4U). |
| 9/47-5/49 | CO, MBAWS-1, Midway Island (SNJ, PBY). |
| 8/49-6/50 | MCS Quantico, VA. AWS Student (F4U, SNJ, SNB). |
| 7/50-8/51 | S-1, VMF-225, MCAS Cherry Point, NC. and USS *Franklin D. Roosevelt* (CV-42) (F4U, SNB). |
| 8/51-6/52 | MCAS Cherry Point, NC. MGCIS Air Controller (F4U, FG-1D, SNB). |
| 7/52-4/53 | S-1, VMF-312, Korea and USS *Sicily* and XO, MGCIS (F4U, AU). |
| 5/53-12/53 | MCAS Cherry Point, NC. Pilot, S-4 SWDU-2 (AD4B, F2H-4). |
| 1/54-7/54 | S-3, VMF-533, MCAS Cherry Point, NC. (F2H-4). |
| 7/54-7/56 | USN Amphibious Base, Little Creek, VA. Instructor- Air Support School (TV-2, SNB, F9F-5). |
| 9/56-12/58 | S-3, VMF-224, MCAS El toro, CA. and MCAS Iwakuni, Japan (A4D-1, F9F-5). |
| 1/59-9/60 | S-4, MAG-15; Asst G-4 3rd MAW; O-in-C, SWTU, MCAS El Toro, CA. (A4D-2, FJ-4, TV-2, F9F-8T). |
| 9/60-9/62 | SAC Headquarters, Omaha, NE. Tactics Branch JSTPS (T-33). |
| 9/62-5/63 | University of Nebraska, Omaha. Bootstrap Program (T-33). |

(- Continued -)

Duty Assignment Chronology continued

| | |
|---|---|
| 6/63-6/64 | US Army Staff & Command School, Ft. Leavenworth, KS. Student (O1E, U6A). |
| 8/64-4/65 | CO, VMA-223, MCAS El Toro, CA. (A4E). |
| 5/65-8/67 | O-in-C, Aviation Technical Section, G-4 FMFPAC, Camp Smith, HI. (C-47, C-45, TA4F - 55 hours during the month of 8/67 in TA4F at VMT-?, Yuma, AZ., just prior to going to Vietnam). |
| 9/67-9/68 | CO, MWHG-1, Danang, Vietnam (TA4F). |
| 10/68-6/71 | Head, Long Range Study Panel, USMC R&D Center, Quantico, VA. |
| 7/71-4/73 | G-4, 2nd MAW, MCAS Cherry Point, NC. (We had an excess of new pilots which we couldn't get flight time for. I chose to let them have my share). |

## Summary of Significant Career Events

(1) During December 1943 and January and March of 1944, while flying TBFs in VMTB-232, I participated in the neutralization of the airfield complex and harbor at Rabaul, New Britain. Initially, these missions were staged from Munda, New Georgia through the airstrips on Bouganville (Piva) built by the Seabees immediately after enough real estate was secured to do so. During March we moved permanently to the Piva Bouganville airfield complex. Typical missions consisted of more than 150 aircraft. SBDs usually went in first against the AAA followed by the TBFs hitting airfields and/or shipping. We would have New Zealand P-40s for close cover, Marine F4Us for medium cover and Army Air Corps P38s for high cover. One of the more successful strikes occurred on 17 January 1944. It consisted of 29 SBDs and 18 TBFs escorted by 70 fighters. Over 70 Japanese fighters intercepted with 17 shot down--10 by Marine Corsairs and 1 by a TBF tail gunner. Five Japanese ships were sunk. As I recall, on this day for some reason we wound up short of medium cover or more likely they were out numbered. As a result the P-38s had to come down and they lost 8 aircraft. We also lost one each TBF, SBD,F6F and F4U.

During the defense of the perimeter airfield complex on Bouganville, I flew a number of "close air support" missions which marked the beginning of such tactics in the "modern sense" of the word. Had total of 48 Missions in WWII

(2) Speaking of memorable pioneer aviation events, on 13 April 1949 on Midway Island, I took my wife, Ruth, on a ride in a SNJ. We did a few rolls and she loved it.

(3) In the Spring of 1951 flying Corsairs in VMF-225, I did a Med cruise on board the USS *FDR* (CVA- 42). The tour included a shake down cruise to Gitmo prior to the Med deployment. The Air Group consisted of two F4U squadrons, an AD squadron, an F9F squadron, an F8F photo detachment and a detachment of F3Ds. With a mixture of aircraft this diverse it had to be an aircraft maintenance nightmare, but as I recall the cruise went very smoothly. During the Gitmo shake down we night carrier landing qualified. When it was all over we also learned we had, at the same time, qualified our LSO.

(4) During the summer and into the fall of 1952, in the Korean "police action," I flew Corsairs with VMF-312 from a jeep carrier the USS *Sicily*. We supported the war effort by mostly keeping the area in and around the Hae Ju peninsula neutralized--Road Reccees, bridge cuts, gun emplacements, supply dumps, and troop concentrations. The carrier could only carry about 2 weeks of fuel and ammo so we were "on line" for two weeks then be back in Sasebo, Japan for a week to refuel and rearm. Not a bad way to fight a war.

There were a few unusual operations around the ship. The Skipper was really afraid of a submarine attack and hated to get out of his zig-zag course. I don't really know the extent of the threat, but he insisted on having an aircraft at the cut the moment he got into the wind. As a result, I remember making straight in approaches (try that in the long nosed bent wing) and even approaches from the starboard with the LSO on the starboard side. Also, he would allow no hung ordnance to be brought back aboard. Rather than resort to a long trip to an inland airfield we worked out a routine with a SeaBee outfit on one of the off shore islands, to off-load the hung bomb or rocket after we landed on the beach next to the camp. That was a fun thing to do but you had to be sure the sand was wet hard pack. Very smooth. 41 Missions in Korea

(5) MY ASSOCIATION WITH THE A4 "SCOOTER" (10 years). In the late summer of 1956. I joined VMA-224 as Operations Officer at MCAS El Toro, CA. VMA-224 was just getting the A4D-1, the first Marine Squadron to do so. The next two and a half years were spent developing, refining and training atomic weapons delivery tactics in the "Scooter". This included a 15 month deployment to Iwakuni, Japan, where we had "assigned" targets.

This tour led to my selection in September of 1960 to the Joint Strategic Target Planning Staff (JSTPS) at SAC Headquarters in Omaha, Nebraska as the A4 "expert" to participate in the preparation of a National Strategic Target List and the first Single Integrated Operations Plan (SIOP) for the utilization of Atomic Weapons Delivery Forces of the Unified and Specified Commands. The target list and SIOP were approved by the Joint Chiefs of Staff and the President on 20 December 1960. We did another one over the next year, refining and improving the original.

In the fall of 1964 1 took Command of VMA-223 with A4Es. Then during my tour in Vietnam (1967-68), although I was not in a flying billet, I flew 52 missions in the TA4F.

(6) My twilight tour was as G-4 of the Second Marine Aircraft Wing. We were responsible for over 500 airplanes, introduced the Harrier into the Marine Corps inventory, supported numerous deployments and exercises all the while maintaining the best "fully" operational ready rate in the Corps. During this tour, it was my privilege to introduce the Marine Corps Aviation Association Aviation Ground Officer of the Year Award, now known as the Earl Hattaway Award. Earl Hattaway was our Aircraft Maintenance Officer for the period.




## Fillmore B. Gilkeson, Rear Admiral, USN

Date of Designation: 27 November 1940

Combat Awards:
Silver Star
Legion of Merit with Gold Star
Distinguished Flying Cross
4 Air Medals
Purple Heart

### Duty Assignment Chronology

Fillmore Bolling Gilkeson was born in Bluefield, West Virginia, on October 27, 1915, son of William E. and Elizabeth Burrell (Jones) Gilkeson. He attended Bluefield Public Schools and Woodberry Forest School at Orange, Virginia, prior to his appointment to the U.S. Naval Academy in 1933. As a Midshipman he participated in athletics (boxing and golf), was feature editor of the LOG, athletic director of REEF POINTS, and served on the Staff of the LUCKY BAG. Graduated and commissioned Ensign in the U.S. Navy on June 3, 1937, he subsequently advanced to the rank of Rear Admiral, to date from July 1, 1965.

Following graduation from the Naval Academy in June 1937, he was assigned to the USS *Ranger* (CV-4), in which he served as a junior officer until February 1940. In March of that year he reported for flight training at the Naval Air Station, Pensacola, Florida and on November 27 of the same year was designated Naval Aviator. Detached in January 1941, he was ordered to the USS *Mississippi*, and was serving as Senior Aviator on board that battleship at the outbreak of World War II in December 1941.

From September 1942 until January 1943 he commanded Scouting Squadron 10, in the Caribbean, and for a year thereafter was Commanding Officer of Scout Observation Service Unit TWO. He was a student (operational training) from February through April 1944, at the Naval Air Station, Fort Lauderdale, Florida, and in May reported for duty as Commanding Officer of Torpedo Squadron THIRTY THREE of the USS *Sangamon*, later taking command of Air Group THIRTY-THREE. He is entitled to the Ribbons for the Presidential Unit Citation awarded the USS *Sangamon* and her Air Groups, and for the Navy Unit Commendation awarded the USS *Chenango* and attached Air Groups for heroic service in the Pacific Area in 1944 and 1945. He was personally awarded the Purple Heart Medal for wounds received in action; and the Silver Star Medal, Distinguished Flying Cross and Air Medal with four Gold Stars, with citations to follow:

Silver Star Medal: "For conspicuous gallantry and intrepidity as Air Group Commander, Air Group THIRTY-THREE, attached to the USS *Sangamon*, in action against enemy Japanese forces during the Okinawa Campaign, May 4, 1945. After his ship was crashed by a Japanese Kamikaze plane and set afire, Lieutenant Commander Gilkeson courageously organized air group and ship's personnel into an efficient fire-fighting team. Braving intense heat, smothering smoke and exploding ammunition, he fought the flames on the forward end of the flight deck and subsequently took his station on the hangar deck to assist in fighting the fires in that area. By his aggressive leadership and determination, he contributed materially to the saving of the *Sangamon*..."

Distinguished Flying Cross: "For heroism and extraordinary achievement in aerial flight during operations against enemy Japanese forces in the Nansei Shoto Area, from March 21 to April 21, 1945. Completing his twentieth mission during this period, Lieutenant Commander Gilkeson contributed materially to the success of his squadron...."

The Air Medal and Gold Stars in lieu of the Second, Third, Fourth and Fifth Air Medals were awarded for five missions each during the period March 21 to May 3, 1945, in the Nansei Shoto Area.

From December 1945 until June 1946 he was an instructor in Ordnance and Gunnery at the Naval Academy,

- Continued -

after which he was a student at the Naval Postgraduate School there until June 1948, and at the California Institute of Technology from which he received the degree of Aeronautical Engineer in June 1949. He next served as Maintenance Officer and Executive Officer of Composite Squadron FIVE, the Navy's first atomic bomb squadron, then from April 1952 until November 1953 was assigned to the Bureau of Aeronautics, Navy Department, Washington, D.C.

Again at sea, he served from December 1953 until March 1955 as Executive Officer of the USS *Hancock* (CVA-19), and for the next two years commanded Air Development Squadron FIVE, the primary mission of which was to develop tactics for the delivery of atomic bombs from carrier aircraft. In July 1957 he reported to the Naval Air Test Center, Patuxent River, Maryland, where for one year he was Director of Flight Test, and for another was Coordinator of Tests. On August 22, 1959, he assumed command of the USS *Caloosahatchee* (AO-98), and on April 1, 1960, was transferred to command of the USS *Shangri La* (CVA-38).

From April 1961 to November 1962, he headed the Air Warfare Branch, Office of the Chief of Naval Operations, after which he was Chief of Staff and Aide to Commander Carrier Division THREE. Returning to the Office of the Chief of Naval Operations in February 1964, he served as Project Officer for Nuclear Power Study until May 1965, then became Deputy Director of Naval Warfare Analyses. His selection for the rank of Rear Admiral was approved by the President in June 1965 and in August that year he assumed command of Antisubmarine Warfare Group THREE, U.S. Pacific Fleet. In September 1966 he reported as Commander Naval Base, Subic Bay, Luzon, Philippine Islands and "for exceptionally meritorious service..." in that capacity was awarded the Legion of Merit. The citation further states in part:

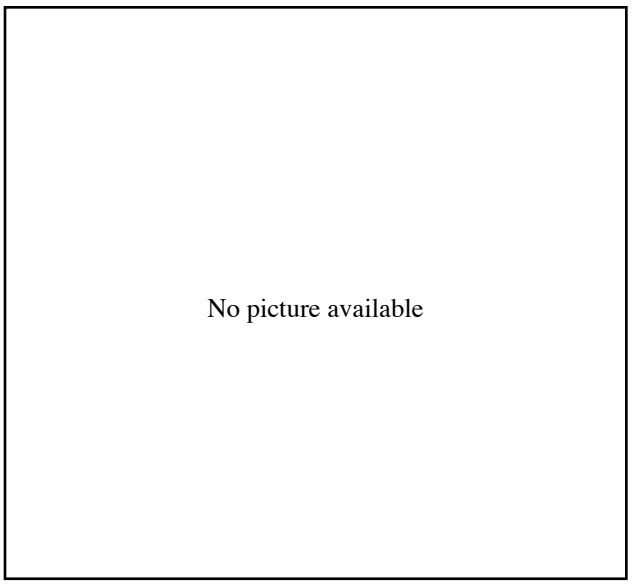
In that assignment "...the several naval activities comprising the Subic Bay/Cubi Point base complex experienced unprecedented growth in response to rapidly expanding requirements in support of the SEVENTH Fleet and the continuous high levels of base loading...Rear Admiral Gilkeson was responsible, in a large measure, for ensuring that this dramatic growth was orderly and shaped responsively to the manifold needs of the operating forces supporting the U.S. effort in Southeast Asia. By his dedication to the principle of civic action and his constant personal assistance, together with his active participation and supervised distribution of Project Handclasp material, (he) has raised Filipino-American goodwill and accord in the Olongapo area to a new level..."

In July 1968 he reported as Director of the Logistic Plans Division, Office of the Chief of Naval Operations, Navy Department. He was awarded a Gold Star in lieu of the Second Legion of Merit for duty in that capacity from July 1968 to April 1970. The citation follows in part: "...During a period of drastic reductions in Navy funds and force levels, Rear Admiral Gilkeson demonstrated outstanding competence, resourcefulness, and imaginative direction in planning the reduction and realignment of the Navy shore support structure, while at the same time insuring continued responsive logistic support of the operating forces..."

In June 1970 he became U. S. Defense Attache, U.S. Naval Attache and U.S. Naval Attache for Air to the United Kingdom, with headquarters in London. He reported in September 1973 as Commandant of the Eleventh Naval District, headquartered in San Diego, California and was assigned additional duty as Commander of the Naval Base, San Diego.

Rear Admiral Gilkeson has flown over 75 models of aircraft, single and multi-engined, prop and jet, land and sea. In addition to the Silver Star Medal, the Legion of Merit with Gold Star, Distinguished Flying Cross and Air Medal with four Gold Stars, the Purple Heart Medal and Ribbons for the Presidential Unit Citation and Navy Unit Commendation, he has the American Defense Service Medal with bronze "A"; the American Campaign Medal; Asiatic Pacific Campaign Medal with two operation stars; World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; the National Defense Service Medal with bronze star; and the Vietnam Service Medal. He has been awarded the National Order of Vietnam Fifth Class; the Gallantry Cross with Palm by the Republic of Vietnam; the Republic of Vietnam Campaign Medal with Device and the Philippine Republic Presidential Unit Citation Badge.

He was married to the former Jeanette Graham of Palestine, Texas, and had two daughters, Mrs. Ellen Douglas (Gilkeson) Cook and Miss Patricia Graham Gilkeson.




## Paul E. Gillespie, Captain, USNR

Naval Aviator #2288

Captain Paul E. Gillespie was born in Havre de Grace, Maryland on 8 February 1896. He attended Maryland public schools, the Tome Prep School and the University of Maryland (Baltimore). His military service included the following:

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|---|---|
| 3/17-5/17 | Flight (Seaplane Training) San Raphael, France. Awarded French Naval Aviator Brevet #345 on 26 October 1917. |
| 12/18-3/19 | Army Combat School Arcadia, Florida. (Student). |
| 3/25/19 | Commissioned Ensign, USNR |
| 3/19-1920 | Atlantic Fleet Seaplane Division (Aircraft Spotter). |
| 1921 | Guantanamo Bay and Mitchell Field, NY., (Aircraft Spotter). |
| 1921-22 | NAS Anacostia D. C. (Transportation Officer) |
| 9/26-11/27 | NRAB, Great Lakes (Executive Officer). |
| 11/27-12/28 | NRAB, Great Lakes (Commanding Officer). |
| 6/38 | Floyd Bennett Field, NY. (Operations Officer). |
| 10/40 | Bureau of Navigation, (Assistant for Aviation). |
| 12/41 | NAS New Orleans, Commanding Officer. |
| 6/44 | Naval Air Base, Tarawa (Air Defense Officer). |
| 7/48 | Bureau of Aeronautics for Naval Reserve (Assistant to Chief BuAer). |
| 7/51-2/54 | NAS Birmingham, Alabama (Commanding Officer). |
| 2/1/54 | Retired |

Experience in civilian life:

| | |
|---|---|
| Jun. 1922 | Airplane Division, Ford Motor Co. |
| Dec. 1928 | VP Robertson Aircraft Corp., St Louis, MO. |
| Jan. 1930 | Director, Roosevelt Aviation School, NY. |
| May 1931 | Aeronautical Inspector, U. S. Department of Commerce. |
| Jul. 1932 | Airline Pilot, American Airlines. |
| Mar. 1934 | Director, Roosevelt Aviation School, NY. |
| Jul. 1939 | Air Safety Investigator, Air Safety Board, Civil Aeronautics Board. |
| Dec. 1945 | Chief, Accident Investigation Division, Civil Aeronautics Board. |

Service Medals

In addition to the World War I and World War II Victory Medals, Captain Gillespie is entitled to wear the American Defense Service Medal; Asiatic-Pacific Area Medal; the Naval Reserve Medal with two stars, and the Naval Reserve Commendation Ribbon.







## H. "Glen" Glenzer, Captain, USN (Ret.)

Date of Designation: 16 February 1944 NA # P-10862

Dates of Active Duty: 9 October 1942 - 31 May 1973.

Total Flight Hours: 10,000

Carrier/Ship Landings: Fixed wing: 150 Rotary: 150

Approximate Flight Hours:
Jet: 1,800 Prop: 6,200 Helo: 2,000 VF/VA: 5,000
VR: 2,000 HS/HC/HU: 2,000
Other: 1,000 civilian

Combat Tours:
WW II: VF-19 (F6F) USS *Lexington* in the Pacific, Jun. 44-Oct. 44.
VF-20 (F6F) USS *Lexington*, Nov. 44 - Mar. 45.
VBF-20 (F4U) ashore, Apr. 45 - Feb. 46.
Korea: HU-1, (H03-S), 1950.

Aviation Commands:
CO, HS-9, Jul. 61 - Jul. 63, USS *Essex*.
CO, Naval Station Adak, Jun. 68 - Mar. 70.

Combat Awards:
1 Distinguished Flying Cross
2 Air Medals (WW II)

### Duty Assignment Chronology

| | |
|---|---|
| 9/46-8/47 | US Navy five term student (Holloway Plan) at Marquette University, Milwaukee,Wisconsin. |
| 8/47-12/47 | Air Development Squadron THREE (VX-3). Experimental with collateral duties as Material Officer. Number 26 Helicopter Pilot to be so designated including Coast Guard, Marine and Navy Pilots. |
| 12/47-2/49 | Senior Naval Aviator of Detachment, USS *Burton Island* (AG-88). Exploration and study deployed on an Antarctic Cruise in 1947-48 and Arctic Cruise in 1948-49. Korea in 1950. |
| 5/51-7/53 | O&R Flight Test Inspection Officer, NAS Jacksonville, FL. |
| 7/53-2/54 | U. S. Naval Post Graduate School, Monterey, California. |
| 2/54-6/56 | Assistant Operations Officer, Air Transport Squadron Five (VR-5), Moffet Field, CA. Plane Commander DC-6 aircraft. |
| 7/56-1/57 | Armed Forces Staff College, Norfolk, VA. |
| 1/57-1/59 | Logistics Officer, Staff, Commander Western Sea Frontier, San Francisco, CA. |
| 2/59-5/59 | University of Southern California, Los Angeles, CA. |
| 5/59-3/61 | Operation and Training Officer, Advanced Jet Training Squadron 25 (VT-25), NAAS Chase Field, Beeville, TX. Head of Training and Operations Department and Senior Jet Flight Training Instructor.. |
| 4/61-5/61 | Fleet Air Electronics Training A Unit, Atlantic Fleet. |
| 6/61 | Anti-Submarine Warfare Tactical School, Norfolk, VA. |
| 1/61-6/62 | Helicopter Anti-Submarine Squadron (HS-1), Key West, FL. |
| 6/61-6/62 | XO, Helicopter Anti-Submarine Squadron Nine (HS-9). |
| 7/62-6/63 | CO, Helicopter Anti-submarine Squadron 9 (HS-9), U. S. Atlantic Fleet. |
| 6/63-8/64 | Navigator, USS *Wasp* (CVS-18), U.S. Atlantic Fleet. |
| 8/64-6/68 | Head, Mobilization and Reserve Plans Branch, Bureau of Naval Personnel, Washington, D. C. |
| 6/68-3/70 | Commanding Officer, Naval Station, Adak, Alaska. |
| 3/70-6/73 | Director of Aviation Safety, Naval Safety Center, NAS, Norfolk, Virginia. Head of Aviation Safety Directorate. |

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Duty Assignment Chronology continued

| | |
|---|---|
| 7/73-9/81 | Chapter Manager, Alaska Chapter Associated General Contractors of America, Inc. |
| 9/81-3/83 | Executive Director, Alaska Construction Industry Advancement Program. |
| 3/83-4/87 | Deputy Commissioner, Northern Region, Department of Transportation and Public Facilities, State of Alaska. Served as Acting Commissioner in that department from Nov. 1983 to Mar. 1984. |
| 4/87-12/87 | Commercial pilot for Nikiski Clam Processing Corp., Nikiski, Alaska. |
| 1/88-12/89 | Director of Public Works, Municipality of Anchorage, Anchorage, Alaska. |
| 12/89-1/90 | Municipal Manager for Operations, Municipality of Anchorage, Anchorage, Alaska. |
| 1/90-5/92 | Port Director, Municipality of Anchorage. |






## Elmer G. Glidden Jr., Colonel, USMC (Ret.)

"Elmer"

Date of Designation: 1 November 1940 NA # 6843

Dates of Active Duty: February 1940 - 1 January 1970

Total Flight Hours: 4,000

Carrier/Ship Landings: Fixed wing: 15

Approximate Flight Hours:
Jet: 130 Prop: 3,900 VF/VA: 1,900

Combat Tours:
WW II: Midway Island, 1942 - 3 missions
VMSB-231, Guadalcanal, Sep. - Nov. 1942; 14 missions
WW II: VMSB-231, Marshall Islands, Mar. 1944 - Apr. 1945; 85 missions
Vietnam: III MAF

Aviation Commands:
CO, VMSB-231, Oct. 1942 - May 1945
CO, VMF-323, Feb. 1949 - Feb. 1950
CO, MARS-37, Nov. 1954 - Dec. 1955
CO, Marine Detachment, Memphis, TN., 1957
CO, Marine Barracks, Panama Canal Zone, 1967 - 1970

Combat Awards:
Navy Cross with 1 gold star
Distinguished Flying Cross with 2 gold stars
Air Medal with 2 silver stars and 1 gold star
Legion of Merit

## Duty Assignment Chronology

| | |
|---|---|
| 2/40-12/40 | Flight Training, Pensacola, FL. |
| 1/41-3/41 | VMS-2 & VMSB-231, NAS San Diego, Hawaii and Midway Island. |
| 4/41-6/42 | VMSB-241, Midway Island. |
| 7/42-6/45 | VMSB-231; Hawaii, Guadalcanal, MCAS El Toro, CA, Midway and Marshall Islands. |
| 7/45-47 | HQMC, Marine Amphibious Warfare, Junior Course. |
| 1948-51 | MCAS El Toro, VMF-323, MAG (G-1). |
| 1951-53 | Armed Forces Special Weapons Project, Albuquerque, New Mexico. |
| 1953 | Marine Amphibious Warfare, Senior Course. |
| 1954-55 | MARS-37, Iwakuni, Japan. |
| 1956 | MCAS Cherry Point, NC., MAG G-3. |
| 1957-58 | Marine Detachment, Memphis, TN. |
| 1959-60 | MCAS El Toro, Wing G-1, MCAS G-4. |
| 1961 | National War College, Washington D.C. |
| 1962-63 | Pentagon, Vietnam Section. |
| 1964 | MCAS El Toro, MAG G-3. |
| 1965 | Vietnam III MAF Staff. |
| 1966 | MCAS El Toro, MAW G-1. |
| 1967-70 | Marine Barracks, Panama. |
| 1/1/70 | Retired from active duty. |



**Robert Goldthwaite, Vice Admiral, USN**

Robert Goldthwaite was born on September 20, 1903, in Montgomery, AL., son of Mrs. Mary Phelan Watt Goldthwaite and the late Dr. Robert Goldthwaite. He attended Edgar's Private School in Montgomery, before entering the U. S. Naval Academy, Annapolis, Maryland, from his native state on August 5, 1920. As a Midshipman he was a member of the Varsity Boxing Squad during the years 1922, 1923, and 1924, being Intercollegiate Featherweight Champion in 1923. Graduated and commissioned Ensign on June 4, 1924, he subsequently attained the rank of Rear Admiral, to date from January 1, 1952. He served in the temporary rank of Vice Admiral from August 5, 1956 until June 20, 1963, when he reverted to his permanent rank of Rear Admiral. On October 1, 1965 he was transferred to the Retired List of the U. S. Navy in the rank of Vice Admiral (the highest rank he held while on active duty).

Upon graduation from the Naval Academy In 1924, he was assigned to the USS *California*, and after two years on board that battleship, reported in July 1926 for instruction in heavier-than-air at the NAS Pensacola, Florida. He was designated Naval Aviator on May 20, 1927, and detached from the Air Station in July of that year, served briefly with Torpedo Squadron TWO-B, and in September joined Observation Squadron TWO-B, attached to the battleship *Colorado*. He was detached in July 1929 for brief duty with Fighting Squadron FIVE-B, based on the carrier *Lexington,* and was ordered to shore duty in September following.

He next served as an Instructor at the NAS Pensacola, and from June 1932 again had sea duty, this time with Bombing Squadron ONE-A, and later THREE-B, based on the USS *Langley*. His squadron was transferred to the USS *Ranger* in April 1935, and he continued flying from that carrier until June 1936, during which period he made the first cruise of that vessel in the Fleet Exercises of 1935.

After completing the Naval War College course, he reported to the Bureau of Aeronautics, Navy Department, Washington, D. C., for a year's duty. In June 1937 he joined the USS *Northhampton* to serve with Cruiser Scouting Squadron FOUR, and continued duty with that squadron until early 1939. He was then assigned command of Cruiser Scouting Squadron EIGHT, attached to the USS *Philadelphia*. In 1940 he commanded the NAS Quonset Point, Rhode Island, and simultaneously had command of shore-based Scouting Training Squadron VS2D1. The succeeding two years, prior to and immediately following the United States, entry into World War II, he was on duty at the Naval Air Station, Jacksonville, Florida.

Reporting to the USS *Belleau Wood* (CVL-24), soon after her commissioning, March 31, 1943, he assisted in readying her for combat. Her squadron planes were hoisted on board at Norfolk, Virginia, in June, and she completed her war-rushed shakedown cruise in the Caribbean and proceeded to the South Pacific, her first assignment covering amphibious forces occupying Baker Island., southwest of Pearl Harbor. Planes from the *Belleau Wood* participated in the strikes against Wake Island, Makin and Tarawa, and operations in the Gilbert and Marshalls, Truk, Saipan, and Tinian, while he was attached to that carrier. He is entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS *Belleau Wood*.

During the period October 1943 until January 1945 he had Staff duty in the South Pacific, and was later awarded the Legion of Merit for "exceptionally meritorious conduct...as Chief of Staff to the Commander Aircraft, South Pacific Force, from October 19, 1943 to January 3, 1945. Displaying outstanding ability...(he) maintained a continuous flow of vital aviation supplies necessary for the success of our offensive aerial operations against the enemy in the Solomon Islands, Bismarck Archipelago Campaigns..."

On March 15, 1945, he assumed command of the USS *Saginaw Bay* (CVE-82). Under his command, that escort carrier participated in the giant Okinawa operation in March and April, and "For exceptionally meritorious conduct...(as her Commanding Officer) during operations against enemy Japanese forces at Okinawa from March 21 to April 29, 1945..." he was awarded a Gold Star in lieu of the Second Legion of Merit with Combat "V."

Further activity of the *Saginaw Bay*, under his command, included supplying planes and material to the forward area until the end of hostilities, and after major alterations equipped her for "Magic Carpet" duty, returned thousands of veterans from far flung battle areas to the United States. On March 1, 1946 he was relieved of that command, and in April reported to the Office of the Secretary of the Navy, Navy Department, Washington, D. C., for duty with the National Intelligence Authority.

After a period of duty in the Office of the Deputy Chief

- Continued -

of Naval Operations, first in the Administration Division, later as Assistant to the Assistant Chief of Naval Operations (Air), he was a student, from August 1947, at the National War College, Washington, D. C. Completing the course in June 1948, he returned to the Navy Department, and for a year served as Head of the Fleet Air Operations Branch, in the Office of the DCNO (Operations). In July 1949 he again went to sea, this time as Commanding Officer of the USS *Coral Sea* (CVB-43).

He reported on May 1, 1950 as Chief of Staff and Aide to Commander SECOND Fleet. He served briefly as Commander Heavy Attack Wing ONE, based at the Naval Air Station, Norfolk, Virginia, before assuming duty on September 1, 1951, as Director, Fleet Operations Division, Office of the Chief of Naval Operations, Navy Department. He remained there until June 1953, when he assumed duty as Commander Carrier Division SEVENTEEN. On June 30, 1954 he became Chief of Staff to Commander Joint Task Force SEVEN, and in March 1955 was assigned as Commander Carrier Division TWO.

On March 5, 1956 he became Chief of Naval Air Basic Training, with headquarters at the Naval Air Station Pensacola, Florida, and in August of the same year reported as Deputy Commander in Chief, U. S. Atlantic Fleet and Chief of Staff and Aide to the Commander in Chief, U. S. Atlantic Fleet. On August 23, 1957 he assumed duty as Chief of Naval Air Training, Naval Air Station, Pensacola. "For exceptionally meritorious conduct...in connection with the Leadership Program of the United States Navy, while serving as Chief of Naval Air Training from August 1957 to May 1959..." he was awarded a Gold Star in lieu of the Third Legion of Merit. The citation states in part

"Grasping the philosophy of the Naval Leadership Program at a very early state of its development, Vice Admiral Goldthwaite has been eminently successful in implementing the spirit of this vital movement throughout every echelon under his command. Aware of the importance of the chief petty officer in this program, he has established a Chief Petty Officer Academy to insure that petty officers in his command have a sound understanding of the moral foundations of leadership, as well as a solid grasp of the up-to-date techniques in both the psychological and managerial aspects of leadership. An inspiring and dedicated officer, Vice Admiral Goldthwaite foresaw the potential of this program for the nation at large and, recognizing that only with the aid of parallel movements within civilian communities could the Navy hope to obtain the services of men and women of high morale caliber, conceived and implemented the idea of a Moral Leadership Workshop, conducted at Pensacola under his cognizance during February 1959. So inspired were the educators, clergymen, law enforcement officials, and other representatives of civilian activities who were invited to the Workshop, that many of them spontaneously determined to duplicate Moral Leadership Workshops of a similar type in their own local areas, thereby aiding in developing a new bond of understanding between the military and civilian communities..."

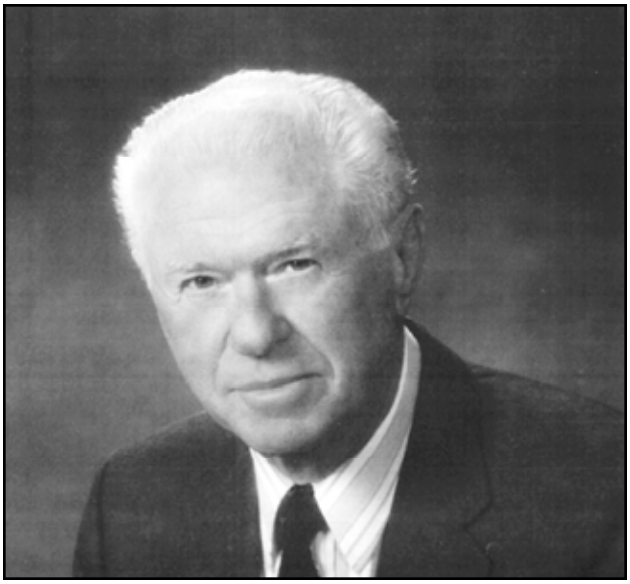
On November 15, 1961 he became Commander Western Sea Frontier, Commander Pacific Reserve Fleet and Commander Naval Defense Force, Eastern Pacific and on July 8, 1963 reported as Commander Fleet Air, Jacksonville/ Commander Naval Air Bases, Sixth Naval District, with headquarters at the Naval Air Station, Jacksonville, Florida. He was relieved of the latter duty upon the disestablishment of that command on January 1, 1965, but continued to serve as Commander Fleet Air., Jacksonville until relieved of active duty pending his retirement, effective October 1. 1965.

He was awarded the Distinguished Service Medal and cited as follows: "For exceptionally meritorious service... as Commander Fleet Air Jacksonville from July 1963 to September 1965, During this period, Rear Admiral Goldthwaite has 'been responsible for maintaining a high state of combat readiness of aircraft carriers and aviation units. Particularly noteworthy were his tireless and determined efforts to increase the effectiveness of antisubmarine forces assigned, resulting in the markedly improved capability of these forces to counter any submarine threat. Additionally, he was responsible for a quantitative increase in the airborne reconnaissance capability of the Navy through his direct supervision of the successful introduction of the Integrated Operational Intelligence System into the airplanes and the training and operational syllabi of the Navy's reconnaissance squadrons and aircraft carriers. The total U. S. Navy combat capability in airborne heavy reconnaissance has been nurtured, integrated into operational capability, and logistically supported under Rear Admiral Goldthwaite's authority and responsibility with significant and far-reaching results. Through his personal example, he has inspired his officers and men to strive for excellence, and has been instrumental in promoting a dynamic approach to leadership by instituting direct methods of communication through Retention Symposiums and by his continued, detailed, and personal involvement with individual commanding officers and their officers, enlisted men, and families..."

In addition to the Distinguished Service Medal, the Legion of Merit with two Gold Stars and Combat "V," and the Presidential Unit Citation Ribbon, Vice Admiral Goldthwaite has the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal, Europe and Asia Clasps; National Defense Service Medal; Korean Service Medal; and the United Nations Service Medal. He also has the Korean Presidential Unit Citation Badge.

He was married in 1931 to Miss Hathaway Crenshaw of Montgomery., Alabama. They had a daughter, Mrs. Hathaway Goldthwaite Anderson.





## Donald Gordon, Captain, USN (Ret.)

"Flash"

Date of Designation: 12 March 1942 NA # 11012

Dates of Active Duty: 7 July 1941 - 31 July 31 1967

Total Flight Hours: 3,950

Carrier/Ship Landings: Fixed wing: 252 Rotary:

Approximate Flight Hours:
Jet: 700 Prop: 3,250 VF/VA: 2,700
VR/VP: 900 VT: 200 Other: Civil 150

Combat Tours:
WW II: (Aug. 1942-May 1943) South Pacific, VF-10 in the USS *Enterprise* (CV-6) flying the F4F-4 from the carrier and Guadalcanal for 35 combat missions; scored 3 Kills, 1 Probable and 2 Assists.
WW II: (Nov. 1943 - Jul. 1944) South Pacific, VF-10 again in USS *Enterprise* flying the F6F-3 for 60 combat missions; scored 4 Kills, 1 Probable and 2 Assists.

Aviation Commands:
CO, VF-143, Jul. 1954 to Nov. 1955, flying the F9F-6 on a Western Pacific deployment in the USS *Philippine Sea*.

Combat Awards:
3 Distinguished Flying Crosses
4 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 7/41-3/42 | With new civil wings from the Civil Pilot Training Program he joined the Navy at Fairfax Field, Kansas City, Kansas. After a brief Primary syllabus and Basic Training at Jacksonville, and Operational Training at Miami, he was commissioned an Ensign and winged on March 12, 1942. |
| 6/42-6/43 | After training with Aircraft Carrier Training Group at NAS, North Island in F4F's, he joined VF-10 and deployed in the USS *Enterprise* for a combat tour in the South Pacific. |
| 7/43-7/44 | After returning to the mainland from the first deployment, as a new Lieutenant Junior Grade he continued with VF-10 flying the new F6F Hellcat on another deployment to the South Pacific in the USS *Enterprise*. |
| 7/44-8/46 | Now a Lieutenant he returned from combat to be an Advanced Training Instructor in Daytona, Deland, and Jacksonville, FL. flying the F6F, FM-2, SBD, and SB2C. |
| 8/46-7/47 | Now a Lieutenant Commander and selected for regular navy, he was assigned to the NROTC, University of Kansas, Lawrence, Kansas to further his formal education. |
| 7/47-4/49 | Assigned to VF-5A, later redesigned VF-51, flying the F8F. After carrier qualification in the F8F the squadron was designated to receive the new jet aircraft FJ-1 Fury, for operational evaluation in the fleet on carriers. |
| 4/49-1/52 | Flight Test Officer, Overhaul and Repair Department, NAS, Alameda. Among the aircraft he would fly over nearly three years included the FJ-1, F9F series, F6F, F8F, AD-1, PV-2, P2V, PBM-1 and R5D. |
| 1/52-7/53 | Assigned to the USS *Point Cruz* (CVE-119) with both an ASW and Attack Mission, as the designated Air Officer. |
| 7/53-7/54 | Naval War College, Newport, Rhode Island for a learning experience. |
| 7/54-11/55 | Returned to West Coast as CO, VF-143 flying the F9F-6 on a deployment in the USS *Philippine Sea* (CVA-47). Promoted to Commander in December 1954. |
| 11/55-8/57 | Assigned to the staff, Naval Air Pacific Force, Pacific, as the Air Group Training Officer, the present Air Wing Training Officer. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 8/57-7/59 | Assigned to the staff, Naval War College, Newport, Rhode Island as an instructor. |
| 7/59-8/62 | Reported to the staff, Commander in Chief, Pacific for duty in nuclear planning. A unit that created the Strategic Integrated Operational Plan (SIOP). Promoted to Captain in 1961. |
| 8/62-6/65 | Reported to the staff of the Joint Chiefs of Staff, J-3, General and Special Operations Planning Group. |
| 6/65-7/67 | Returned to the staff, Commander, Naval Air Force Pacific, NAS, North Island as Plans Officer. |
| 7/31/67 | Retired from the Navy active duty with over 26 years service at the rank of Captain. |

## Summary of Significant Career Events

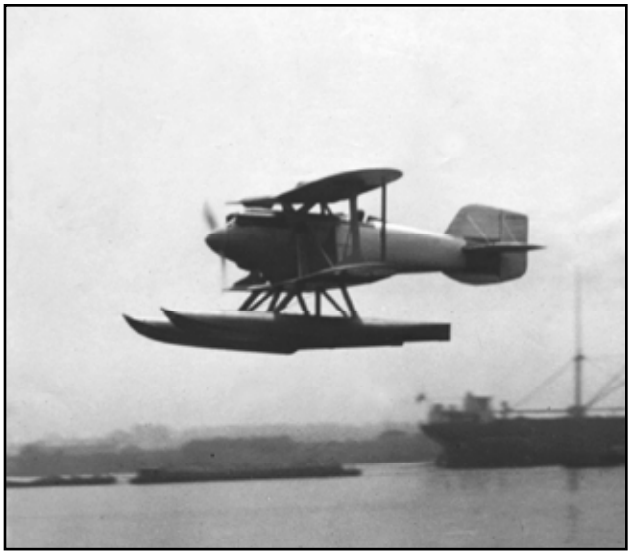
(1) From 1947-1949, early jet pilot in first west coast jet squadron, VF-5 (later VF-51) flying the FJ-1 for the introduction of jets in carrier aviation. Operations were conducted on numerous carriers with great success.

(2) On February 16, 1944, became an ACE over Truk Islands flying the F6F Hellcat. During WW II, he had seven recognized kills.

(3) January 1952 - July 1953, Air Officer of USS *Point Cruz* (CVE-119) during first ever deployment of ASW helicopters with TBM's.

(4) January 1949, the first and only jet pilot assigned to NAS, Alameda or fleet squadron for several months as flight test officer, Overhaul and Repair Department for acceptance of FJ-1, F9F series, and other fleet aircraft.

(5) July 17, 1920, in Garland, Kansas born on a farm.



Wright RW-2 racing seaplane piloted by LT A. W. Gorton in 1925. Its speed averaged 173 miles per hour

## Adolphus W. Gorton, Commander, USNR

Commander Gorton was born January 29, 1897. During World War I, in March 1917, Commander Gorton joined the Norton Harjes Ambulance Corps and was attached to the 42nd Division of the French Army and saw action at Verdun. In November 1917, he was invalided, at home. He enlisted in the U. S. Naval Reserve Force at Newport, Rhode Island, February 11, 1918, and was ordered to the Naval Aviation Detachment, Massachusetts Institute of Technology, Cambridge, Massachusetts, for training. He had further training at the Naval Air Stations Key West and Miami, and was commissioned Ensign, October 25, 1915. Upon graduation, he received orders to report to the Northern Bombing Group at Dunkirk, which orders were cancelled because of the Armistice. He reported to the Naval Air Station, Norfolk for duty in November 1919.

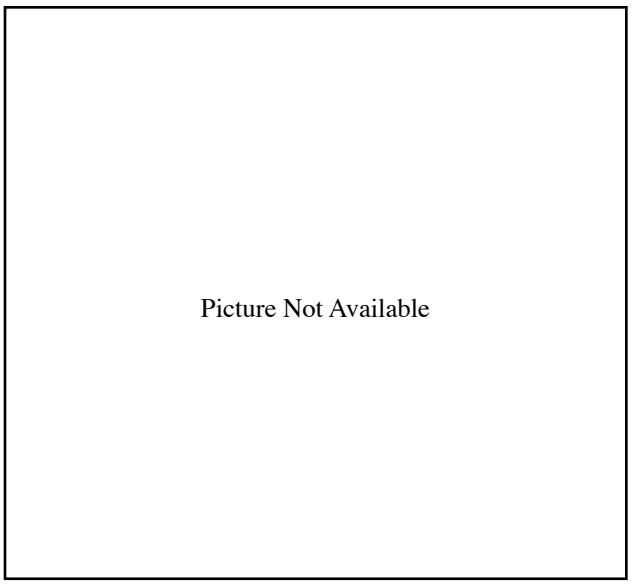
His next duty Commander Gorton reported for duty on the USS *Aroostook*, the first Fleet Air Detachment with the Pacific Fleet. While in that duty he was promoted to Lieutenant (jg) and Lieutenant on February 22, 1921, and on December 1, 1921, he was transferred to the regular Navy in the grade of Lieutenant.

Commander Gorton was attached to the Naval Air Station, Anacostia, D. C. in April, 1922, to test aircraft for a proposed around the world flight of which he was to be a member. In 1922, he also was selected as member of the Navy racing team and won the Curtiss Marine Trophy in Detroit. In 1923, Commander Gorton was a member of the Schneider Cup team at Cowed, England. In September, 1924, he joined the USS *Langley* and during 1925, Commander Gorton was one of four officers selected to make a night landing at sea on the *Langley*, and this was the first night aircraft carrier landing ever. He had duty at the Naval Aircraft Factory, Philadelphia, from April, 1927, until December 6, 1929, when he resigned from the naval service.

Commander Gorton was appointed Lieutenant in the U. S. Naval Reserve, March 1, 1930. He was promoted to the rank of Lieutenant Commander, July 29, 1934, and to that of Commander (T) June 13, 1942.

On March 4, 1941, he reported for active duty in the Naval Air Station, Pensacola, Florida, and was transferred to the Naval Air Station, Jacksonville, on April 8, 1941. On June 1, 1942, he reported as Commanding Officer, Naval Air Station, Banana River, Florida.

Commander Gorton has the Victory Medal, and the American Defense Service Medal. He had over 27 years naval service, both reserve and regular, with 16 years active duty.




**Erl Clinton Barker Gould, Commodore, USNR**

Commodore Gould, born in Baltimore, Maryland, October 3, 1895, attended St. Paul's School, Concord, New Hampshire, where he played football and hockey and was on the crew. He attended Yale University, New Haven, Connecticut, and while a freshman was Captain of the Hockey Team, and a member of the Varsity. As an original member of the First Yale Unit formed in 1916 and taken over by the U. S. Naval Reserve Flying Corps early in 1917, he was given the provisional rank of Ensign on March 24, 1917. He was subsequently promoted to Lieutenant (junior grade), June 5, 1918, Lieutenant, July 22, 1918, and released to inactive duty on January 22, 1919. On January 16, 1941, he re-enrolled in the U. S. Naval Reserve, and subsequently was promoted as follows: Commander, July 1, 1941, Captain. September 10, 1943, to rank from June 20, 1942, On July 2, 1946, he was promoted to the rank of Commodore "while serving with the Foreign Liquidation Commission, State Department, and to continue during any assignment commensurate with the rank of Commodore or until release from active duty".

On April 28, 1917, Commodore Gould reported for duty at the Naval Aviation Detachment, West Palm Beach, Florida, and the following month was transferred to the Naval Aviation Detachment, Huntington Bay, Long Island, New York, and on August 6 reported to the Naval Air Station there for duty as an instructor in aviation. In September 1917 he was assigned special temporary additional duty in connection with tests for detection and combating submarines by use of seaplanes. In December of that year he was transferred to duty at the Naval Air Station, Key West, Florida, and on July 25, 1918, assumed command of that naval air station. Detached from that duty on January 22, 1919, he was released to inactive duty.'

Commodore Gould was associated with the steel industry in Pittsburgh, Pennsylvania, until entering the Brokerage business in 1927 as a General Partner of the Hill-Wright and Frew. In 1935 he became Resident Manager of Sutro Brothers and Company.

In February 1941, Commodore Gould reported to the Bureau of Aeronautics, Navy Department, Washington, D. C., and was assigned consecutive temporary duty at the Naval Air Station, Miami, Florida; at the Naval Air Station, Jacksonville, Florida; and at the Naval Air Station, Pensacola, Florida. He was Officer-in-Charge, Aviation Cadet Regiment at the Naval Air, Training Center, Corpus Christi, Texas, from March 3, 1941, until December 8, 1942, when he became executive officer of the Naval Air Station at Corpus Christi. Detached from that duty in August 1943 he reported to the U. S. Pacific Fleet Amphibious Force, Acorn Training Detachment, Port Hueneme, California, for duty in connection with fitting out Acorn 14. On October 1 of that year he assumed command of Acorn 14, with additional duty as Island Commander, Betio (Tarawa Atoll), Gilbert Islands. In April 1944 he was assigned duty as Commander, U. S. Naval Air Base, Hawkins Field, Tarawa, Gilbert Islands, and for his services in the construction of that base was awarded the Legion of Merit with the following citation:

Legion of Merit:

"For 'distinguished service in the line of his profession, as Commanding Officer of Acorn Fourteen, under nearly continuous enemy-bombing activity, he ably directed the early and complete construction of Hawkins Field, Tarawa Atoll, Gilbert Islands. Adverse working conditions of the worst sort were overcome by him whose personal foresight and resourcefulness contributed an integral part in completion of the Base Development Plan. His conduct throughout was in keeping with the highest traditions of the Naval Service."

On August 17, 1944, Commodore Gould assumed command of the Naval Air Station, Barber's Point, Oahu, T. H., and for his services in that command which extended to July 1945, he received a Letter of Commendation with authorization to wear the Commendation Ribbon from the Commander in Chief, Pacific Fleet. The citation follows:

Letter of Commendation--Commander in Chief, Pacific Fleet: "For meritorious conduct in the performance of his duties as Commanding Officer of the Naval Air Station, Barber's Point, Island of Oahu, Territory of Hawaii from 17 August 1944 to 5 July 1945. Through his outstanding ability and constant attention to duty he maintained a high degree of efficiency in the operation of this large Naval Air Station in support of Fleet units. His unfailing interest in the development of engine overhaul, and tireless concern for the welfare of officers and men under his Command were determining factors in the successful prosecution of the war. His professional excellence and devotion to duty were at all times in keeping with the highest traditions of the United States Naval Service."

On July 23, 1945, Commodore Gould reported for duty on the Staff of the Commander, Fleet Air, West Coast at San Diego, California, and served in that assignment until September 19, 1945. From October 10, 1945, until March 19, 1946, he had temporary duty in the Office of the Foreign

- Continued -

Liquidation Commissioner, Central Field Commissioner for Pacific and China with headquarters in Manila, P. I. On March 25, 1946, he reported to the Office of the Foreign Liquidation Commission, State Department, Washington, D. C. and was assigned temporary additional duty in the Office of the Foreign Liquidation Commission, Central Field Commissioner, Panama, Canal Zone, in connection with disposal of surplus property in Latin America, Brazil and other places as necessary. In July 1946 he was promoted to the rank of Commodore for service with the Foreign Liquidation Commission.

In addition to the Legion of Merit and the Commendation Ribbon, Commodore Gould has the Victory Medal, and is entitled to the American Defense Service Medal, the American Area Campaign Medal, the Asiatic-Pacific Area Campaign Medal, and the World War II Victory Medal.

He was married to the former Katherine S. Laughlin, of Pittsburgh, Pennsylvania.

Commodore Gould was Co-founder and member Operations Committee of Pennsylvania Economy League, Chairman, Yale Scholarship Committee and was active in other civic and philanthropic organizations.



Lt. Gourley in China 1946, with his dog Cum Shaw. He came all the way to the States.



1973

## Norman W. Gourley, MGEN , USMC (Ret.)

"Norm"

Date of Designation: 16 June 1943 NA # C-6670

Dates of Active Duty: 2 June 1942 - 1 April 1978

Total Flight Hours: 8,050

Carrier/Ship Landings: Fixed wing: 22

Approximate Flight Hours:
Jet: 1,136 Prop: (F4U - 784.6, F7F - 301.8, F4U - 784.3, F8U - 513.7, F4 - 357.8, F3D - 264.8)

Combat Tours:

| | |
|---|---|
| WW II: | VMF-115 (F4U), South Pacific Feb. 1944 - Mar. 1945 - 86 Missions |
| Korea: | VMF (AW)-513 (F3D/F7F), Jun. 1952 - Mar. 1953 - 50 Missions |
| Vietnam: | CO, MAG-13 (F4B) and G-4, 1st MAW, Jul. 1968 - Aug. 1969 - 83 Missions |

Aviation Commands:
CO, VMFA-323, Jul. 1963 - Jul. 1964
CO, MAG-13, Sep. 1968 - Mar. 1969
CG, 1st. Marine Aircraft Wing Jan. 1975 - Jan. 1976

Combat Awards:
2 Legion of Merit
4 Distinguished Flying Crosses
12 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 7/42-8/42 | University of New Hampshire - CPT. |
| 10/42-12/42 | University of North Carolina - Pre Flight. |
| 12/42-6/43 | Flight Training at Hutchinson, KS., and Corpus Christi, TX. (Aviator # C-6670) |
| 6/43-8/43 | Operational Training (F2A), Miami, FL. |
| 8/43-4/45 | VMF-115 (F4U), Santa Barbara & South Pacific. |
| 4/45-12/45 | Naval Air Test Center, Patuxent River, MD - F8F Test Pilot. |
| 12/45-3/45 | VMF-911 (F4U) MCAS Cherry Point, NC. |
| 8/45-12/46 | VMF-(AW)533 (F7F) - Peiping, China. |
| 1/47-6/47 | VMF (AW)-533 Ewa, Hawaii. |
| 7/47-6/48 | VMF-223/VMF-323 (F4U). VMF-311 (TO1/F4U), El Toro, CA. |
| 6/48-7/50 | Camp Lejeune, North Carolina, FAC. |
| 7/50-12/50 | Amphibious Warfare School, Quantico, VA. |
| 1/51- 6/52 | VMF (AW)-531 (F3D/F7F) MCAS Cherry Point, NC. |
| 7/52-3/53 | VMF (AW)-513 (F3D/F7F), Korea. |
| 4/53-6/54 | Special Weapons Officer, MCAS Cherry Point, NC. |
| 7/54-7/57 | Marine Corp. Development Center, Quantico, VA. |
| 8/57-2/58 | VMF (AW)-542 (F3D), MCAS El Toro, CA. |
| 3/58-1/61 | VMF (AW)-251, West Pac, Atsugi, Philippines |
| 1/61-1/64 | Headquarters Marine Corps (DC/S AIR) Washington, D. C. |
| 1/64-6/65 | Armed Forces Staff College, Norfolk, VA. |
| 7/64-7/65 | VMFA-323 (F4), MCAS Cherry Point, NC. |
| 7/65-8/67 | G-3, 2nd Marine Air Wing Cherry Point, NC. |
| 8/67-6/68 | U. S. Army War College, Carlisle, PA. |
| 8/68-9/69 | Vietnam - CO, MAG-13 and G-4, 1st Marine Air Wing. |
| 9/69-9/70 | Assistant G-3, FMFPAC, Hawaii. |
| 9/70-9/72 | Assistant Director of Operations - European Command, Germany (J-3). |
| 9/72-9/73 | Director, Marine Corp Development Center, Quantico, VA. |
| 9/73-1/75 | Headquarters Marine Corps - Director of Plans, Washington D. C. |
| 1/75-1/76 | CG, 1st Marine Air Wing, Iwakuni, Japan. |
| 1/76-4/78 | J-3, CINCPAC Headquarters, Hawaii. |
| 4/1/78 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) 1945 - Test Pilot (Patuxent River) F8F Aircraft.

(2) Personally involved in forming tactics in Korea flying F3D aircraft in support of B-29 aircraft. B-29 tried to conduct daylight operations in North Korea. The MIG's were too much for them and they reverted to night operations. The F3D's were always on the north of the B-29 approach (touchy were close to Yalu River). Mig's would launch above the Yalu River and come south. Our radar at Choto Island would give us vectors we would use with at least 3 F3D's at various altitudes. (30K, 20K, 15K) and to cover the area and chase the Mig's home. (We had the J34 engine in our F3D's instead of J46. Not too swift.) Our reward was we never lost a B-29.


1955


1983 Louise

## Gordon L. Gray, Captain, USN (Ret.)

"Gordo"

Date of Designation: 27 February 1946 NA# C-28739

Dates of Active Duty: 12 August 1943 - 1 July 1970

Total Flight Hours: 4,550

Carrier/Ship Landings: Fixed wing: 575 (Night - 200)

Approximate Flight Hours:
Jet: 1,900 Prop: 2,650 VF/VA: 2,920
VS: 45 VT: 1,601

Combat Tours:
Korea: COMCVG-9 Staff Air Operations. Flew VF-94 aircraft aboard USS *Phillipine Sea*, Feb. 1953 - Aug. 1953 (F4U-4) - 50 missions

Aviation Commands:
CO, VF-32, March 1963 - April 1964
CO, VF-174, August 1965 - August 1966

Combat Awards:
5 Air Medals

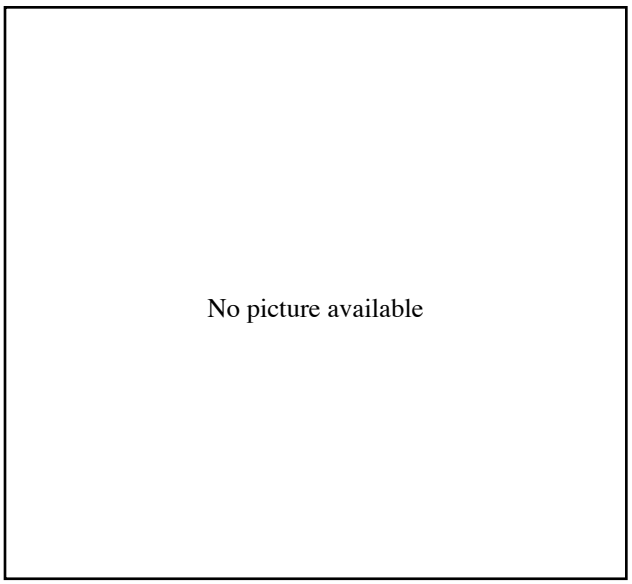
### Duty Assignment Chronology

| | |
|---|---|
| 12/42 | Enlisted, San Francisco., |
| 8/43 | Active Duty, Norman, OK. Tarmac-Seaman 2/c, V-5. |
| 12/43-2/46 | Flight Training: Monmouth, Pocatello, St. Mary's College, Norman, OK., Kingsville, Beeville, Corpus, TX. Aviation Cadet, V-5 (CUBS, N2S, SNJ, SBD). |
| 2/46 | Corpus Christi, TX. Ensign, Naval Aviator. |
| 3/46-8/46 | NAS Miami, FL. Flight Student, Advanced Training (SNJ, F6F) |
| 8/46 | USS *Ranger*, Student, CarQual, (F6F) |
| 10/46-12/49 | VF-153 & VF-15A, Personnel Officer (F6F, F8F). USS *Boxer/Antietam*. |
| 1/50-8/50 | UCLA, Los Angeles, 5-term College Program (SNJ). |
| 9/50-5/52 | NAAS Saufley Field, FL. Flight Instructor, Gunnery (SNJ). |
| 6/52-10/53 | Staff, COMCVG-9, USS *Philippine Sea*, CVG-9 Air Ops., Korea (FG-1D, F4U-4). |
| 11/53-6/54 | VF-91, Alameda, Admin. Off. (F9F-2, F9F-6) |
| 7/54-2/55 | Test Pilot School, NAS Pax River, Student (AD, F86, F9F, TV-2, T-28, P4Y, F8F, SNB, UF-1, FJ-2). |
| 2/55-7/56 | Flight Test Division, Pax River, Test Pilot (P2V, F7U, S2F, F4D, YA4D, A3D). |
| 9/56-7/57 | Gen. Line School, Monterey, Student (SNB, JRB). |
| 8/57-6/58 | Naval War College, Student, C&S Course (SNB, JRB, T-28). |
| 7/58-10/58 | VF-174, Cecil Field, Student (F8U). |
| 10/58-3/60 | XO, VF-32, Cecil Field (F8U). |
| 4/60-4/62 | ComNavAirLant Staff, Norva. Air Ops. (F8U, F9F-8, SNB). |
| 7/62-10/62 | VF-174, Cecil Field, Student (F8U). |
| 10/62-3/63 | XO, VF-32 Cecil Field (F8D). |
| 3/63-4/64 | CO, VF-32, USS *Philippine Sea* (F8D). |
| 4/64-7/64 | ComFairJax Staff, Air Ops. (F8C,D,E). |
| 8/64-8/65 | National War College, DC., Student (T-1A, T-28). |
| 8/65-8/66 | CO, VF-174, VA-174 JAX (F8D,E). |
| 8/66-8/67 | ComCarDiv-6 Staff, Air Ops. (C1A, US2B, TS2A), USS *Independence*. |
| 9/67-12/67 | George Washington University, Student, College Degree Program. |
| 1/68-6/70 | Navy Dept., Office of Prog Appraisal. Air Ops. |
| 7/1/70 | Captain USN Retired , Fabulous Florida Keys/ Yachting. |

### Summary of Significant Career Events

(1) 2/55 - 7/56: Navy test pilot, Flight Test Division, NATC Patuxent River.

(2) 10/15/55: World Speed Record, 500 Km closed course, 695 MPH (A4D-1).




## "O" "B" Gray, Captain USN

"O" "B" Gray was born in Muskogee, Oklahoma, on May 8, 1919, son of Ora Burton and Pearlie Violet (Branson) Gray. He attended the University of Oklahoma at Norman, from which he received the degree of Bachelor of Science. In December 1941 he enlisted in the U. S. Naval Reserve and after elimination flight training at the Naval Reserve Aviation Base, Dallas, Texas, was appointed Aviation Cadet in March 1942. He had flight training at the Naval Air Station, Corpus Christi, Texas, and on October 1, 1942 was commissioned Ensign, USNR and designated Naval Aviator. He subsequently advanced in rank to that of Captain, to date from February 1, 1963, having transferred from the U. S. Naval Reserve to the U. S. Navy on May 6, 1945.

His first assignment after receiving his commission in 1942, was as Material Officer with Patrol Squadron TWO HUNDRED NINE and in May 1944 transferred to Patrol Bombing Squadron TWENTY-EIGHT to serve as Engineering Officer. While attached to that squadron, he completed twenty five missions during the period January 25 to June 18, 1945 and was awarded the Distinguished Flying Cross and the Air Medal with Gold Stars in lieu of the Second, Third and Fourth Air Medals. He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded Patrol Bombing Squadron TWENTY-EIGHT for outstanding service in the South China-Formosa area during the period March 1 to April 23, 1945.

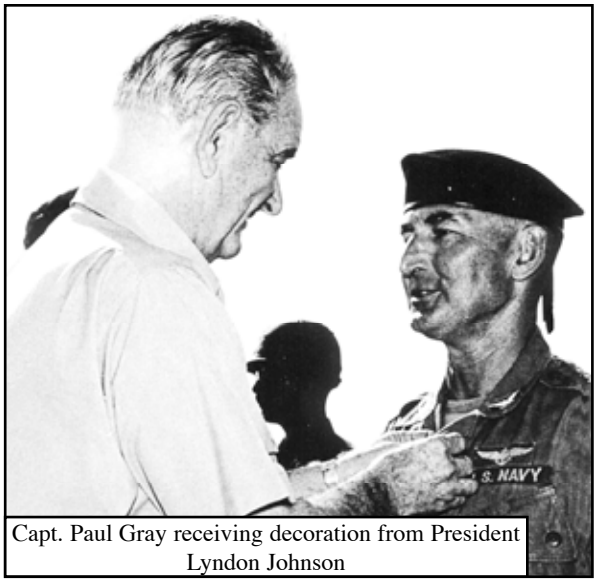
In September 1945 he reported as an Instructor at the Naval Air Station, Pensacola, Florida, and from October 1946 until April 1948, was officer Personnel Officer on the Staff of the Chief of Naval Air Basic Training, Pensacola, Florida. Following an assignment, which extended to January 1950, as Executive Officer of Fleet Aircraft Service Squadron ONE HUNDRED FIVE, he served as Assistant Operations Officer at the Naval Air Station, Trinidad, British West Indies and from August 1950 had similar duty at the Naval Air Station, Seattle, Washington. He attended the Combat Information School at the Naval Air Station, Glenview, Illinois, during the period August 1952 until January 1953 and the next month joined the USS *Timbalier* (AVP-54) to serve as Air, Deck Officer and Operations officer.

Assigned from October 1954 until March 1957 to the Heavy Attack Training Unit, he was Maintenance officer for four months and Director of Training for twelve months, after which he had duty in the Air Training Support Section, Office of the Chief of Naval Operations, Navy Department, Washington, D. C. He remained there until January 1960, then attended the Armed Forces Staff College, Norfolk, Virginia. In August 1960 he joined Patrol Squadron FIFTY as Executive Officer and in March 1961 assumed command of that squadron. Detached from command in August 1962, he next reported as Executive Officer of the USS *Currituck* (AV-7).

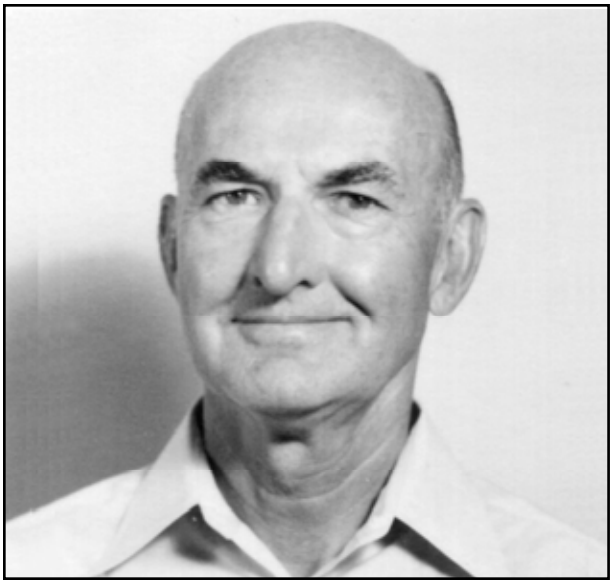
During the period August 1963 to June 1964 he was a student at the National War College, Washington, D. C., after which he had duty in the Joint Staff Office, Joint Chiefs of Staff, Washington, D. C. In November 1966 he assumed command of the USS *Mountrail* (APA-213) and in November 1967 was ordered detached for instruction at George Washington University, Washington, D. C.

In addition to the Distinguished Flying Cross, the Air Medal with three Gold Stars, and the Navy Unit Commendation Ribbon, Captain Gray has the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific campaign Metal;, World War II Victory Medal; Navy Occupation Service Medal, Asia and Europe Clasps; National Defense Service Medal with bronze star; and the Philippine Liberation Ribbon.

He was married to the former Lillie Bernice Hill of Muskogee, and they had four children, Margaret Ann, Glen Burton, Gary John and Martha Ellen Gray.



Capt. Paul Gray receiving decoration from President Lyndon Johnson



## Paul N. Gray, Captain, USN (Ret.)

"Paul"

Date of Designation: August 3, 1943

Dates of Active Duty: 1941 - 1970

Total Flight Hours: 4,500

Approximate Flight Hours:
Jet: 1,500 Prop: 3,000

Combat Tours:
WW II: Battles of Santa Cruz and Guadalcanal at Savo Island.
Korea: Close air support and interdiction missions. Shot down five times by enemy ground fire.
Vietnam: Two year as Commander of the River Patrol Force.

Aviation Commands:
CO, VB-92
CO, VT-193
CO, Training Squadron 4
CO, VF-54
CO, ATG-3
CO, USS *Aludra*
CO, USS *Kearsarge* (CVA-33)
CO, Task Force 116 (River Patrol Force)

Combat Awards:
Distinguished Service Medal
Silver Star
Bronze Star
Distinguished Flying Crosses
2 Purple Hearts

### Duty Assignment Chronology

Paul Gray is a graduate of the U.S. Naval Academy and the National War College. He has a Masters Degree in International Economics from George Washington University and a Masters Degree in Business Administration from National University in San Diego. He is a member of CIRA, the CIA retired association.

During WW II he fought in the battles of Santa Cruz and Guadalcanal at Savo Island. As a naval aviator he flew dive bombers and attack planes. During the Korean war he was shot down 5 times by enemy ground fire while flying close support and interdiction missions.

He spent two years in Vietnam as the Commander of the River Patrol Force and was wounded twice.

His military decorations include the Distinguished Service Medal, Silver Star, Bronze Star, the Distinguished Flying Cross, two Purple Hearts and the Vietnamese Cross of Gallantry.

Upon retiring from the Navy he entered the international arms business as the Director of Marketing for Litton Industries Asia. Be lived in Tokyo for many years.

After returning to the U.S. he became the President of Universal Technology International, a Korean owned corporation dealing in armed helicopters.

Today, he is on the Board of directors of Sun Harbor Mortgage. He is also on the Board of Advisors of Sound Money Investors and speaks at financial seminars in the United States and internationally. He owns American Factors, a company dealing with California mortgages.

### Summary of Significant Career Events

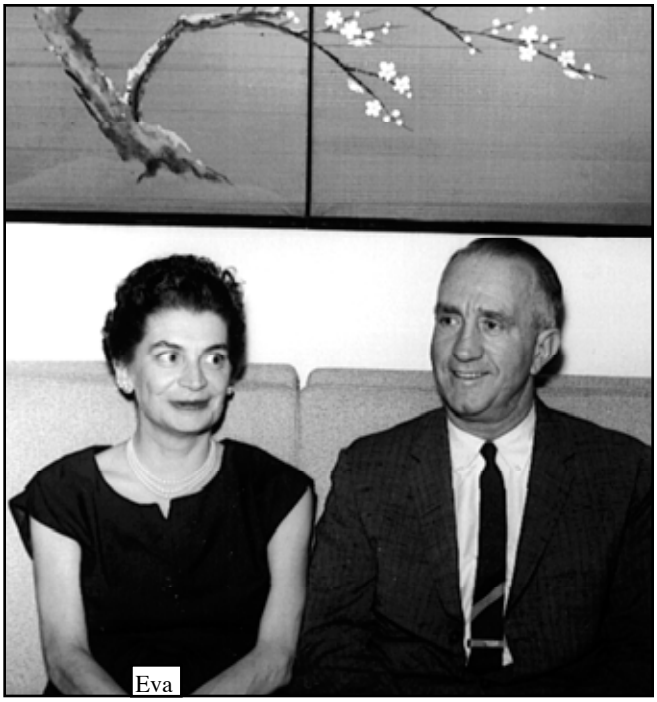
(1) Shot down five times in Korea by enemy ground fire.

(2) Led the raid on the bridge at Toko-Ri.

(3) Led the raid on Kapsan.

(4) Attached to the CIA at Bay of Pigs and during operation Phoenix in Vietnam.





Eva

## Charles Donald Griffin, Admiral, USN

Dates of Active Duty: June 1927 - 1 February 1968

Combat Tours:

WW II: Commander, Air Group NINE/Air Officer, USS *Essex* (CV-9). Attack on Japanese shipping in Rabaul Harbor on November 11, 1943 and in Task Group Defense against Japanese planes.

WW II: Operations Officer, Commander, Carrier Division THREE aboard USS *Yorktown*. Participated with Task Force 58 in the occupation of the Marshall Islands and raids on Truk and the Marianas.

Aviation Commands:

Commander, Air Group Nine, Aug. 1942 - Sep. 1943
CO, USS *Croatan*, Sep. 1945 - Jan. 1946
CO, USS *Oriskany* (CVA-34), Jun. 1953 - Aug. 1954
Commander, Carrier Division Four, Nov. 1957 - Nov. 1958
Commander, SEVENTH Fleet, Mar. 1960 - Oct. 1961

Combat Awards:

Bronze Star Medal, Combat "V"
Presidential Unit Citation Ribbon with two stars

### Duty Assignment Chronology

| | |
|---|---|
| 6/23-6/27 | Midshipman, U. S. Naval Academy. |
| 6/27-6/28 | USS *Florida*. |
| 6/28-1029 | USS *Coghlan*. |
| 11/29-6/30 | Flight Training, NAS Pensacola, Florida. |
| 6/30-6/33 | Scouting Squadron Nine (Pilot aboard USS *Chester*). |
| 7/33-6/34 | Patrol Squadron Six. |
| 7/34-6/36 | Naval Postgraduate School, Annapolis, MD. |
| 6/36-7/37 | University of Michigan, Ann Arbor, Michigan. |
| 7/37-6/40 | Operations Officer, Scouting Squadron Six aboard USS *Enterprise* (CV-6). |
| 7/40-7/42 | Flight Test Officer, NAS Anacostia, D. C. |
| 8/42-9/43 | Commander, Air Group Nine aboard USS *Essex* (CV-9). |
| 9/43-12/43 | Air Officer, USS *Essex*. |
| 12/43-3/44 | Operations Officer, Commander, Carrier Division Three aboard USS *Yorktown*. |
| 3/44-9/45 | Joint War Plans Committee, Joint Chiefs of Staff (Naval Aviation Member). |
| 9/45-1/46 | CO, USS *Croatan*. |
| 2/46-9/46 | Operations Officer, Staff, Commander, EIGHTH Fleet aboard USS *Franklin D. Roosevelt* (CVA-42). |
| 9/46-9/47 | Assistant Chief of Staff (Plans), Staff, Commander in Chief, Atlantic Fleet. |
| 9/47-7/48 | Chief of Staff and Aide, Staff, Commander, Fleet Air Wing Two. |
| 7/48-9/48 | Plans Officer, Staff, COMNAVAIRPAC. |
| 10/48-8/50 | Office of the Chief of Naval Operations (Head of the Aviation Liaison and Special Projects Section, Strategic Plans Division). |
| 8/50-6/51 | National War College (Student). |
| 7/51-5/53 | Assistant Chief of Staff (Plans), Staff, Commander in Chief, U. S. Pacific Fleet. |
| 6/53-8/54 | CO, USS *Oriskany* (CVA-34). |
| 9/54-4/55 | Deputy Chief of Naval Operations - Air (Special Assistant for Special Studies). |
| 4/55-6/56 | Director, Long Range Objectives Group, Chief of Naval Operations. |
| 6/56-11/57 | JCS (Special Assistant to Chairman). |
| 11/57-11/58 | Commander, Carrier Division Four. |
| 12/58-2/60 | Office of the Chief of Naval Operations. (Strategic Plans Division Director). |
| 3/60-10/61 | Commander, SEVENTH Fleet. |
| 1/62-6/63 | Deputy CNO (Fleet Ops. and Readiness). |

- Continued -

Duty Assignment Chronology (continued)

| | |
|---|---|
| 6/63-3/65 | Commander in Chief, U. S. Naval Forces, Europe and U. S. Commander, Eastern Atlantic. |
| 3/65-1/68 | Commander in Chief, Allied Forces, Southern Europe. |
| 2/1/68 | Transferred to Retired List of the U. S. Navy |

## Summary of Significant Career Events

(1) Participated in "Revolt of the Admirals" with other Navy Flags against Air Force and SECDEF efforts to kill Navy air.

**PROMOTIONS:**

Ensign, June 1927
Lieutenant (junior grade), June 1930
Lieutenant, July 1936
Lieutenant Commander, September 1941
Commander, September 1942
Captain, March 1945
Rear Admiral, February 1955
Vice Admiral, January 1960
Admiral, June 26, 1963

**DECORATIONS AND MEDALS:**

Distinguished Service Medal
Gold Star in lieu Second Distinguished Service Medal
Bronze Star Medal, Combat "V"
Presidential Unit citation Ribbon/ two stars (USS *Essex* and USS *Yorktown*)
American Defense Service Medal, Fleet Clasp
American Campaign Medal
Asiatic-Pacific Campaign Medal, one silver star (five engagements)
World War II Victory Medal
Navy Occupation Service Medal, Europe Clasp
National Defense Service Medal with bronze star
Korean Service Medal
United Nations Service Medal

**CITATIONS:**

Distinguished Service Medal: "For exceptionally meritorious service...as Deputy Chief of Naval Operations (Fleet Operations and Readiness) from December 1961 to June 1963. Admiral (then Vice Admiral Griffin displayed a high degree of imagination and foresight while involved in the personal direction of much of the Navy's operations incident to the Cuban Quarantine. The readiness and proper. deployment of U. S. Navy forces were a major concern of Admiral Griffin, and his keen perception and thorough understanding, both of possible measures available to our forces, and of the likely response to be expected of our adversaries enabled him to discharge his responsibilities during this period of grave crisis with outstanding skill and resourcefulness. Recognizing the need for centralized coordination of policies and procedures throughout the Navy, (he) was instrumental in effecting the establishment of the Office of the Assistant Chief of Naval Operations (Training). Under his leadership, the concept of specially trained counterinsurgency teams was developed and in January 1962, the first Sea Air Land (SEAL) Teams were established. He was also a driving force in the incorporation into the Fleet of such important contributions as the Automatic Air Intercept Control Computer, the Drone Antisubmarine Helicopter (DASH) weapon system, the P3A (ORION) patrol plane, and the Fleet Computer Programming Centers..."

Gold Star in lieu of the Second Distinguished Service Medal: "For exceptionally meritorious service...as Commander in Chief, Allied Forces, Southern Europe, from March 1965 through January 1968. Serving in this key post of international significance, during a period of unrest, conflict and heightened tensions, Admiral Griffin made outstanding contributions to the security interests of the United States and considerably enhanced the security posture of the North Atlantic Alliance. As a result of his able direction and his skill in coordination, the security and operational readiness of the multinational forces committed to his command were improved significantly. Admiral Griffin continuously demonstrated a high degree of resourcefulness, a keen and perceptive insight, and sound Judgment in the achievement of Allied objectives, furthering at the same time, a mutual understanding and respect among the civil and military elements of the NATO countries in his area of responsibility. He was greatly instrumental in the successful achievement of multinational peacetime agreements which would meet the critical test of wartime requirements. Admiral Griffin's efforts in materially enhancing the military readiness and overall effectiveness of Allied Forces, Southern Europe, coupled with his unique contribution in the furtherance of military integrity and general security within Allied Command Europe, was of immeasurable benefit to the mission of the North Atlantic Alliance..."

Bronze Star Medal: "For meritorious achievement as Air Officer of the USS *Essex* in the Pacific War Area from September 1943 to January 1944. Having previously commissioned, organized and trained Air Group NINE while serving as its commander, (he) contributed largely to the success of this group in an attack on Japanese shipping in Rabaul Harbor on November 11, 1943, as well as the defense of the Task Group when subjected to a determined counterattack on that date by approximately 300 Japanese aircraft..."

Presidential Unit Citation (USS *Essex*): "For extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat in the Pacific War Area from August 31, 1943 to August 15, 1945..."

Presidential Unit Citation (USS *Yorktow*n): "For participation with Task Force 58 in the occupation of the Mar shall Islands and raids on Truk and the Marianas."

Letter of Commendation (SECNAV): "For high fixed gunnery score, heavy cruiser class, U. S. Fleet."



**Harry F. Guggenheim, Commander, USNR**

Commander Guggenheim, diplomat, mining executive and leader in aeronautical development, was born at West End, N. J., on August 23, 1890, son of Daniel and Florence (Shloss) Guggenheim. His grandfather was Meyer Guggenheim, a native of Lengau, Switzerland, who emigrated as a youth with his father to the United States in 1849, settling in Philadelphia, PA., and founded a great mining industry in Colorado. His father was president or Chairman of the Board of the American Smelting & Refining Company for twenty years, and in 1926 founded the Daniel Guggenheim Fund for the Promotion of Aeronautics, of which Commander Guggenheim was president and trustee.

He received his primary education at the Columbia Grammar School in New York City, and was graduated in 1907. He then studied for a term at the Sheffield Scientific School of Yale University, and left to engage in practical mining and metallurgy at the American Smelting Refining Company's properties in Mexico. In 1910 he resumed his education in England at Pembroke College, Cambridge University, where he was a Cambridge tennis blue. He received a B.A. degree there in 1913, and an M.A. five years later. In 1931 the Georgia School of Technology accorded him an honorary degree of Doctor of Science.

In 1913 he became associated with the development of mining property allied with the Guggenheim interests. From 1913 to 1923 he was an official and director in several copper companies, and from 1916 to 1923 a member of the firm of Guggenheim Brothers. He was executive director of the Chile Copper Company from its early organization until it became the world's largest producer of low grade copper. At that period he took a leading part in the operation of Guggenheim Brothers, South American interests. Until appointed American Ambassador to Cuba, he was a director of the Braden Copper Company, a director of the Kennecott Copper Corporation, and a director of the Utah Copper Company.

In World War I Guggenheim served as a naval aviator in the Foreign Service of the United States Aviation Forces in France, England and Italy. He was relieved from active duty on December 31, 1918, with the rank of lieutenant commander. When his father established the Daniel Guggenheim Fund for the Promotion of Aeronautics in January, 1926, with deeds of gift totaling $3,000,000, Mr. Guggenheim became president and trustee. In the four years of its existence (terminating January, 1930), the Fund engaged in a wide variety of aeronautical activities, each designed to stimulate further development by others. The Fund authorized an equipment loan for the operation of the first air line exclusively operated for passengers in this country in 1927, thus initiating American air transport on a large scale; established six schools of aeronautical engineering in leading American universities; organized a safe aircraft competition to encourage aerodynamic safety improvements without loss of efficiency; installed in California the country's first adequate and complete aeronautical weather reporting service to serve as example for a permanent system; gave the first demonstration, in its Full Flight Laboratory, of the principle of fog-flying when then Lieutenant (later Lieutenant General) Doolittle took off, flew and landed while in a covered cockpit and guided only by instruments.

Appointed ambassador to Cuba in November, 1929, a post which he held until his resignation in April, 1935, Mr. Guggenheim went to that island at the beginning of one of the most critical periods in its history, when it was shaken by political bitterness and economic depression. In accordance with the official Root interpretation of the treaty between the two countries, Mr. Guggenheim was instructed to follow a policy of not interfering in the internal affairs of Cuba while offering at the same time his unofficial advice to the Cuban Government in the solution of its problems. In the strained political situation he acted as unofficial mediator between the Machado Government and the opposition for nearly two years until the attempted revolution of 1931, and resumed these negotiations immediately thereafter. Outbreaks of terrorism continued in Cuba, however, and although Mr. Guggenheim was able to protect the lives and property of American citizens on the island without involving the United States and violating the non-intervention policy, this policy was frequently misinterpreted because it had not always been observed by the United States in the past. Mr. Guggenheim reported to the Department of State In January, 1933, that: -

"The continuance of the policy does not commend itself as a thorough, progressive or final solution of the Cuban problem. It does not itself remedy existing conditions in Cuba, and because of its misinterpretation the Cubans do not feel wholly free to demonstrate their own capacity to do so."

- Continued -

He, therefore, recommended that the United States should voluntarily offer to negotiate a new political treaty and a new commercial treaty with Cuba. Both these recommendations were finally accepted and put into effect in 1934 under the Roosevelt administration.

In 1935 the Cuban Government, under the presidency of Carlos Mendieta, conferred upon Mr. Guggenheim the "Order Nacional de Merito 'Carlos Manuel de Cespedes,' en el grado de Gran Cruz" to "recognize and reward outstanding merit in the diplomatic order and eminent services offered to Cuba or to humanity."

Mr. Guggenheim has represented the United States on a number of international commissions. At the Invitation of the Preparatory Commission for the Disarmament Conference of the League of Nations, Mr. Guggenheim was one of a committee of experts which met at Brussels in February, 1927 to examine the economic consequences of any limitation of air armament which would include civil aeronautics. He was appointed in May, 1927 a delegate from the United States on the Inter-American Commission of Commercial Aviation at the Third Pan-American Commercial Conference held in Washington D. C. In December, 1928 he was selected by President Coolidge as a delegate on the part of the United States to the International Conference on Civil Aeronautics at Washington.

Mr. Guggenheim was appointed by President Hoover as a member of the National Advisory Committee for Aeronautics on which he served from 1929-1938. From 1936 to June, 1942, he was President of the Citizens Committee on the Control of Crime in New York. Established to supplement the campaign against industrial rackets waged by Special Prosecutor Thomas E. Dewey, the Citizens Committee kept systematic check upon the work of the police, the prosecutors and the criminal courts of New York City, made analytical studies of the efficiency of these public agencies and of crime conditions in the metropolis, maintained cumulative records of these conditions and of official activities in connection with them, and as occasion required recommended action for improvement. Governor Lehman intervened in the Borough of Brooklyn in 1938 as a result of one such recommendation. Mr. Guggenheim was re-enrolled in the United States Navy on May 11, 1942, as lieutenant commander, and was assigned to duty with the Naval Aviation Forces. He was on duty at the U. S. Naval Air Station, Floyd Bennett Field, Brooklyn, New York, until May 7, 1943, when he was ordered to duty as Prospective Commanding Officer of Mercer Field, Trenton, New Jersey. He assumed duties as Commanding Officer of that activity when it was commissioned July 27, 1943. He was promoted to the rank of commander on July 12, 1943.

Commander Guggenheim is the author of two books: The Seven Skies (G. P. Putnam's Sons, 1930) a study of development in aviation and aeronautical science; and the United States and Cuba (MacMillan 1934) an historical study of the relationship between the two countries.

He was a member of the American Society of International Law, the American Institute of Mining and Metallurgical Engineers, the Yale Club of New York City, the Metropolitan Club of Washington, and was affiliated with Cambridge as a vice-president of the Pembroke College Society. He was also one of the directors of the Welfare Council of New York City; chairman of the Advisory Committee of the Daniel Guggenheim School of Aeronautics at New York University; director of the National Aeronautic Association; honorary member of the Institute of the Aeronautical Sciences; president and director of The Harry Frank Guggenheim Foundation; president and director of The Daniel and Florence Guggenheim Foundation; and was national chairman of the Aviation Division of the Republican National Committee in 1940.

Married 1st, Helen Rosenberg of New York, N. Y., November 9, 1910 - 2 daughters, Joan Florence and Nancy; married 2nd, Caroline Morton of New York, N. Y., February 3, 1923 - 1 daughter, Diane; married 3rd, Alicia Patterson Brooks of Port Washington, Long Island, July 1, 1939. He and his wife were publishers of Newsday, a Nassau County (New York) daily. The oldest of his three daughters, Joan, was a captain in the Women's Army Corps. She was stationed in New Guinea. Her husband, Charles Murray was a seaman first class, USNR, serving aboard a carrier in the. Pacific. Nancy, was the wife of Lieut. George T. Draper, Jr., USAAF. Diane, also was the wife of an Army lieutenant, John Langstaff, AUS, and served with MacArthur in the Philippines.

Commander Guggenheim has devoted most of his life to the development of aviation.



**Grover B. H. Hall, Rear Admiral, USN**

Grover Budd Hartley Hall was born on January 28, 1900, at Franklinville, New York, son of G. B. H. Hall and Mrs. Martha Jane (Hartley) Hall. He attended Kalamazo (Michigan) High School before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from Michigan in 1917. While a Midshipman he had World War I service with the Atlantic Fleet for three months in the summer of 1918. Graduated and commissioned Ensign on June 3, 1920, he advanced progressively to the rank of Captain to date from June 20, 1942. His selection to the rank of Rear Admiral, approved by the President, on December 1, 1948, was confirmed by the Senate to date from June 18, 1948.

Following graduation in 1920, he had duty in the battleship *Arkansas*, and the destroyers *MacKenzie*, *Zeilin* and *Robert Smith*, until August 1924. At that time be was ordered to the Naval Air Station, Pensacola, Florida, for flight training, and in March 1925 was designated Naval Aviator. He completed flight training in June 1925, and for three years thereafter had duty with Aircraft Squadrons of the Battle Fleet attached to the USS *Maryland* and USS *Arizona*. From July 1928 until June 1930 he served at the Naval Air Station, Coco Solo, Canal Zone, after which he joined the USS *Nevada*, for duty with Observation Squadron 3-B.

In June 1931 he was detached from the Nevada's aviation unit for instruction at the Postgraduate School, Annapolis, Maryland. He continued the course in Electrical Engineering at the University of California, Berkeley, California, and received the degree of Master of Science in June 1933. Ordered to sea duty, he served on the staff of Commander Aircraft, Base Force, attached to the USS *Wright*, flagship, from June 1933 until June 1935, and the following month reported to the Naval Air Station, Anacostia, D. C., as Radio Test Officer.

In June 1938 he assumed command of Scouting Squadron FORTY-TWO, based on the USS *Ranger*. A year later he was transferred to Patrol Wing FIVE, and served with that Wing, based at Norfolk, Virginia, and as Air Group Commander of the USS *Wasp*, until April 1940. Continuing duty as Air Group Commander of the *Wasp* until April 1941, he was relieved with orders to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he remained until December 1942. For meritorious service in the Radio and Electrical Section, Bureau of Aeronautics, during the twenty months of service there he received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of the Navy.

In December 1942 he assumed command of the USS *Charger*, one of the first small carriers of the U. S. Navy, assigned to Commander Air Forces Atlantic Fleet, early in World War II for training purposes. In November 1943 he was relieved with orders to Washington, D. C., for duty at the Naval Research Laboratory at Anacostia Station. He was assigned first as Officer in Charge of the Identification, Friend or Foe Mark V and United Nations Beaconry Projects, and later assumed command of the Combined Research Group. For outstanding service as the first Commanding Officer of the Combined Research Group, a subordinate command of the Naval Research Laboratory, he received a Letter of Commendation from the Secretary of the Navy.

In December 1944 he returned to sea in command of the USS *Enterprise*. During this period of command until September 1945, that carrier participated in the attacks on Formosa, Luzon, the China Coast; the landings at Lingayen Gulf; the Fifth Fleet raids against Honshu and Nansei Shoto; the assault and occupation of Iwo Jima; and the Fifth and Third Fleet raids in support of Okinawa Gunto. For "extraordinary heroism as Commanding Officer of the USS *Enterprise* in action against enemy Japanese forces in the Pacific War Areas on March 20, 1945," he was awarded the Navy Cross. The citation continues in part:

"...When his ship was struck and set on fire during a sustained attack by enemy dive bombers, Captain Hall skillfully directed his repair crews in carrying out prompt and effective damage control and despite raging fires, exploding ammunition and dense smoke which surrounded the bridge structure, continued to deliver maximum effective fire power against the hostile planes..."

He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation to the USS *Enterprise* "For outstanding heroism in action against enemy Japanese forces in the air, ashore and afloat in the Pacific War Area from November 19, 1943, to May 14, 1945...Daring and dependable in combat, the *Enterprise* with her gallant officers and men rendered loyal service in achieving the ultimate defeat in the Japanese Empire."

- Continued -

Following a second tour of duty in the Bureau of Aeronautics, from September 1945 until January 1948, he assumed command on February 15, 1948, of Carrier Division FOURTEEN. Relieved of that command, he reported in September 1949 as Director of the Guided Missiles Division, Office of the Chief of Naval Operations, Navy Department. In March 1952 he became Commander Fleet Air Wings, U. S. Atlantic Fleet, with headquarters at the Naval Air Station, Norfolk, Virginia, and in July 1953, was assigned Commander of Carrier Division SIX, his flag in the heavy carrier, *Coral Sea*. That division, under his command, operated with the SIXTH Fleet in Mediterranean waters,

On April 20, 1954, he reported as Commander of the Caribbean Sea Frontier and Commandant, Tenth Naval District, with Headquarters in San Juan, Puerto Rico, On January 18, 1957, he was detached for duty as Commander Naval Air Bases, Eleventh and Twelfth Naval Districts. On August 14, 1959, he assumed the triad command of Commander Barrier, Pacific; Commander Fleet Air, Hawaii, and Commander Airborne Early Warning Wing, Pacific, with headquarters at the Naval Air Station, Barber's Point, Oahu, Hawaii. On February 1, 1960, upon reorganization of the Pacific Barrier, his title was changed to Commander Barrier Force, Pacific and Commander Airborne Early Warning Wing, Pacific was disestablished. On July 1, 1960, he was assigned additional duty as Commander Naval Air Bases, Fourteenth Naval District, He continued to serve as such until relieved of all active duty pending his retirement, effective, October 1, 1961,

"For meritorious service as Commander Barrier Force, Pacific, and Commander Fleet Air, Hawaii, from August 1959 to September 1961; as Commander Airborne Early Warning Wing, Pacific, from August 1959 to February 1960; and as Commander Naval Air Bases, Fourteenth Naval District, from July 1960 to September 1961..." he was awarded a Gold Star in lieu of a Third Navy Commendation Medal. The citation further states in part: "...Rear Admiral Hall has succeeded in welding a heterogeneous, complex pyramid of commands into a strong, efficient, battle-ready organization of high morale and devotion to duty. Possessing a detailed knowledge of air operations and marked organizational ability, he effectively reorganized and streamlined the Barrier Force, Pacific, into a proficient, competent force that was at maximum strength and readiness at all times. Through his insistence upon maximum operational effectiveness of aircraft and carriers, passing through his jurisdiction en route SEVENTH Fleet, he ensured the availability of full aircraft support strength of the SEVENTH Fleet..."

In addition to the Navy Cross, Commendation Medal with two Stars, and the Navy Unit Commendation Ribbon, Rear Admiral Hall has the Victory Medal, Atlantic Fleet Clasp; American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal with three engagement stars; World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; National Defense Service Medal; and the Philippine Liberation Ribbon.

Rear Admiral Hall was married to the former Mary Farmer of Boise, Idaho. They had two sons, Grover B. H. Hall, III, and Lieutenant Commander James F. Hall, USN.



**Thomas J. Hamilton, Rear Admiral, USN**

Thomas James Hamilton was born in Hoopeston, Illinois, on December 26, 1905, the son of John. L. and Mary Hall Hamilton. He attended Indianola School, Columbus, Ohio, and Doane Academy, Granville, Ohio, before his appointment to the U. S. Naval Academy from Ohio in 1923. While a midshipman, he won letters in football, baseball, and basketball, was president of his class, and as a first classman had his name engraved on the Thompson Trophy Cup as the Midshipman who had done most during the preceding year to promote athletics at the Academy. He was also awarded the Navy Athletic Association Sword for general athletic ability and leadership. Graduated and commissioned Ensign in June 1927, he progressed in rank attaining that of Captain, to date from March 20, 1945. His retirement from the Navy dates from February 1, 1949, when he was advanced to the rank of Rear Admiral on the basis of Combat citations,

After graduation in 1927, he remained at the Naval Academy for Aviation instruction and the following December joined the USS *Maryland*. He served in that battleship for two years with the exception of the football seasons of 1927 and 1928, when he had temporary duty as assistant coach at the Naval Academy. Ordered to the Naval Air Station Pensacola, Florida, for flight training, he was designated Naval Aviator on July 26, 1930, then again served as assistant football coach at the Naval Academy until the following December.

In January 1931 he joined Torpedo Squadron ONE, based on the aircraft carrier *Lexington*, and in June 1932 was transferred to Scouting Squadron SIX, aviation unit of the cruiser *Milwaukee*. While so assigned he was head football coach of the U. S. Fleet Team on the Pacific Coast during the seasons 1931, 1932 and 1933. From 1934 until 1937, he had duty in the Department of Physical Training, Naval Academy, with additional duty in 1936 as Instructor in Aviation for Midshipmen. From March 1937 to early 1940, he served in Squadrons of patrol Wing ONE as Gunnery Officer, and made flights from the mainland to Hawaii, Alaska, and the Caribbean. For two consecutive years his squadron received awards for highest standing gunnery competition,

In June 1940, he reported as assistant Operations Officer at the Naval Air Station, Anacostia, D. C., and from July until December 1941 was Operations Officer of that station. He next served as Officer-in-Charge of Pre-Flight and Physical Training Section, Aviation Training Division, Bureau of Aeronautics, Navy Department, Washington, D. C., where he was in charge of organizing and developing physical training programs for Naval Aviation Cadets entering the service for the first time. He was awarded a Legion of Merit with the following citation:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Officer-in-Charge, Physical Training Section, Naval Air Training Division, Bureau of Aeronautics, December 1941, to June 1943. Charged with the difficult task of preparing a thorough physical and indoctrination program for air cadets, Captain (then Lieutenant Commander) Hamilton formulated effective plans and was responsible for the selection and establishment of the first four as well as other Pre-Flight Schools at which approximately 250,000 cadets received ground training and the physical conditioning essential for combat. He selected and indoctrinated approximately 2100 officers for teaching in the schools and other aviation units of the Navy. In addition, he was instrumental in establishing the Naval Recognition School at Ohio State University. His untiring efforts in training skilled airman, his administrative ability and unwavering devotion to duty reflect the highest credit upon Captain Hamilton and the United States Naval Service."

When detached, in June 1943, he reported for duty as Air Officer on board the aircraft carrier *Enterprise*, and from June to December 1944, as her Executive Officer, he participated in the invasions of the Gilbert and Marshall Islands, and all engagements in the Battle of Leyte Gulf. For his services during this period he "as awarded the Bronze Star Medal, with Combat "V," and the following citation:

"For meritorious service as Executive Officer of the USS *Enterprise*, during operations against enemy Japanese forces in the Philippine Islands Area and the Battle for Leyte Gulf from August 30, 1944, to October 25, 1944. Displaying sound judgement and professional skill, Captain (then Commander) Hamilton rendered invaluable assistance to his commanding officer throughout the hazardous missions of the *Enterprise* and materially aided his ship and air group in successfully repelling numerous hostile air attacks and inflicting great damage on enemy ships, aircraft and shore installations..."

- Continued -

Detached from the *Enterprise* in December 1944, he joined the staff of Commander Air Force, Paciflc Fleet, in January 1945. For his services as Air Force Training Officer, he was awarded a Gold Star in lieu of a second Legion of Merit, with the following citation:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Force Training Officer on the Staff of Commander Air Force, Pacific Fleet, during operation against enemy Japanese forces in the Pacific War Area from January 20 to October 1, 1945. Demonstrating outstanding ability, Captain Hamilton established facilities to provide each man in every branch of the Fleet's aviation organization with a thorough knowledge of modern war equipment. In addition, he supervised the development of new techniques for solving the manifold problems incident to a constantly expanding aviation organization and aided in the integration of a complete training program for pilots, aircrewmen and all other aviation specialists, thereby contributing materially to the superior record of the Air Force, Pacific Fleet..."

In October 1945, he returned to the United States and reported to Commander Training Command, Pacific Fleet, as a prospective commander of an aircraft carrier escort. He assumed command of the USS *Savo Island* on December 1945. On February 5, 1946, he was again ordered to the Naval Academy for duty this time as Director of Athletics and Head of the Department of Physical Training, a post he held until his retirement on December 31, 1948. Soon thereafter he accepted a similar position at the University of Pittsburgh, in accordance with his desire "to devote all his time to the development of youth."

In addition to the Legion of Merit with Gold Star in lieu of the second Legion of Merit and the Bronze Star Medal, with Combat "V," Rear Admiral Hamilton has the American Defense Service Medal, Fleet Clasp; the American Area Campaign Medal; the Asiatic-Pacific Area Campaign Medal, with engagement stars; and the World War II Victory Medal.

He was married to the former Miss Emmie S. Spalding of Coronado, California. They has two sons, Thomas James Hamilton Jr., and William Howard Hamilton.




**Huntington Hardisty, Admiral, USN (Ret.)**
"Hunt"

Date of Designation: 16 December 1953 NA # T-3913

Dates of Active Duty: 6 June 1952 - 1991

Aviation Commands:
CO, Fighter Squadron 32, Dec. 1967 - Nov. 1968.
Commander, Attack Carrier Air Wing 11, Jul. 1971 - May 1972.
CO, USS *Savannah* (AOR-4), Aug. 1973 - Dec. 1974.
CO, USS *Oriskany* (CVA 34), Dec. 1974 - Jun. 1976.
Commander, Carrier Group SEVEN, May 1980 - Jun. 1981.
Commander, Strike Forces, SEVENTH Fleet/Commander Carrier Group FIVE, Jun. 1981 - Jul. 1982.
CINCPAC, Aug. 1988 - 1991

Combat Awards:
Silver Star
Legion of Merit with Combat "V" and four Gold Stars in lieu of subsequent awards
2 Distinguished Flying Crosses
Meritorious Service Medal
6 Air Medals (2 Individual and 4 Strike/Flight)
Navy Commendation Medal with Combat "V" and two Gold Stars in lieu of subsequent awards

## Duty Assignment Chronology

| | |
|---|---|
| 6/48-6/52 | U.S. Naval Academy, Midshipman. |
| 6/52-9/52 | U.S. Naval Academy, Instructor. |
| 9/52-8/53 | Naval Air Basic Training Command (NABTC), NAS Pensacola, FL (DUINS). |
| 8/53-11/53 | NAS Corpus Christi, TX (DUINS). |
| 11/53-12/53 | NABTC NAS, Pensacola, FL (DUINS). |
| 12/53-2/54 | NAAS Kingsville, TX (DUINS). |
| 2/54-7/55 | Fighter Squadron 12. |
| 7/55-12/56 | Attack Squadron 12. |
| 12/56-3/58 | Fighter Squadron 22. |
| 3/58-4/61 | Naval Air Special Weapons Facility, Kirtland AFB, Albuquerque, NM. |
| 4/61-9/61 | Fighter Squadron 101 Detachment ALFA. |
| 9/61-8/63 | Fighter Squadron 102 (Admin./Maint. Off.). |
| 8/63-6/64 | NROTC, Harvard University (DUINS). |
| 6/64-1/65 | COMFIVE (DUINS). |
| 1/65-7/66 | USS *America* (CVA 66) (Aircraft Handling Officer). |
| 7/66-11/66 | Fighter Squadron 101 (DUINS). |
| 11/66-11/68 | XO, Fighter Squadron 32. |
| 12/67-11/68 | CO, Fighter Squadron 32. |
| 11/68-2/70 | Commander Attack Carrier Striking Force SEVENTH Fleet/COMCARDIV FIVE (Air Operations Officer). |
| 2/70-1/71 | Office of CNO; Strategic Plans and Policy Division (Special Operations Plans Officer. (OP-601)). |
| 7/71-5/72 | Commander, Attack Carrier Air Wing ELEVEN |
| 5/72-6/72 | Staff, COMNAVAIRPAC (Force Training Officer). |
| 6/72-8/73 | Office of CNO (EA to the Director, Navy Program Planning) (OP-90A) |
| 8/73-12/74 | CO, USS *Savannah* (AOR-4). |
| 12/74-6/76 | CO, USS *Oriskany* (CVA 34). |
| 6/76-3/77 | Naval War College (Dean of Academics). Naval War College (Deputy to the President) |
| 3/77-12/77 | President, Naval War College. |
| 12/77-1/80 | Commander, Naval Base, Subic Bay (ADDU: Commander U.S. Naval Force, Philippines/ Commander in Chief Pacific Representative Philippines). |
| 1/80-5/80 | Nuclear Power Training Unit, Idaho Falls, ID (DUINS) . |
| 5/80-6/81 | Commander, Carrier Group SEVEN. |
| 6/81-7/82 | Commander, Strike Forces, SEVENTH Fleet/ Commander Carrier Group FIVE. |
| 7/82-8/83 | CINCPACFLT (Deputy C/S Plans and Operations). |
| 8/83-6/84 | Office of CNO (ADCNO Plans, Policy and Operations, OP-06B). - Continued - |

Duty Assignment Chronology continued

| | |
|---|---|
| 6/84-1/86 | Office of Joint Chiefs of Staff (Director, J-3 Division). |
| 1/86-3/87 | CINCPACFLT (Deputy and Chief of Staff). |
| 3/87-8/88 | Vice Chief of Naval Operations. |
| 8/88-1991 | Commander in Chief, U. S. Pacific Command. |
| 1991 | Retired from active duty. |

**Post-retirement**

Appointed President of Kaman Aerospace International Corporation, a subsidiary of the Kaman Corporation, in 1995. He has been a director since 1991. He is also a director of Contraves, Inc., MPR Inc., and CNA Corporation.

## Summary of Significant Career Events

(1) Holder of world's low-level three kilometer speed record set 16 August 1961 at White Sands Missile Range, NM., in Phantom I

Personal

Admiral Hardisty has two sons, John Thomas and Robert Hunt Hardisty.

No picture available

## Richard E. Harmer, Captain, USN

An outstanding Naval Aviator, Richard Emerson Harmer received his "Wings" in 1939 and subsequently served with Scouting and Fighting Squadrons FIVE on board the USS *Yorktown*. In that assignment when the United States entered World War II he saw action during the occupation of Guadalcanal, the Battle of Stewart Island and the first Marshall raid.

Early in 1943 he was selected for project AFFIRM, the night fighter development unit at the Naval Air Station, Quonset Point, Rhode Island. He spent five months there, then as Executive Officer of Night Fighter Squadron SEVENTY-FIVE, helped form the famous landbased night fighter squadron, which caused the Japanese so many headaches. From December 1943 until July 1944 he commanded Night Fighter Squadron ONE HUNDRED-ONE and lead a detachment of night fighters operating with Air Group TEN, embarked on the USS *Enterprise*. During this tour of sea duty he participated in operations in the Marshall Islands occupation, first Truk and Palau strikes; the Hollandia landings, the second Truk strike and finally the Marianas landings. During these operations his detachment shot down the first five enemy aircraft destroyed by carrier based night fighters, two of these kills were made by him.

In September 1944 he reported as Training Officer at the Naval Air Station, Vero Beach, Florida, where as an expert in airborne radar, he supervised the Navy's most extensive night fighter training program. He remained there following the cessation of hostilities, and until May 1946 after which he commanded Air Group ONE attached to the USS *Midway*.

After a postgraduate course in personnel administration at Stanford University, he reported in the fall of 1948 as Assistant Operations Officer on the staff of Commander Fleet Air, West Coast. In May 1949 he transferred to the staff of Commander Air Force, Pacific and served as Force Operations Officer until November of that year, when returning to night fighters again, he assumed command of Composite Squadron THREE at the Naval Air Station, Moffett Field, California.

In September 1951 he became Executive Officer of the Naval Air Station, Patuxent River, Maryland, and from December 1952 until July 1954 was Executive Officer of the aircraft carrier *Princeton*, operating in the Korean area of hostilities. After instruction at the Naval War College, he had duty as Head of the Aviation Liaison Division in the Bureau of Naval Personnel until July 1957.

He commanded the seaplane tender Floyds Bay until June 1958, when he joined the staff of Commander Fleet Air, Western Pacific as Chief of Staff and Aide. In January 1960 he assumed command of the USS *Randolph*, and in October of that year was ordered as Chief of Staff and Aide to Commander Carrier Division 2. On November 17, 1961, he was ordered detached for duty at Headquarters, Eleventh Naval District, San Diego.

For his outstanding service in World War II and also during the Korean hostilities, he has been awarded two Distinguished Flying Crosses, the Bronze Star Medal with Combat "V," two Air Medals and a Letter of Commendation with Ribbon. He also wears the Purple Heart Medal for wounds received in enemy action.

CITATIONS.

Distinguished Flying Gross: "For heroism and extraordinary achievement as pilot of a Fighter Plane during action against enemy Japanese forces in the Solomon Islands Campaign on August 24, 1942. Intercepting a division of enemy bombers as they peeled off in a determined dive for our surface units, Lieutenant Harmer, grimly trailing them down to a point within range of his own anti-aircraft fire, shot one into the sea before be could release his bomb, then relentlessly engaged another until he himself was wounded. His courageous devotion to duty contributed greatly toward demoralization of the entire enemy offensive..."

Gold Star in lieu of the Second Distinguished Flying Cross: "For heroism and extraordinary achievement in aerial flight as leader of Fighter Squadron TEN, attached to the USS *Enterprise*, during action against enemy Japanese aerial forces at Truk, Caroline Islands, January 19, 1944; and off HoIlandia, New Guinea, April 25, 1944. Boldly and aggressively leading his Squadron against the enemy's night torpedo and bombing attacks which threatened our retiring forces after successful operations at Truk and Hollandia, (he) was instrumental in putting the Japanese aerial forces to rout and in safeguarding our retirement to safety. On the night of January 19, he fought off an enemy attack by starting a fire in one engine of a twin-engined bomber and forcing it beyond striking range. On the night of April 25, he boldly engaged and shot down one twin-engined bomber and, despite heavy fire from enemy gunners and improper functioning of guns on his own plane, daringly attacked a formation of six twin-engined bombers and inflicted severe damage on the hostile aerial craft..."

- Continued -

Bronze Star Medal: “For meritorious service as Executive Officer of the USS *Princeton* during combat operations against North Korean and Chinese Communist forces in the Korean Theater from March 12 to July 27, 1953. Commander Harmer organized and administered the resources of the ship to expeditiously accomplish the combat mission and supervised the various functions of the organization to obtain the ultimate in safety and morale. He planned the efforts of the ship’s company and attached air groups so that the *Princeton* maintained peak performance throughout the period. By his diligent application of forethought, ability and sound judgment, he greatly assisted in planning combat operations..."

Air Medal: “For meritorious achievement...while serving with a Fighter Plane in Fighting Squadron TEN, operating from the USS *Enterprise* during special rescue missions on April 21, 29, 30 and on June 19, 20, 25, 1944. Participating in frequent night and day missions, (he) rendered invaluable service in locating many carrier pilots who had been forced down at sea and in directing their rescue..."

Gold Star in lieu of the Second Air Medal: “For meritorious achievement...as a Pilot in Night Fighting Squadron ONE HUNDRED ONE, attached to the USS *Enterprise*, in action against enemy Japanese forces, June 28, 1944. Participating in a mission to prevent an attack on his Task Force by enemy torpedo planes, Commander Harmer located an enemy twin-engined bomber despite rain squalls and generally hazardous flying conditions and, pressing home his daring attacks, shot the hostile craft down in flames...”

Letter of Commendation: “For meritorious service... while serving as an officer in the Night Fighter Training Unit and in Night Fighting SEVENTY-FIVE during training operations from March to October 1943. Lieutenant Commander Harmer contributed greatly to the development of night fighting radar equipment and night fighting procedure and tactics for night fighter squadrons. He accomplished this through his technical skill and while participating in many experimental and hazardous flights...”

TRANSCRIPT OF NAVAL SERVICE:

| | |
|---|---|
| 5/30-7/30 | Boot Camp. |
| 7/30-9/30 | USS *Saratoga* (Seaman). |
| 6/31-6/35 | U. S. Naval Academy, Annapolis, MD. (Midshipman). |
| 7/35-6/38 | USS *Mississippi* (Junior Officer). |
| 2/38-3/39 | Naval Air Station, Pensacola, Fla. (flight training). |
| 5/39-6/40 | USS *Yorktown* (Scouting Squadron FIVE) |
| 6/40-9/42 | USS *Yorktown* (Fighting Squadron FIVE) |
| 10/42-3/43 | Naval Air Station Quonset Point, R. I. (Project Affirm). |
| 3/47-12/43 | Night Fighter Squadron 75 (Executive Officer). |
| 12/43-7/44 | USS *Enterprise* (CO, Night Fighter Squadron 101 operating detachment with VF-10). |
| 9/44-5/46 | Naval Air Station, Vero Beach Fla. (Training Officer--Night Fighter training program). |
| 5/46-7/46 | Naval Air Station, Hutchinson, Kan. (instruction, PB4Y-ATU). |
| 8/46 -5/47 | USS *Midway* (CO, Carrier Air Group ONE) |
| 6/47-8/48 | Stanford University (P.G. course in personnel administration). |
| 9/48 -5/49 | Staff, Commander Fleet Air, West Coast (Assistant Operations Officer). |
| 5/49-9/49 | Commander Air Force, U. S. Pacific Fleet (Force Operations Officer). |
| 9/49-11/49 | All Weather Flight School, Naval Air Station, Corpus Christi, TX. (student) |
| 11/49-8/51 | Commanding Officer, Composite Squadron 3, Naval Air Station Moffett Field California |
| 9/51-12/52 | NAS Patuxent River, MD (Executive Officer). |
| 12/52-7/54 | USS *Princeto*n (Executive Officer). |
| 8/54-6/55 | Naval War College, Newport, RI. (student). |
| 7/55-7/57 | Bureau of Naval Personnel, Navy Dept. (Head Aviation Liaison Division). |
| 7/57-6/58 | USS *Floyds Bay* (CO). |
| 7/58-11/59 | Chief of Staff & Aide, Commander Fleet Air, Western Pacific. |
| 1/60-10/60 | USS *Randolph* (CO) |
| 10/60-11/61 | Chief of Staff and Aide, Commander Cruiser Division 2. |
| 11/61 | Headquarters, Eleventh Naval District, San Diego, California. |

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**Dan J. Harrington, Captain, USN (Ret.)**
"Dan"

Date of Designation: 26 March 1941 NA # 7170
Jet Pilot # 25

Dates of Active Duty: 2 June 1938 - 1 July 1968

Total Flight Hours: 3,000

Carrier/Ship Landings: Fixed wing: 50

Approximate Flight Hours:
Jet: 50 Prop: 2,940 Helo: 10 VF/VA: 3,000
VR/VP: 50 HS/HC/HU: 10 LTA: 10

Combat Tours:
WW II: VO, USS *Colorado*, 1942 - 1943.
VB-5, USS *Yorktown*, 1943 - 1945
Total 100 missions

Aviation Commands:
Senior Aviator, USS *Colorado*, 1942 - 1943.
CO, VB-5, USS *Yorktown*, 1943 - 1945.
CO, NAS China Lake, CA, 1951 - 1953.
CO, NAS Whiting Field, Milton, FL., 1957 - 1959.

Combat Awards:
2 Distinguished Flying Crosses
3 Air Medals
Presidential Unit Citation

## Duty Assignment Chronology

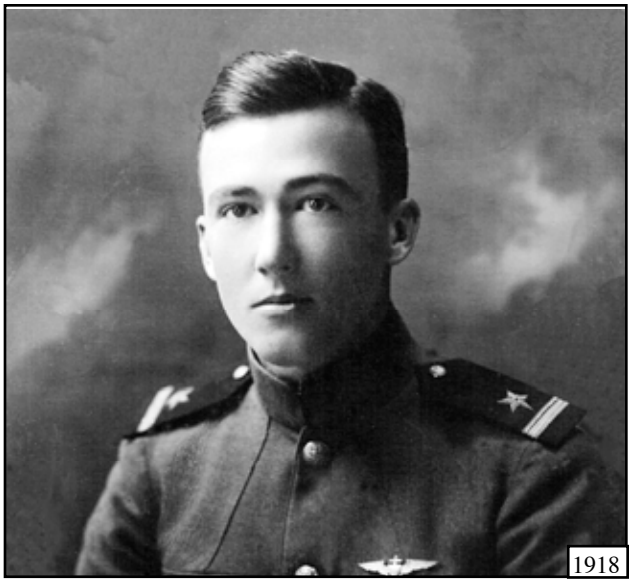
| | |
|---|---|
| 1934-1938 | Midshipman, U.S. Naval Academy, Annapolis, MD. |
| 1938-1940 | Ensign, USS *Nashville* and USS *Phoenix*. |
| 1940-1941 | Flight training, Pensacola, FL. |
| 1941-1943 | Senior Aviator, USS *Colorado*. |
| 1943-1945 | CO, Bombing Squadron 5, USS *Yorktown*. |
| 1945-1947 | Flight Test, Patuxent River, MD. |
| 1947-1949 | Postgraduate School (Aviation Ordnance), Annapolis, MD., Massachusetts Institute of Technology (MIT) and then Naval Ordnance Test Station (NOTS), Inyokern, CA. |
| 1949-1950 | Aviation Plans, Bureau of Ordnance, Washington, D. C. |
| 1950-1951 | Air Operations Officer, Alaskan Sea Frontier. |
| 1951-1953 | CO, NAS China Lake, CA. |
| 1953-1955 | Operations Officer, USS *Midway* (CVA-41). |
| 1955-1957 | Force Operations Officer, COMNAVAIR-LANT, Norfolk, VA. |
| 1957-1959 | CO, NAS Whiting Field, Milton, FL. |
| 1959-1961 | Readiness Training Officer, Operations, CINCLANTFLT, CINCLANT, SACLANT, Norfolk, VA |
| 1961-1963 | Chief of Staff, Naval Air Basic Training, Pensacola, FL. |
| 1963-1965 | Chief of Staff, COMFAIR Hawaii, Barbers Point, Oahu, HI. |
| 1965-1967 | Inspector General, 12th Naval District, San Francisco, CA. |
| 1967-1968 | Chief of Staff, COMFAIR Miramar, San Diego, CA. |
| 7/1/68 | Retired from active duty. |

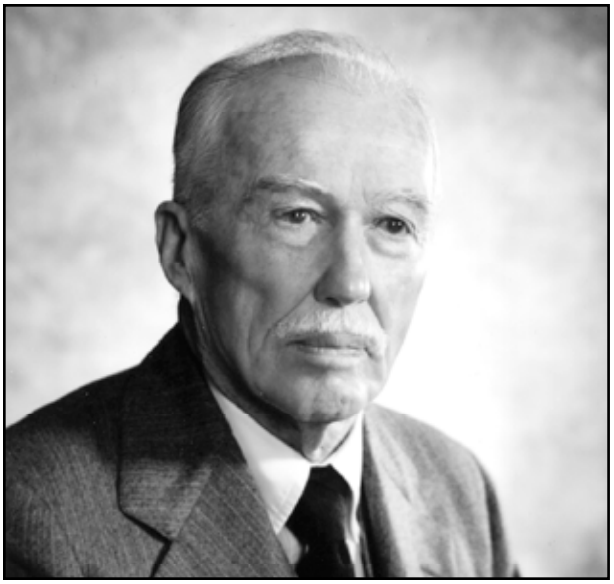
## Summary of Significant Career Events

(1) Early jet pilot #25.

(2) Test pilot for two years, 1945 - 1947.

(3) Most important assignment was Force Operations Officer, COMNAVAIRLANT.



## John Woods Harris, Ensign, USNRF

"John"

Date of Designation: 11 September 1918 NA # 1149

Dates of Active Duty: 17 October 1917 - 1919

Total Flight Hours: 158 hours in Aero M., Curtis F-boats, Curtis R-9s, N-9s and the HS1.

### Duty Assignment Chronology

John Woods Harris was born in Galveston, Texas on September 23, 1893. On October 17, 1917, he enrolled in the U. S. Naval Reserve Force (USNRF) as a Seaman Second Class for a term of four years. He advanced from Seaman to Chief Quartermaster.

He commenced basic flight training on April 15, 1918 at Naval Air Station Pensacola, FL., and soloed on June 24, 1918 after 23 flights and 18 hours 53 minutes of flight time. During a subsequent solo flight on July 10, 1918 in an Aero M, the motor quit. The airplane was landed in the water and was towed in by a Coast Patrol boat. He continued into the advanced instrument, bombing, gunnery, navigation phases of training, completing these on August 9, 1918.

On September 10, 1918, he was discharged as a Chief Quartermaster, was appointed Ensign USNRF and ordered to duty at the Naval Air Station, Pensacola, FL. On September 11, 1918 he was appointed as Naval Aviator # 1149, for duty involving actual flying in aircraft, dirigibles, balloons and airplanes. After flight training, he ploughed back as an instructor and reported to Squadron III, where he became an instructor in bombing.

During his flying career, Ensign Harris flew several types of early Navy airplanes. He flew the Aero M., Curtis F-boats, Curtis R-9, N-9 and HS1. The Curtis F-boats was the prototype of the later big flying boats. It was a small pusher type bi-plane with inter-plane ailerons. Two pilots sat side-by-side in front of the engine in a cockpit in the very nose of the aircraft. Because the pilots sat so far forward there was nothing in front of them, not even a windshield to help judge the attitude of the aircraft relative to the horizon. The flight crew was pushed through the air at about 60 miles an hour with the motor noise, engine exhaust and slipstream behind them. The F-boat proved to be a fine aircraft for training pilots.

John Woods Harris spent his entire flying career as a Navy flight instructor and never was assigned to a fleet squadron. He is a true aviation pioneer and was responsible for training many of the Navy's finest fleet pilots. When the war ended, John Woods Harris left the Navy and returned to civilian life.

On September 23, 1997, John Woods Harris was 104 years old. He is currently the oldest member of the Early and Pioneer Naval Aviators Association (The Golden Eagles).




**John D. Harshberger, BGEN, USMC (Ret.)**
"John"

Date of Designation: 1936 NA # 5354

Dates of Active Duty: 1936 - 1 November 1959

Total Flight Hours: 8,281 (Night 2,009, Instrument 1,668)

Combat Tours:
WW II: VMF(N)-531, Oct. 1943-May 1944, South Pacific

Aviation Commands:
CO, MAG-53, 9th MAW, Jan. 1958 - Nov. 1958
CO, MARTD, NAS Brooklyn, NY., Oct. 1950 - May 1952
CO, MAG-11, Jul. 1953 - Mar. 1954

Combat Awards:
Legion of Merit
Silver Star
Distinguished Flying Cross

## Duty Assignment Chronology

BGEN John D. Harshberger entered the Marine Corps in August 1936 and became one of the pioneer pilots in the initial Marine night-fighter squadron during the early part of World War II.

Born October 22, 1911, the Chicago, Illinois native attended Nicholas Senn high school there before graduating from Alhambra, California high school in 1928. In 1934, he received a Bachelor of Science degree in Electrical Engineering from the California Institute of Technology at Pasadena, California.

He entered flight training at Pensacola, Florida in 1936 and received his commission upon graduation that year. In November 1936 he Joined Marine Bomber Squadron 6 at Quantico prior to attending basic school at Philadelphia from July 1937 until May 1938, and then joined Marine Bomber Squadron 1 at Quantico in June 1938. In May 1940, he was assigned as Engineering Officer with Marine Scout Squadron 3 at St. Thomas, Virgin Islands.

In January 1943, BGEN Harshberger became Executive Officer of the first Marine night-fighter squadron, VMF(N)-531, following its commissioning at Marine Corps Air Station, Cherry Point. Following the movement to the South Pacific, he destroyed a single-engined plane off Motupina Point on Bouganville on December 6, 1943, to account for the first Marine night-fighter interception coordinating with Marine ground control.

Upon leaving the squadron in May 1944 for the Bureau of Aeronautics, Washington, D. C., he had accounted for four out of the 12 enemy aircraft credited to the night-fighter squadron in the relatively infant stage of the new aerial tactic.

In December 1944, he became Commanding Officer of Marine Air Group 53, 9th Marine Air Wing at MCAS Eagle Mountain Lake, Texas. From January - November 1946, he served with MAG-24 in Peping, China, as Operations Officer and Executive Officer. In December of that year he became Executive Officer of MAG-15, MCAS Ewa, Hawaii.

He was under instruction at Marine Corps Schools, Quantico from August 1947 until June 1948, when he was attached to the Chief of Naval Operations, Headquarters, Marine Corps.

General Harshberger became Commanding Officer of Marine Air Reserve Training Detachment, NAS Brooklyn, in October 1950. In May 1952, he was assigned as AirFMFLant Inspector. Transferred overseas as Commanding Officer of MAG-11 in July 1953, he was moved to Marine Air Control Group 2 before becoming G-3, 1st MAW in March 1954.

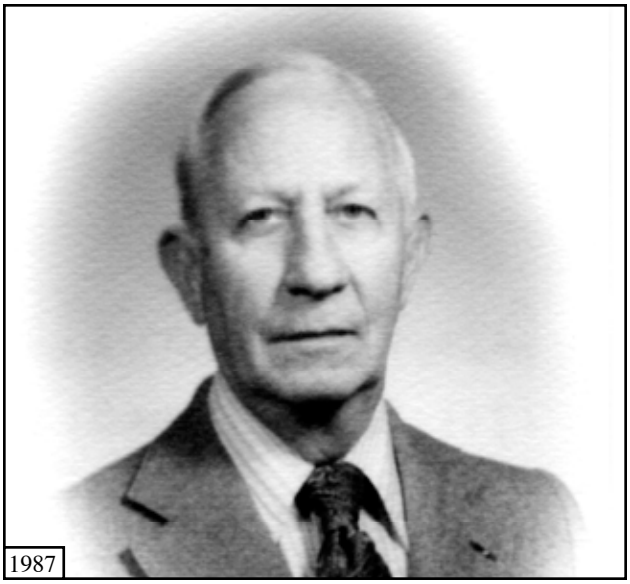
From August 1954 to June 1955, he attended the Air War College at Maxwell Air Force Base, Montgomery, Alabama, before joining the Marine Air Reserve Training

- Continued -

Command on July 24, 1955. Serving as G-1, he assumed the duties as G-3 on September 11, 1956. He retired from active duty on 1 November 1959.

His wife is the former Miss Mary Elise Humphreys of Bloomington, IL. They have one daughter Lynn.




## Paul E. Hartmann, Rear Admiral, USN (Ret.)

"Paul"

Date of Designation: 18 March 1941 NA # 7296

Dates of Active Duty: 1937 - 1970

Total Flight Hours: 3,557

Approximate Flight Hours:
Prop: 3,557
VR/VP: 2,300

Combat Tours:
WW II: XO, NAS *Midway*, 1942-1943
AirOfficer, USS *San Jacinto* (CVL-30) 1944-1945

Aviation Commands:
CO, VP-8, 6 Jan. 1948 - 1 Jul. 1959
CO, USS *Floyds Bay* (AVP-40), 13 Jul. 1958 - 8 May 1959
CO, USS *Antieta*m (CVS-36), 31 Aug. 1960 - 21 Jul. 1961
COMFAIRWESTPAC, 27 Nov. 1963 - 8 Mar. 1966
COMCARDIV 20, 24 Mar. 1966 - 10 Mar. 1967

## Duty Assignment Chronology

| | |
|---|---|
| 6/37-4/39 | USS *Portland* (CA-33). |
| 4/39-7/40 | USS *Anderson* (DD-411). |
| 8/40-4/41 | Navy flight training. |
| 4/41-4/42 | PATRON-72. |
| 4/42-4/43 | XO, NAS *Midway*. |
| 4/43-8/43 | Operations Officer, NAS Pearl. |
| 8/43-4/45 | Air Officer, USS *San Jacinto* (CVL-30). |
| 4/45-12/47 | Staff, COMNAVAIRLANT., Norfolk, VA. |
| 6/48-6/49 | CO, PATRON-8. |
| 7/49-6/52 | Naval War College. |
| 7/52-6/54 | USS *Leyte* (CV-32). |
| 7/54-6/55 | Operations Officer, Staff, CARDIV 2. |
| 7/55-6/58 | Chief of Staff, Basic Training Command |
| 7/58-5/59 | CO, USS *Floyds Bay* (AVP-40). |
| 5/59-6/60 | Operations Officer, Staff, SEVENTH Fleet. |
| 8/60-7/61 | CO, USS *Antieta*m (CVS-36). |
| 6/61-11/63 | Operations Officer, Staff, U.S. Atlantic Fleet. |
| 11/63-3/66 | COMFAIRWESTPAC. |
| 3/66-3/67 | COMCARDIV 20. |
| 4/67-4/70 | Assistant VCNO. |
| 3/1/70 | Retired from active duty. |


1947


1988 Betts

## Edmond P. Hartsock, COL, USMC (Ret.)

"Ed"

Date of Designation: 18 July 1942 NA # 15,966

Dates of Active Duty: 4 Dec. 1941-30 Sep. 1966

Total Military Flight Hours: 4,257

Carrier/Ship Landings: Fixed wing: 132

Approximate Flight Hours:
Jet: 717 Prop: 3,524 VF/VA: 4,046
VR/VP: 195 Other (Civilian): 2,942

Combat Tours:
WW II: First F4U-1 squadron, Guadalcanal, Jan. 1943-Sep. 1943 - 88 combat missions.
WW II: USS *Essex* (CV-9) with Air group 4, 5th Fleet; F4Us, Dec. 1944-Apr. 1954 - 26 combat missions.
Korea: Aboard 2 CVEs in the Yellow Sea; F4U-1D aircraft, Mar. 1952-Dec. 1952 - 64 missions.

Total WW II and Korea combat missions - 178

Aviation Commands:
VMFT-10 (Transition Jet Training Squadron), F9F-8 aircraft, El Toro, CA., 02/10/56 - 06/28/57.
MARTD - Reserve Training Detachment w/ 2 FJ-2 squadrons, Columbus, OH., 08/15/58 - 04/12/59.
MARTD -This command had 2 F9F-6 sqds, plus other support sqds., Glenview, IL., 04/25/59 - 07/10/61.
MAG-31 - This command had 2 F8U sqds, 1 A4D sqd. & 4 support sqds. Beaufort,SC. 05/12/63 - 02/09/64.
32nd MEU - This Expeditionary Unit was composed of a reinforced Battalion, 1 A4D squadron & one helicopter squadron (HMM-263), 06/15/64 - 08/21/64
Operation STEELPIKE - An amphibious landing &10 day aircraft operating exercise from Ameria on the southern coast of Spain. Short field landing strip, catapult and arresting gear (SATS) were installed and used by attached squadrons. This short term command included: VMF-451 & VMF-235, both F8U squadrons, and VMA-533, an A4D squadron. 10/16/64 - 11/06/64.
MAG-31 -2nd tour as CO. Composition same as above. Beaufort, SC., 11/15/64 - 04/17/65.

Combat Awards:
3 Distinguished Flying Crosses
Bronze Star with Combat "V"
9 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 12/41-2/42 | Flight School (Elimination Phase) St. Louis, MO. Student (JP-1). |
| 2/42-5/42 | Basic & instrument training, NAS Pensacola, FL. Student (N3N, SNV, SNJ, OS2U). |
| 5/42-8/42 | Advanced training, NAS Miami, FL. Student. (F3F-1, SNJ). |
| 9/42 | Ferry Duty, NAS San Diego, CA. (SNJ). All West coast flights. |
| 10/42-1/43 | VMF-124 training for Far East duty, Camp Kearney, CA. 2nd. LT (SNJ, F4F-4, F4U-1). |
| 1/43 | Enroute to Guadalcanal (Efate to Guadalcanal) (F4U-1). |
| 2/43-9/43 | VMF-124 Section Leader. Combat tour. Guadalcanal & Munda (F4U-1). |
| 11/43-11/44 | VMF-124 Division Leader & Personnel Officer. MCAS Mojave (F4U-1, SNJ, SNB-5). Reformed squadron with same CO and four other original pilots. |
| 12/44-4/45 | USS *Essex* (CV-9) with Air Group FOUR, 5th Fleet. Capt./Assistant Operations (F4U-1D, F6F). |
| 5/45-8/45 | Marine Corps Schools, Air-Infantry Course (SBD-6). |
| 9/45-4/46 | Asst. G-1, Air Bases-East, MCAS Cherry Point, NC. (F4U-1D, SNB). First real staff assignment. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 5/46-12/46 | XO, MAR Training Detachment, NAS Livermore, CA. (FG-1D, SNB, SNJ). Navy & Marine Reserves were being started again after WW II. |
| 1/47-12/48 | VMF-115 Operations Officer, MCAS Ewa, HI. (F4U-4, SNJ, R4D-5). VMF-115 just back from China. |
| 1/49-3/51 | Gunnery Officer, Training Squadron. 3, NAS Saufley Field, Pensacola. (TO-1, SNJ-5/6). |
| 3/51-4/51 | Went through 23.2 hr. jet training course at Milton, FL. |
| 4/51-2/52 | XO, VMF-251, MCAS El Toro, CA. (F4U-4). |
| 2/52-12/52 | XO, VMF-312, Korea K-6; USS *Bataan* & USS *Baroko*. (F4U-4) MAG-12 S-3 while at K-6. |
| 1/53-6/53 | Student, Air University, Maxwell AFB, AL. (SNB, T-11, J-7). |
| 7/53-1/56 | Officer Plans, G-1 , Hdqtrs., USMC, Washington, DC. (SNB, F7F-3N, AD-1). |
| 2/56-2/58 | CO, VMFT-10, MCAS, El Toro, CA. (F9F-5/6, F9F-8, SNB, F4D). Jet transition Sqd. |
| 3/58-7/58 | Selection Board & 4 mo. school, Washington, DC. (T-28, SNB). |
| 8/58-4/59 | CO, MARTD, NAS Columbus, OH. (FJ-2, SNB, TV-2, HUP-2, R5D-2). Columbus Reserve Operation closed after 8 months. |
| 4/59-7/61 | CO, MARTD, NAS Glenview, IL. (F6F-6, TV-2, T-28, SNB, F9F-8T). |
| 8/61-1/62 | Student, Armed Forces Staff College, Norfolk, VA. (SNB-5, F9F-8T). |
| 2/62-3/63 | G-3, Plans. TF-79 Headquarters, Okinawa. (SNB-5, F9F-8T). Wrote Contingency Plans. |
| 4/63-5/63 | Student (Instrument Training), MCAS Cherry Point, NC. (TF9J). |
| 5/63-10/63 | CO, MAG-31, MCAS Beaufort, SC. (F8U-D/E, A-4D/E, C-47-J). |
| 2/64-6/64 | CO, 32nd MEU, USS *Boxer* (UH-1E). |
| 10/64-11/64 | CO, Operation Steel Pike, Almeria, Spain (F8U-D). |
| 11/64-4/65 | CO, MAG-31, MCAS Beaufort, SC. (F8U-D/E, A4D-E). |
| 4/65-9/66 | Program Manager A-6A & EA6A, BUWEPS, Washington, DC. (U11A, T-28, A6A). |
| 9/30/66 | Retired from active duty. |

## Summary of Significant Career Events

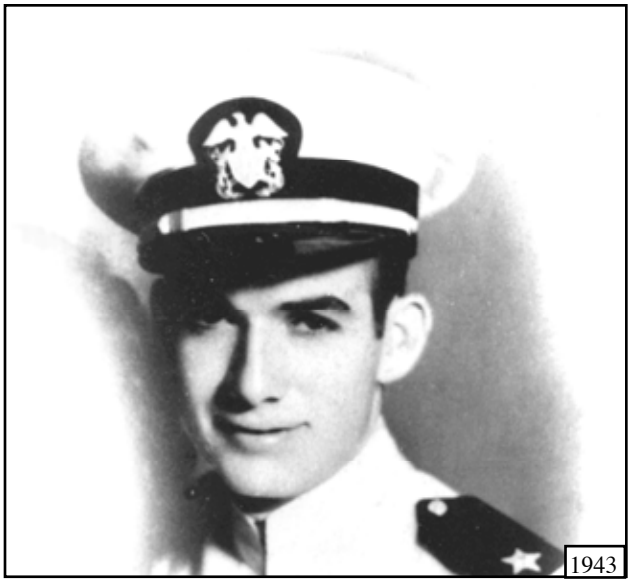
(1) 02/13/43 - First strike on Japanese shipping in Bougainville harbor in the Soloman Islands. Our arrival in Guadalcanal with the new F4U - Corsairs gave ComAirSols his first capability to muster a strike some three hundred miles from Henderson field. The only other fighter with sufficient legs was a few P-38s. This first mission was in two waves. The first consisted of 8 PB4Y-2s; 12 Corsairs & 6 P- 38s. The second wave was smaller, consisting of 6 B-24s; 8 Corsairs & 4 P-38s. Our mission was to escort the bombers, to go in at, 20,000 feet with 30 minutes between waves. As might be expected, the 1st wave had no trouble, as the Japanese were completely surprised. However, they managed to get most of their 120 Zero fighters up and waiting for the second wave. The results were rather disastrous. As I recall, one half of our aircraft by type in the second wave were lost. Although many of the pilots and crews were saved, a few even got back to base but their planes were strikes. For example, 2 of our pilots were shot down over the target area. Much was learned from this experience by all, to include ComAirSols!

(2) 05/13/43 - My most memorable "dogfight". One of the last sizable Japanese strikes on the Guadalcanal/Russell Islands area. Some 120 Japanese fighters and dive bombers were picked up by our radar and coast watchers coming down the "slot" toward Guadalcanal. The alert was fairly early and all of our fighters from several squadrons, including the Australians, scrambled to meet the challenge. Our leading elements, including VMF-124, met their attackers at about the Russells. From then on it was one big ball of action for what seemed like an hour, but probably not over 30 to 40 minutes. There were many aircraft shot down that day on both sides. However, our people came out with superior numbers. In my squadron's area of the battle, Our CO, Major Bill Gise, was killed and several of our other pilots were shot up, including myself. One had to land in the water. I smoked two Zeros that day but was unable to claim them as 7.7 tracers from other Zeros kept coming by the cockpit and "playing tunes" on the armor plate behind my seat which precluded any observance of results. I believe this was the day that Jim Swett shot down his 6 dive bombers. What a day!

(3) 02/17/45 - First Carrier strike against Tokyo area Airfields. I led 8 F4U-1Ds on the first of two strikes this date from the Carrier *Essex* (CV-9). Our target was YOKOTA airfield. We were briefed to go in at 30,000 feet, since we had no real idea of how strong the resistance would be. This indeed was a big day for all of us, being able to finally attack the very heart of the Japanese Empire. The weather was ideal, broken overcast and the best Nav-Aide one could ask for, Mt. FUJI. As we pressed on, it seemed that Mt. Fuji was not getting any closer! At this early time, we had never experienced jet stream effects for two reasons:

1 - we rarely operated at 30,000 feet and
2 - jet streams were not a problem in the SoIomon Islands.

Well, since our ship was some 200 miles off shore we had to convert some of this altitude to speed, which we did and managed to arrive in the target area at 18 to 20,000 feet. It so happened that the enemy air defense capability was worse than we had judged. Our information indicated that most of the 5th Fleet aircraft found and hit their targets that glorious day and I am privileged indeed to have participated. It was reported that the jet stream problem caused several aircraft to land in the water on return to their ships, however, all were allegedly picked up by destroyers or submarines. Another great day!







**Arthur Ray Hawkins, Captain, USN (Ret.)**
"Hawk"

Date of Designation: 1 January 1943 NA # C-2389

Dates of Active Duty: 15 May 1942 - 1 June 1973

Total Flight Hours: 4,500

Carrier/Ship Landings: Fixed wing: 618

Approximate Flight Hours:
Jet: 2,000 Prop: 2,500 VF/VA: 2,000
VS: 200 Other: 300

Combat Tours:

WW II: VF-31, USS *Cabot* (CVL-28), Dec. 1943 - Dec. 1944. Marshall Island Campaign with strikes on Roi and Namour Islands. First strikes on Truk Island with strikes on Eaten, Dublon and Moen Islands. First strikes on Palau Island with strikes on Anguar, Pelliellu and Babobulthuap Islands. Strikes on Woleai Island. Second strikes on Truk. First strikes on Marianas including Saipan, Tenian, Rota and Guam. Battle of the Eastern Philippines including the "Turkey Shoot" and chasing the Jap Fleet. First strikes on the Bonins Islands including Iwo Jima, Chichi Jima and Ha Ha Jima. Second strikes on the Marianas Islands with the landings on Guam. Strikes on Yap, Fais and Ulithi Islands. Second strikes on the Bonins Islands with the landings on Iwo Jima. Second strikes on Palau Island with landings on Palau. Strikes on the Philippines including Mindanao, Luzon, Negros and Cebo.

WW II: VF-31, USS *Belleau Wood* (CVL-24), Mar. 1945 - Sep. 1945. Strikes on Japan including Tokyo, Kumuguya, Hokkaido, Rumoi, Kure Naval Base, Nogoya, Osaya, Kagamahara, Osoka, Sendi, Matsuyama, Tsukuba, Prisoner of War hops and flying over the *Missouri* during the signing of the truce.

Combat Tours (continued):

Korea: VF-191, Aug. 1950 - Oct. 1951. Recco, Tarcap, Strike, Ground Support and Suppression flights.

Vietnam: COMFAIRWESTPAC, CO, Atsugi, Aug. 1968 - Oct. 1970.

Aviation Commands:
CO, Blue Angels, Oct. 1951 - Apr. 1954
CO, VA-46, Mar. 1957 - Oct. 1958
Commander, Carrier Air Group ONE, Jun. 1960 - Oct. 1961
CO, USS Caloosahatchee (AO-98), Jun. 1965 - Apr. 1966
CO, NAS Atsugi, Japan, Jul. 1968 - Oct. 1970.

Combat Awards:
3 Navy Crosses
3 Distinguished Flying Crosses
4 Air Medals
2 Legion of Merit

## Duty Assignment Chronology

| | |
|---|---|
| 5/42-1/43 | Flight Training at NAS Dallas and Corpus Christi, TX. |
| 1/43-4/43 | Pre-operation Training at Opa Loca, FL. |
| 4/43-4/43 | Carrier Qualification - USS *Charger* at Norfolk, VA. |
| 4/43-9/43 | VF-31 forming at NAS Atlantic City, NJ. |
| 9/43-12/43 | VF-31, USS *Cabot (*CVL-28) - Stateside. |
| 12/43-12/44 | VF-31, USS Cabot (CVL-28) - Combat operations in Pacific. |
| 12/44-3/45 | VF-31, reforming at Hollister, CA. |
| 3/45-10/45 | VF-31, USS *Belleau Wood* (CVL-24). |
| 3/46-2/47 | VOVCS training at NAS Jacksonville, FL. |
| 2/47-4/48 | Senior Aviator, USS *Portsmouth* (CL-102) (Med deployment). |
| 4/48-8/50 | Blue Angels at Jacksonville, Corpus & Whiting Field. |
| 8/50-10/51 | VF-191, NAS Moffett Field and Korea. |
| 10/51-4/54 | Commanding Officer Blue Angels at Corpus Christi, TX. |

- Continued -

| | |
|---|---|
| 4/54-9/54 | General Line School , Monterey, CA. |
| 9/54-9/56 | VX-5, NAS Moffett Field and NAS China Lake, CA. |
| 9/56-3/57 | OPNAV (OP-09B) - Special Projects. |
| 3/57-10/58 | CO,VA-46, NAS Cecil Field and USS *FDR* (CVA-42). |
| 10/58-1/60 | Air Boss, USS *FDR* (CVA-42). |
| 1/60-6/60 | Armed Forces Staff College, Norfolk, VA. |
| 6/60-10/61 | Commander, Carrier Air Group One (CAG-1). |
| 10/61-7/64 | OPNAV(OP-90) - Program Planning. |
| 7/64-6/65 | Naval War College. |
| 6/65-4/66 | CO, USS *Caloosahatchee* (AO-98). |
| 4/66-7/68 | OPNAV (OP-090). |
| 7/68-10/70 | CO, NAS Atsugi, Japan. |
| 10/70-6/73 | DOD, Director of Community Relations (Deputy Secretary of Defense, Public Affairs). |
| 6/1/73 | Retired from active duty. |

## Summary of Significant Career Events

(1) Captain Arthur Ray Hawkins, USN, (Ret) was born in Zavalla, Texas on 12 December 1922. He finished his schooling at Lon Morris College and Lamar University gaining an LL.B degree. He entered the Navy in May 1942 as a Sea 2c in the V-5 program. He received his Commission and designation as a Naval Aviator on 1 January 1943. His flight training was accomplished at NAS Dallas (primary), NAS Corpus Christi (basic and advanced) and NAS Miami (operational). He joined Fighter Squadron 31, and flying from the USS *Cabot* and USS *Beleau Wood,* he took part in all combat operations from the Marshall's Campaign to the surrender of Japan.

(2) Captain Hawkins is credited with shooting down 14 enemy aircraft, downing 3 probables, destroying 39 air- craft on the ground, assisting in the sinking of the Japanese Battleship ISE, sinking a 500 ton ammo-ship and an enemy LST. For these actions he holds three Navy Crosses, two DFC's, four Air Medals, two Legion of Merit, the PUC, the NUC and all the cam-paign ribbons.

(3) He served in Fighting Squadron 191 during the Korean conflict and was Commanding Officer of NAS Atsugi in COMFAIRWESTPAC during Vietnam. During his tour of duty as Commanding Officer of Atsugi, he was awarded the Third Order of the Sacred Treasurer by the Emperor of Japan

(4) Other assignment during his 31 years of Naval ser vice include; Senior Aviator on the USS *Portsmouth* (CL-102), Commanding Officer Blue Angels, Test Pilot in VX-5, Commanding Officer VA-46, Air Boss on USS *Roosevel*t (CV-42), Commander Carrier Air Group One, Commanding Officer of the USS *Caloosahatchee* (AO-98), Director of Program Planning in OPNAV and Director of Community Relations for the Department of Defense. Retired in June 1973.

(5) He joined the Naval Aviation Museum Foundation as Secretary/Treasurer in 1975 and has served in that position and as the Chief of Staff of the Foundation till this date.





## John T. Hayward, Vice Admiral, USN (Ret.)

"Chick"

Date of Designation: 13 September 1932

Dates of Active Duty: 15 May 1925 - 26 July 1926;
3 June 1930 - 1 September 1968

Total Flight Hours: 13,023

Carrier/Ship Landings: Fixed wing: 310

Approximate Flight Hours:
Jet: 263 Prop: 12,756 Helo: 4 VF/VA: 12,000+

Combat Tours:
WW II: FAW-2 Staff, May 1942 - June 1944 (Midway, Funatfuti, Guadalcanal, Espiritu Santo).
WW II: CO, VB106, April 1943 - June 1944 (Wake Island raid, photo mission over Tarawa, Guadalcanal, Munda, Bougainville, Hollandia.)

Aviation Commands:
CO, VB-106, Apr. 1943 - Jun. 1944.
CO, VC-5, Jun. 1948 - May 1951.
CO, USS *Point Cruz* (CVE-119), Feb. 1953 - Jun. 1954.
CO and Technical Director, Naval Ordnance Laboratory, White Oak, MD. Jun. 1954 - Feb. 1956.
CO, USS *Franklin D. Roosevelt*, Feb. 1956 - Jan. 1957.
Commander, CARDIV 2/CTF-60, Mar. 1962 - Jun. 1963.
Commander, Task Force 135 (Attack force for Cuban Missile Crisis), Aug. - Dec. 1962.
Commander, Antisubmarine Forces Pacific, May 1963 - Dec. 1965.
President, Naval War College, Newport, RI., Dec. 1965 - Sep. 1968.

Combat Awards:
Silver Star, Legion of Merit
4 Distinguished Flying Crosses
6 Air Medals and 1 Purple Heart

## Duty Assignment Chronology

| | |
|---|---|
| 5/15/25 | Enlisted in U. S. Navy as Seaman Second. |
| 7/26-6/30 | U. S. Naval Academy - Midshipman. |
| 7/30-9/30 | Naval Air Station, Norfolk for Preliminary Flight training and solo. |
| 9/30-3/31 | Engineering Assistant, USS *Richmond*. |
| 6/31-9/32 | Pensacola Flight Training. |
| 11/32-6/35 | Assigned to Scouting Squadron 1 and operated from the carriers USS *Langley, Lexington, Ranger* and *Saratoga* in this period |
| 6/35-4/37 | Assigned to Patrol Squadron 2, Coco Solo. |
| 5/37-9/37 | Temporary duty at the Naval Aircraft Factory. |
| 9/37-2/38 | Ordered to Naval Aviation Unit, USS *Philadelphia*. Did tests on aircraft recovery from this class Cruisers. |
| 2/38-5/40 | Senior Aviator on USS *Phoenix*. |
| 5/40-5/42 | Order to Naval Aircraft Factory as Director of Instrument Development and Deputy Chief Engineer. Worked closely with Royal Air Force on their inability to Navigate to Berlin plus the other difficulties they were having in the training areas. |
| 5/42-6/44 | Ordered to the Pacific theater. First assignment was on the staff of Rear Admiral Mitscher who just became FAW-2. Had assignment to organize all Headquarters Squadrons for VP and the Patsu units. Prepare VP units for combat. Was involved at Midway, Funatfuti, Guadalcanal, Espiritu Santo. |
| 4/43-6/44 | Ordered to Command VB-106. Deployed to the South Pacific. Raided Wake Island, as well as the photo mission over Tarawa. Back at Guadalcanal then on to Munda. Participated in Bougainville operation at Augusta Bay. Covered shelling of Kavieng by Burke's Eager Beavers. Late February transferred to Fifth Air Force in Nadzab, New Guinea for missions against Hollandia. With the taking of the Admiralties, we were moved |

- Continued -

to Momote and given the task of searching ahead of the Fleet approaching for the Hollandia operation. Relieved in late May by VB-101

6/44-6/47 Ordered as Experimental Officer at the new ordnance station Inyokern in the desert. Involved with Caltech who ran the programs through the Office of Scientific Development for all the Navy rocket programs and the involvement with the Manhattan Project. Involved in the ordnance components of the atomic weapon being developed. Worked closely with Los Alamos. Upon the signing of the peace treaty ordered by General Groves to do a survey of Hiroshima and Nagasaki for any lingering radiation that was reported.

6/47-6/48 Ordered to the Armed Forces Special Weapons Project as Plans and Operations Officer at Sandia Base.

6/48-5/51 Ordered to command the Navy's first atomic bomb squadron VC-5 and to prepare to give the Navy an atomic capability in the *USS FDR, Midway* and *Coral Sea*.

5/51-2/53 Ordered to the Atomic Energy Commission in the Division of Military Affairs as Officer in Charge of R&D and work with Los Alamos Programs. Involved in establishment of the Lawrence Livermore Laboratory

2/53-6/54 Ordered as Commanding Officer of the USS *Point Cruz* (CVE 119), and as Task Force Commander 95.5 in the yellow sea with Marine Air Group for ground support for the 1st Marine Division.

6/54-2/56 Commanding Officer and Technical Director of Naval Ordnance Laboratory at White Oak, Maryland. Involved in making Atomic depth Charge.

2/56-1/57 Ordered to recommission the CVA *Franklin D. Roosevelt* at Bremerton, and bring it around the Horn to Mayport, Florida.

1/57-3/62 Made flag rank and ordered to OP-06 (Strategic Plans) in the Pentagon. In April 1957 ordered to OP-03C, relieving Admiral Felt in the R&D business. Assumed OP-91 on reorganization in CNO, then became OP-07, Deputy DCNO for Development and promoted to Vice Admiral.

3/62-6/63 Ordered to Carrier Division 2 and Nuclear Task Force with USS *Enterprise* as Flagship. Took over Task Force 60 in the Mediterranean in April 1962. Took demotion to Rear Admiral to take this assignment. Returned to U. S. in Norfolk in August of 1962. Ordered to take Command of Task Force 135 (Attack Force in Cuban Missile Crisis). Returned to Norfolk in December 1962 and then redeployed to the Mediterranean in February 1963.

5/63-12/65 Relieved of CARDIV 2 in Mediterranean and proceeded to Pearl Harbor, Hawaii to take over Antisubmarine Forces of the Pacific. Became Vice Admiral again.

12/65-9/68 Ordered to become the President of the Naval War College at Newport, RI. Obtained the funds to build the present complex of the War College.

1/9/68 Was placed on the temporary disability list which lasted for five years, when I was retired finally physically disabled.

## Summary of Significant Career Events

(1) Made first landing of Heavy Attack aboard USS *Coral Sea*.

(2) Navy jet pilot number 12 (May 3, 1950).

(3) Flew over 150 different types of aircraft.

(4) As test pilot, flew XPBM-2 off catapult barge (February 1941).

Other Honors and Awards

Honorary Degree, Doctor of Science, University of Portland
Honorary Degree LL.D, Providence College
Commander, French Legion of Honor
Order British Empire
Knight Commander of Italy
Knight of Malta
Brazilian Southern Cross
Life Saving Medal
W. S. Parsons Scientific Award
W. Blandy Ordnance Medal
L.T.E. Thompson Medal
R.D. Conrad Scientific Medal
Silver Wings Award

Publications

“The Measurement of Air Speed, "Aero Digest.
"The Aircraft Compass," Aero Digest.
'The Absolute Altimeter," USNIP.



Captain Hedding (on left) aboard battleship with members of the Armament Board

1949

## Truman Johnson Hedding, Vice Admiral, USN

Vice Admiral Truman Johnson Hedding was born July 14, 1902 in Morrisdale, Pa., but grew up in New Mexico. He entered the Naval Academy in 1920. He graduated sixth in his class and was commissioned as an ensign on June 4, 1924.

Hedding then served aboard the USS *Maryland* until 1926 when he requested a transfer to NAS Pensacola, Florida for flight training. He was designated a naval aviator on Nov. 24, 1926 and was subsequently assigned to Fighting Squadron One.

Two years later he applied for postgraduate training and earned a master's degree in aeronautical engineering in 1931 from MIT. He then reported to NAS Anacostia as a test pilot. In 1933 he was assigned to the USS *Saratoga* as flight deck officer and landing signal officer.

Transferred to the Bureau of Aeronautics in Washington, D.C. in 1936, Hedding had additional duties as a naval aide to the White House. One of his most treasured memories was of Eleanor Roosevelt, "a very gracious lady," who entertained him and his mother at a private tea in the White House.

In 1937, he joined Fighting Squadron 2-B based aboard the USS *Lexington* and later assumed command of Fighting Squadron Two aboard that carrier. He was serving at NAS Pensacola when the Japanese struck at Pearl Harbor. His next assignment was in Newport News, Virginia, where he assisted in the fitting out of the USS *Essex*. From 1942 to 1943, he served first as Air Officer and then as Executive Officer of the *Essex*.

He became Chief of Staff to the Commander of Carrier Division THREE in 1943, and in 1944 to Commander Task Force 58, under Adm. Marc Mitscher. For outstanding service in these capacities, he received the Legion of Merit with Combat "V" and the Commendation Ribbon with Combat "V."

Career highlights include serving on the staff of the Commander in Chief, Pacific Fleet from 1944 to 1945; assuming command of the USS *Valley Forge* in 1948; joining the staff of the Commander in Chief Pacific Fleet; and reporting as Deputy Director of the Joint Strategic Plans Group. His final assignment was as a representative for the Bureau of Aeronautics Western District. He retired from the Navy in 1959 and was advanced to the rank of Vice Admiral.

Hedding worked for six years for General Motors Corp. in Los Angeles, eventually moving to Coronado where he lived for many years before moving to a retirement community in Rancho Bernardo 1983. Vice Admiral Hedding died August 23, 1995 in Rancho Bernardo. His ashes were scattered at sea from the USS *Constellation*.

He was married to the former Ysabel Wolfskill Weyse of Santa Monica, California. He is survived by four children, Truman J. Hedding II, Nancy Kletzein, Michele Stephenson, and Joan Hedding; 14 grandchildren and 13 great-grandchildren.





## Edward Heinemann

Aircraft Designer

Heinemann was one of a kind, the leader of a design team, which time and time again gave the Navy, the finest aircraft available. Born in Saginaw, Michigan on 14 March 1908, he moved to California in 1914, where he began with Douglas Aircraft Company in 1926 as a draftsman. He served as project engineer before becoming Chief Engineer in 1936 and Vice President for Military Aircraft in 1958. In 1960, he joined Guidance Technology as Executive Vice President and in 1961 became Corporate Vice President -- Engineering for General Dynamics, a position from which he retired in 1973. Heinemann was awarded the Collier Trophy in 1953 “for the greatest achievement in aviation in America” - the F4D “Skyray”, as well as the Gugginheim Medal in 1978 in honor of his invaluable contribution to the nation. He was enshrined in the Aviation Hall of Fame in 1981 and received the National Medal of Science from President Reagan at the White House on 24 May 1983.

After working for the Douglas Aircraft Company as a draftsman, Heinemann joined the International Aircraft Corporation in 1927 and designed the landing gear for its biplane. Then, as chief engineer of the Moreland Aircraft Company, he designed his first airplane, a trainer. At the Northrop Corporation, he designed the dive brakes for its BT-1 dive bomber. After becoming chief engineer of the El Segundo division of Douglas in 1937, his BD-7 “Boston” bomber initially served the allies, then became the A-20 “Havoc” during World War II. He also designed the SBD “Dauntless” dive bomber, the backbone of the U. S. carrier fleet, the A-26 “Invader”, the BTD “destroyer” and the AD-1 “Skyraider”, which later saw service in Korea and Vietnam. After the war, he designed the “Skystreak” jet to explore transonic flight, and the rocket-propelled “Skyrocket”, the first plane to exceed Mach 2. Later he designed the F3D “Skynight”, the first jet to down an-other in night combat, the turbo-prop powered A2D “Skyshark”, and the delta-wing F4D “Skyray” carrier fighter, for which he received the 1953 Collier trophy. Then followed the F5D “Sky-lancer” all-weather fighter, the swept-wing A-3 “Skywarrior” carrier-based bomber, and the A-4 lightweight “Skyhawk” bomber. The A-4 was widely referred to as "Heinemann's Hot-rod." In 1958, he became vice president of military aircraft engineering at Douglas. Then in 1962, after serving as vice president of Guidance Technology, Inc., he joined General Dynamics Corporation and became vice president of special projects. Upon retiring in 1973, he became an aeronautical consultant. Edward Heinemann passed away on November 26, 1991.

**On the design team for:**

Douglas SBD “Dauntless”
Douglas AD “Skyraider”
Douglas D-558-1 “Skystreak”
Douglas D-558-2 “Skyrocket”
Douglas F3D “Skynight”
Douglas F4D “Skyray”
Douglas F5D “Skylancer”
Douglas A3D “Skywarrior”
Douglas A4D-1 “Skyhawk”



**Edward W. Hessel, Captain, USN**

Edward William Hessel was born in Cincinnati, Ohio, on August 19, 1913, a son of John Michael and Anna Elizabeth Hessel. He graduated from Withrow High School in Cincinnati in 1931, and attended the University of Cincinnati for three semesters, while endeavoring to secure an appointment to the U. S. Naval Academy. In March 1932 he enlisted in the Naval Reserve (51st. Division, Ninth Naval District Reserve) in the hope that he might be permitted to take the competitive entrance examination, but soon thereafter he received an appointment from Senator (then congressmen) Stephen M. Young, and entered the Naval Academy as a Midshipman from Ohio on June 16, 1933. He was graduated with the degree of Bachelor of Science and commissioned Ensign in the U. S. Navy on June 3, 1937 and by subsequent advancement attained the rank of Captain, to date from August 1, 1955.

His service as an officer in the U. S. Navy began in the USS *West Virginia* (BB-48), in which he had duty from June 1937 to June 1939 as Air Defense Division Officer, with additional duties in communications and engineering. The next year he had flight training as a student Naval Aviator at the Naval Air Station, Pensacola, Florida, where he was designated Naval Aviator on July 5, 1940. He returned to the Naval Academy in August to serve for three months with Training Plane Squadron 8D5 and as Assistant Plebe Football Coach.

In December 1940 he joined Fighting Squadron 72, and during the early period of World War II, until March 1943, served as a pilot with additional duties in communications, personnel, administration and engineering, while his squadron was based variously on the USS *Ranger* and USS *Wasp* in the Atlantic and the USS *Saratoga*, USS *Hornet*, USS *Enterprise* and USS *Nassau* in the Pacific. For "meritorious achievement in aerial flight as Pilot of a Fighter Plane in Fighting Squadron SEVENTY-TWO, of the USS *Hornet* Air Group during action against enemy Japanese forces in the Solomon Islands Area, on October 26, 1942, and near Santa Cruz Islands on October 26, 1942..." he was awarded the Air Medal.

He won Gold Stars in lieu of three additional Air Medals, the first for action "during the Battle of Santa Cruz and in the vicinity of Guadalcanal, Solomon Islands, from October 6 to 26, 1942..." during which period he completed his fifth flight; the next "as a member of a Marine Aircraft Group...in the Solomon Islands from February 4 to 15, 1943..."; and the third "as Pilot of a Fighter Plane in Fighting Squadron SEVENTY-TWO...from February 6 to 20, 1943..." to complete his tenth flight and contribute "materially to the success of his squadron."

Returning to the West Coast in March 1943, he was ordered to the Naval Air Intermediate Training Center, Corpus Christi, Texas, where he served for eleven months as Commanding Officer of Training Squadron 14D8A. From April 1944 to June 1945 he commanded Fighting Squadron 82, based on the USS *Bennington* (CV-20) for the first carrier strikes against Tokyo. During that period he was shot down by anti-aircraft fire at Minami Daito in April 1945 and was rescued by OS2U aircraft. For outstanding service in that command, he was awarded the Navy Cross, Silver Star Medal, Distinguished Flying Cross (twice) and Gold Stars in lieu of eight additional Air Medals. The Air Medals were awarded for five strike missions each, and citations to the other medals follow in order of dates of action for which awarded

Silver Star Medal: "For conspicuous gallantry and intrepidity as Squadron Leader in Torpedo Squadron EIGHTY-TWO, attached to the USS *Bennington*, during action against enemy Japanese forces in the Tokyo Area, on February 16 and 17, 1945. Fearlessly defying intense antiaircraft fire and strong aerial opposition, Commander (then Lieutenant Commander) Hessel led his squadron in a daring strike against enemy aircraft and airfield installations to destroy six of the hostile planes in the air and damage or destroy eight on the ground. On the following day, he again led his squadron against another heavily defended airfield in an attack which resulted in the destruction of four airborne planes and in the probable destruction of another..."

Distinguished Flying Cross: "For heroism and extraordinary achievement in aerial flight as Commanding Officer of Fighting Squadron EIGHTY TWO, attached to the USS *Bennington*, during action against enemy Japanese forces at Okinawa from February 16 to April 6, 1945. Conducting twenty flights over strongly defended hostile territory, Lieutenant Commander Hessel pressed home determined attacks on enemy airfields, artillery positions and military establishments, thereby rendering invaluable assistance in support of our advancing ground forces..."

- Continued -

Navy Cross: “For extraordinary heroism as Commanding Officer of Fighting Squadron EIGHTY TWO, attached to the USS *Bennington*, in action against major units of the enemy Japanese Fleet in the East China Sea, April 7, 1945. While escorting bomber and torpedo aircraft in a coordinated attack against a hostile Task Force which included a battleship, cruisers and destroyers, Lieutenant Commander Hessel dived through an intense barrage of antiaircraft fire to press home a determined attack on two enemy destroyers of the screen and, silencing their guns by strafing and bombing, contributed materially to the sinking of the destroyers and to the effectiveness of the attack on the heavier ships by accompanying bombers...”

Gold Star in lieu of Second DFC: “For heroism and extraordinary achievement in aerial flight as a Pilot and Commanding Officer of Fighting Squadron EIGHTY TWO, attached to the USS *Bennington*, in action against enemy Japanese forces in the East China Sea Area on May 22, 1945. Leading his division in the face of accurate antiaircraft fire, Commander (then Lieutenant Commander) Hessel pressed home his attack through a low cloud ceiling to score a direct hit on an enemy transport and...made repeated strafing attacks on two escorting patrol craft…”

From July 1945 until June 1946 he assisted in fitting out the USS *Saipan* (CVL-48) at the New York Shipbuilding Corporation, Camden, New Jersey, as Prospective Air Officer, but before her commissioning in July 1946 was detached for duty until November 1948 as an Instructor in Seamanship at the Naval Academy, with additional duty in the Department of Physical Training, and was Junior Varsity Football Coach in 1946 and 1947. He next commanded Carrier Air Group SEVEN, based on the USS *Philippine Sea*, later on the USS *Leyte*, and from April 1950 to June 1951 was Executive Officer of the Fleet All-Weather Training Unit, Key West, Florida.

A student at the Armed Forces Staff College, Norfolk, Virginia, for six months, he next served for two years in the Office of the Deputy Chief of Naval Operations (Air), Navy Department, Washington, D. C., as Head of the Aircraft Section of the Military Requirements and New Development Division. From March 1954 until April 1945 he was Executive Officer of the USS *Lake Champlain*, then had command of Composite Squadron FOUR until March 1956. He returned a month later to the Office of the Chief of Naval Operations, Navy Department, for a second tour of duty.

From August 1958 to June 1959 he was a student at the National War College, Washington, D. C., and upon graduation was ordered to duty in command of the USS *Navasota* (AO-106), Detached in May 1960, he served for a year thereafter as Commanding Officer of the USS *Franklin D. Roosevelt* (CVA-42). He then returned to the Naval War Colleges Newport, for two years’ duty on the Staff, after which in June 1963 he reported as Chief of Staff and Aide to Commander Carrier Division TWO. In July 1964 he was ordered detached for similar duty to Commander Naval Aviation Safety Center, Naval Air Station. Norfolk, Virginia,

In addition to the Navy Cross, Silver Star Medal, Distinguished Flying Cross with Gold Star, and the Air Medal with ten Gold Stars, Captain Hessel has the Presidential Unit Citation Ribbon with Star (USS *Enterprise*, and 1st. Marine Division, Reinforced); the American Defense Service Medal; European-African-Middle Eastern Campaign Medal with one operation star; Asiatic-Pacific Campaign Medal with one silver star and one bronze star (six operations); American Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; and National Defense Service Medal.

Captain Hessel was married on December 12, 1941, to the former Annabel Farinholt Lumkin of Chesterfield, Virginia.

A member of Delta Tau Delta Fraternity (University of Cincinnati) and Vice President of his USNA Class in 1934-35, Captain Hessel also has an outstanding athletic record: Captain, Withrow High School Football Teams 1930; played tackle and was lettered at the University of Cincinnati, 1932; and at the Naval Academy was Captain, Plebe Teams and played tackle and was lettered in 1935 and 1936.

## Duty Assignment Chronology

| | |
|---|---|
| 6/37-6/39 | USS West Virginia. (Air Defense Div. Officer) |
| 7/39-7/40 | NAS Pensacola, FL. (Student Naval Aviator). |
| 8/40-11/40 | U. S. Naval Academy (Training Plane Squadron 8D5 and Assistant Plebe Football Coach). |
| 11/40-3/43 | VF-72 in *Wasp, Ranger, Saratoga, Hornet, Enterprise* and *Nassau* (Naval Aviator). |
| 4/43-3/44 | NAS Kingsville, TX. (CO, VN 14D8A). |
| 4/44--6/45 | CO, VF-82, USS *Bennington*. |
| 7/45-6/46 | USS *Saipan* (Prospective Air Officer). |
| 7/46-11/48 | U. S. Naval Academy. (Seamanship Instructor, JV Football Coach '46 and '47). |
| 12/48-3/50 | Commander CVG-7 in USS *Philippine Sea* and USS *Leyte*. |
| 4/50-6/51 | XO, FALLWEATRALANT, Key West, FL. |
| 7/51-1/52 | Armed Forces Staff College (DUINS). |
| 2/52-2/54 | OPNAV (OP-551C - Head, Aircraft Section of Military Requirements and New Development Division). |
| 3/54-4/55 | XO, USS *Lake Champlain.* |
| 4/55-3/56 | CO, VC-4/CFAD, Atlantic City, NJ. |
| 4/56-7/58 | OPNAV (OP-561 - Head, Aircraft Training Branch). |
| 8/58-6/59 | National War College (DUINS). |
| 7/59-6/60 | CO, USS *Navasota* (AO-106). |
| 6/60-6/61 | CO, USS *Franklin D. Roosevelt*. |
| 7/61-5/63 | Naval War College (Director, Naval Command for Senior Foreign Officers). |
| 6/63-10/64 | Chief of Staff, COMCARDIV 2. |
| 11/64-12/64 | Commander, Naval Aviation Safety Center. |
| 1/65-6/67 | Chief of Staff, NAVAVNSAFECEN. |



**Alexander S. Heyward, Jr., Vice Admiral, USN**

Alexander Salley Heyward, Jr., was born in Columbia, South Carolina on March 22, 1908, son of Alexander S. Heyward and Mrs. (Lucretia Shannon) Heyward. Receiving his early education in public schools in Columbia, Camden and Lugoff, South Carolina, and Porter Military Academy, Charleston, South Carolina, he entered the U. S. Naval Academy, Annapolis, Maryland on June 15, 1926 as a Midshipman from his native state. He was graduated and. commissioned Ensign on June 5, 1930 and through subsequent promotions attained the rank of Vice Admiral, to date from June 25, 1964.

After graduation from the Naval Academy in June 1930, he completed elimination flight training at the Naval Air Station, Norfolk, Virginia, and in September of that year joined the USS *California*. He served as a junior division and watch officer in that battleship until February 1931, when he was ordered to the Naval Air Station, Pensacola, Florida. A year later he was designated Naval Aviator and was detached in April 1932 for duty as a pilot (heavier then air) of Observation Squadron ONE-B, and Gunfire Spotter aboard the USS *Texas*. From June 1934 to June 1935 he served with Fighting Squadron THREE, based first on the USS *Langley*, later on the USS *Ranger.*

Returning to the Naval Air Station, Pensacola, in June 1935, he served for two years as a heavier-than-air fighting plane instructor, and while there was a member of the stunt team. For the next three years he had duty with Patrol Squadrons NINE and TWELVE, as a pilot and structures officer, after which he again served at the Naval Air Station, Pensacola, this time as Chief Flight, Instructor (patrol planes). During the early period of World War II he was Executive Officer of Patrol Squadron EIGHTY-FOUR and Patrol Plane Commander, and in August 1942 assumed command of Patrol Squadron SEVENTY-THREE, flying PBY (Catalina) amphibians.

He was awarded the Legion of Merit with Combat for "exceptionally meritorious conduct...as Commanding Officer of Patrol Squadron SEVENTY-THREE transferred from Iceland to French Morocco in November 1942..." The citation continues: "Immediately establishing an anti-submarine patrol, based upon Port Lyautey, (he) courageously led his squadron on numerous hazardous missions throughout the following two months, executing his duties with outstanding skill and grim determination....(and contributing) immeasurably to the security of the U. S. Naval forces and shipping during the capture and occupation of French Morocco."

From October 1943 to April 1944 he served. as Commander Key West Air Group, Fleet Air Wing TWELVE. He then had five months' instruction at the Army-Navy Staff College, Washington, D. C., and in October 1944 joined the Staff of Commander Fleet Air Wing ONE. As Chief of Staff and Plans Officer, he participated in operations at Kerama Retto and Okinawa during the Okinawa Campaign. He was awarded a Gold Star in lieu of the Second Legion of Merit, the citation following:

"For exceptionally meritorious conduct...(in that capacity) during operations against enemy Japanese forces in the Central and Western Pacific Ocean Areas, from October 6, 1944 to April 15, 1945...(He) contributed materially to the successful accomplishment of complex search and reconnaissance missions for the THIRD and FIFTH Fleet... (and) aided directly in the success achieved by the wing, during the Iwo Jima and Okinawa operations..."

Detached from Fleet Air Wing ONE in October 1945, he joined the USS *Antietam* the next month, and served as Executive Officer of that aircraft carrier until March 1946. He then reported to the Navy Department, Washington, D. C., for a tour of duty in the Aviation Plans and Programs Division, as Liaison with Provisional International Civil Aviation Organization. From July 1947 to June 1949 he was at the Naval War College, first as a student (senior class, Strategy and Tactics) and later on the Staff (Strategic Area Studies).

He commanded a Drone Control Squadron (VX-2) for one year, and from June 1950 until October 1951 served on the Staff of Commander Aircraft, Pacific, as Assistant Chief of Staff (Plans). For a year thereafter he was Commanding Officer of the USS *Timbalier*, seaplane tender operating in the Norfolk, Coco Solo, Iceland, and Shetland Island areas. In October 1952 he returned to the Office of the Chief of Naval operations for duty as Head, Aviation Operations Branch, Fleet Operations Division and in July 1954 assumed duty as Assistant Director Fleet Operations.

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In July 1955 he assumed command of the USS *Lexington* and in October 1956 was detached to serve as Chief of Staff and Aide to Commander Carrier Division FOUR. On September 5, 1958 he was assigned to the Office of the Chief of Naval Operations, Navy Department, where he served as Director of the Politico-Military Policy Division. He was Commander Carrier Division FIVE from January 25, 1960 until May 1961 and the next month became Deputy Chief of Naval Personnel and Assistant Chief of the Bureau of Naval Personnel, Navy Department. On June 25, 1964 he reported as Chief of Naval Air Training, with headquarters at the Naval Air Station, Pensacola, Florida, and "for exceptionally meritorious service...(in that capacity) from June 26, 1964 to July 31, 1968..." he was awarded the Distinguished Service Medal. The citation further states in part:

"...Vice Admiral Heyward directed a substantial portion of the overall training effort of Naval Aviation in response to the demands of the Vietnam conflict. This effort embraced an undergraduate pilot-training annual output that increased by over sixty percent in four years, an officer and enlisted technical training program that increased by over twenty percent; and a Ready Reserve program which increased readiness by twenty percent and evidenced a rapid and decisive reaction to the recent recall. The diligent response of his command in meeting these demands of an ever increasing magnitude was the result of the untiring endeavor of his personnel and the maximum utilization of available assets..."

On August 1, 1966 he was transferred to the Retired List of the U. S. Navy.

In addition to the Distinguished Service Medal and the Legion of Merit with Gold Star and Combat "V," Vice Admiral Heyward has the American Defense Service Medal, Fleet Clasp; American Campaign Medal; European-African-Middle Eastern Campaign Medal with star; Asiatic-Pacific Campaign Medal with two stars; World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; China Service Medal; National Defense Service Medal with bronze star; and the Armed Forces Expeditionary Medal (Vietnam).

He was married to the former Miss Virginia Nicholson of Camden, South Carolina and had three children: Alexandra, wife of Henry D. Boykin; Lieutenant Commander Shannon D. Heyward, USN (Naval Academy Class of 1957); and McCartney N. Heyward.



**Robert F. Hickey, Vice Admiral, USN**

A native of California, Robert Ferdinand Hickey had World War I service as a Midshipman, on board the battleship *Ohio*, in the Atlantic. Graduated from the Naval Academy in June 1921, he was assigned to the battleship *Wyoming* and was on board the *Pope* (1922-1924), station ship in the Japanese Kurile Islands during the Army Round the World Flight in 1924,

He received his "Wings" in 1925 and seven years later became Commanding Officer of the Naval Reserve Aviation Base, Floyd Bennett Field, New York. While attached to the *Ranger* (1939-1940), he had defensive action in the Atlantic and Caribbean during the Neutrality Patrols. When the United States entered World War II, he was serving as Commanding Officer of the Naval Air Station, Bermuda.

In July 1942 he was assigned to the Bureau of Aeronautics and in April 1943 became Director, Aviation Personnel Division, Office of the Deputy Chief of Naval Operations (Air). Under his command in 1944, the *Hancock*, ("Fighting' Hannah") lived up to her skipper's motto: "Records are made to be broken." She helped escort the stricken carrier *Franklin* to safety; was part of the Fast Carrier Task Force which rendered pre-invasion blows and gave tactical air support to troops landing on Okinawa; and brilliantly defended herself against numerous Kamikaze attacks.

After the war, he served as Assistant Naval Attache at the American Embassy, London, England and in 1947-1949 was Deputy Director of Public Relations, Navy Department. He was next in command of Fleet Air Wings, Atlantic and Fleet Air Wing FIVE, based on Norfolk, Virginia and in September 1950 became the Navy's Chief of Information. He was in command of Carrier Division FIVE during operations against enemy aggressor forces in Korea and early in 1954 reported as Chief of Staff and Aide to Commander Naval Forces, Far East.

He commanded Fleet Air, Alameda (California) from January 1956 to May 1958, when he became Commander Fleet Air, Hawaii with additional duty from January 1959 as Commander Barrier, Pacific. On July 1, 1959 he was transferred to the Retired List of the U. S. Navy,

Admiral Hickey's decorations included the Legion of Merit (two awards) and the Bronze Star Medal for duty in command of the *Hancock*; and the Distinguished Service Medal for outstanding services as Commander Carrier Division FIVE in Korea. He has also been awarded the Order of Cavalier of the Crown of Italy; and the Most Exalted Order of the White Elephant, Second Class, by the Thailand Government.

**PERSONAL DATA**:

Born: 28 December 1897, Red Bluff, California
Parents: Thomas Hickey and Augusta (Young) Hickey
Wife's Maiden Name and Date of Marriage: Virginia Burnham of San Diego, California, 30 June 1928
Children: Patricia Ann (Mrs. William B. Cook) and Robert Ashley Hickey
Education: Etna (California) Union High School; University, of California, Berkeley, (1915-1917); U. S. Naval Academy, Annapolis, Md. (BS, 1921); Naval Air Station, Pensacola, Fla. (flight training, 1925)

**PROMOTIONS**:

Appointed Midshipman, 13 June 1917
Commissioned Ensign, USN, 3 June 1921
Lieutenant (jg), USN, 3 June 1924
Lieutenant, USN, 10 June 1927
Lieutenant Commander, 30 June 1937
Commander, USN, 2 January 1942
Captain; USN, 11 September 1942 to rank from 20 June 1942
Rear Admiral, USN, 1 October 1947
Transferred to the Retired List of the U. S. Navy and advanced to the rank of Vice Admiral, 1 July 1959

**MEDALS AND DECORATIONS**:

Distinguished Service Medal
Legion of Merit with Combat "V"
Gold Star lieu 2nd Legion of Merit with Combat "V"
Bronze Star Medal with Combat "V"
Letter of Commendation, SecNav (Ribbon)
Letter of Commendation, SecNav (Bronze Star lieu 2nd Ribbon)
Navy Unit Commendation (USS *Hancock*)
Victory Medal (World War I), Atlantic Fleet Clasp
American Defense Service Medal, Fleet Clasp
American Campaign Medal
Asiatic-Pacific Campaign Medal

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MEDALS and DECORATIONS continued
World War II Victory Medal
Navy Occupation Service Medal, Asia Clasp
China Service Medal
National Defense Service Medal
Korean Service Medal
United Nations Service Medal
Philippine Liberation Ribbon with one star
Foreign: Decoration and diploma Cavalier of the Order of the Crown of Italy (Italy); Decoration and Diploma (Knight Commander) of the Most Exalted Order of the White Elephant, Second Class, (Thailand)

**CITATIONS**:
Distinguished Service Medal: "For exceptionally meritorious service...as Commander Carrier Division FIVE during operations against enemy aggressor forces in Korea from September 8, 1952 to May 2, 1953. Commanding a striking force of aircraft carriers, heavy support ships and screening vessels throughout this period, Rear Admiral Hickey directed highly effective air and sea operations against the enemy in Korea. On October 5, 1952, the successful Navy-Air Force strike which caused widespread destruction on the rail and highway systems at Kowon was directly attributable to his expert planning. An inspiring and forceful leader, he coordinated other effective Navy-Air Force strikes against vital hydroelectric plants in North Korea and maintained these installations in a non-operational status. In a spectacular air duel on November 18, 1952, in which seven enemy planes attacked three aircraft from the USS *Oriskany*, two enemy craft were shot down and probably three others without loss of any friendly aircraft. In the early fall months of 1952, he planned the shifting of a major part of the naval air effort to heavy tactical air strikes at the battle line in direct support of the ground forces, resulting in widespread damage and destruction to the enemy. By his outstanding professional skill, sound judgment and steadfast devotion to duty throughout, Rear Admiral Hickey contributed materially to the success of friendly forces in Korea..."

Legion of Merit: "For exceptionally meritorious conduct... as Commanding Officer of the USS *Hancock*, during operations against enemy Japanese forces in Mindanao, Formosa and Luzon, from November 30, 1944 to January 25, 1945. When the ship was seriously damaged in an accidental explosion of bombs, Captain Hickey handled the situation with courage and skill, enabling her to carry on and continue aggressive operations thereby contributing materially to the infliction of heavy destruction upon enemy aircraft, shipping and installations..."

Gold Star in lieu of the Second Legion of Merit. "For. outstanding services to the Government of the United States as Commanding Officer of the USS *Hancock* during operations against enemy Japanese forces in the Western Pacific War Area from July 1 to August 15, 1945. Demonstrating inspiring leadership and professional ability during active combat operations against enemy surface forces and the main homeland of Japan, (he) maintained the fighting efficiency of his ship at a high level and contributed materially to her success..."

Bronze Star Medal: "For heroic service as Commanding Officer of the USS *Hancock* against enemy forces in the vicinity of the Japanese Homeland from February 10 to March 24, 1945. When the flagship of the Task Group Commander was put out of action by enemy air attacks, Captain Hickey skillfully handled his ship during the battle and took immediate action to provide air cover for the crippled vessel. While under attack by an enemy suicide bomber, he directed his crew in shooting down the plane and, almost immediately thereafter, avoided collision with a destroyer which had lost steering control and was passing dangerously close ahead..."

Letter of Commendation (SecNav): "For outstanding performance of duty as the Director of the Aviation Personnel Division in the Office of the Chief of Naval Operations from August 18, 1943 to September 25, 1944..."

Letter of Commendation (SecNav): "For outstanding performance of duty as Chief of Staff and Aide to Commander Naval Forces, Far East from January 1954 to November 1955. An extremely capable and resourceful officer, he ably assisted in the development and augmentation of the Japanese Maritime Self Defense Force, especially in the activation of the air arm where his vast knowledge of naval aviation was of particular value. He gave unstintingly of his time and advice to the Republic of Korea Navy during the difficult period of build-up and the transition to operations of an independent Navy. Rear Admiral Hickey was instrumental in planning for and executing the many involved tasks associated with the conversion of the Naval Air Facility at Iwakuni, Japan, to the status of a Naval Air Station. Through his understanding of complex operations involving numerous types of naval units, and by his inspiring personality and diplomacy, he rendered invaluable service to Commander Naval Forces, Far East and contributed immeasurably to the betterment of the Japanese-American relations..."

Navy Unit Commendation (USS *Hancock*): "For outstanding heroism in action against enemy Japanese forces In the air, ashore and afloat in the Pacific War Area from October 10, 1944 to August 15, 1945...Daring and dependable in combat, the *Hancock* with her gallant officers and men rendered. loyal service in achieving the ultimate defeat of the Japanese Empire."



Painting of George S. Hodges in 1927

## George S. Hodges, LT, USNRF

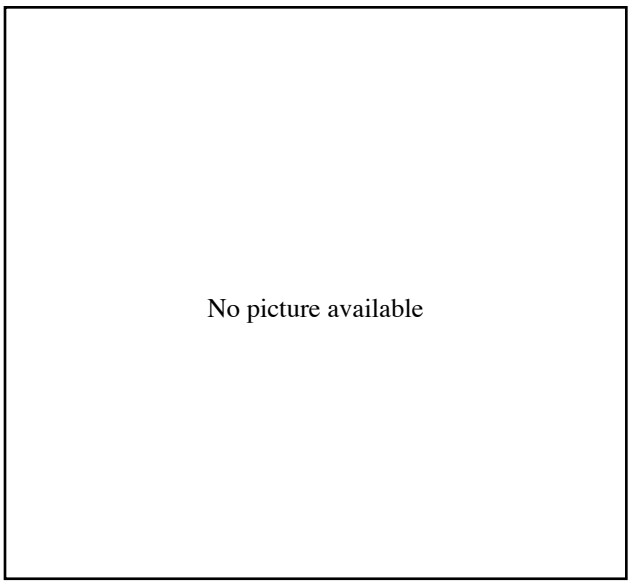
George Seward Hodges was born May 13, 1896 in Ocean Springs, Mississippi, the son of George Schuyler Hodges and Agnes Bacon Hodges. He attended Pontiac High School and the University of Michigan where he received a degree in "A.B." His occupation in civilian life was a manufacturer and developer of light machinery.

During World War I, he entered the military and served as a Naval Aviator at the U.S. Naval Air Station, Killingholme, England. During this service he received a Letter of Commendation from Admiral Sims, Commander U. S. Naval Forces, Europe. The citation stated in part:

"The Force Commander has read with extreme gratification the report of your Commanding Officer giving the details of your heroic conduct in going to the rescue of drowning companions in the accident to seaplane F-2A No. 4067, on October 28, 1918. To go instantly to a drowning comrade's assistance is a gallant act in itself, but to do so repeatedly in the midst of flaming wreckage and gasoline with utter disregard for one's own life is heroic and worthy of the best traditions of our naval service. Accept the Force Commanders commendation for this extremely praiseworthy act."

His decorations include the World War Victory Medal and Star, the Distinguished Service Medal (Navy). He also received a citation accompanying the Distinguished Service Medal from the Secretary of the Navy, dated November 11, 1920

On June 11, 1927 he married Elizabeth A. Gallegly of Detroit, Michigan. They had two children: James Rennison Hodges and Susan Elizabeth Hodges




## Myron A. Hofer, LCDR, USNRF

Myron Arms Hofer was born October 28, 1892 in Cincinnati, Ohio, son of Charles and Jane Arms Hofer. He attended Pomfrey School and graduated from Harvard University in 1915 with an A.B. degree.

Myron Hofer was the private secretary to the American Minister at Copenhagen, Denmark from 1916 to 1917, and was a naval aviator during World War I, 1917-1918. He was Assistant Naval Attache at the American Embassy, Paris, France during the peace conference in 1991. He was attached to the suites of the King of the Belgian and then Prince of Wales during their visits to the United States in 1919.

He entered the U. S. Diplomatic Service from 1920-1929, serving as 3rd Secretary at the U. S. Embassy and Legations at Tokyo, Peking, Montevideo, Buenos Aires and Santiago, Chile (Charge D'affaires at times at last three posts).

During the period from 1929 to 1941 he was in the investment brokerage business and was a member of the Washington Stock Exchange.

At the start of World War II, he rejoined the Navy and was a Lieutenant Commander at the time of his retirement from the Navy. During 1942, LCDR Hofer served as Senior Member of a Washington, D. C. board that selected candidates for the Navy's new aviation cadet program.

Myron Arms Hofer died May 13, 1963.



**Reynold D. Hogle, Vice Admiral, USN**

Reynold Delos Hogle was born May 26, 1906, at Fort Worth, Texas, the son of Thomas Lewis Hogle and Minna (nee Strache) Hogle. He was graduated from Paschal High School, Fort Worth, and attended North Texas Agricultural College, Arlington, prior to his appointment in 1925 to the U. S. Naval Academy. Annapolis, Maryland. As a midshipman he took part in plebe football and boxing, intramural football and truck, and was a member of the varsity boxing squad for two years.

Graduated and commissioned Ensign on June 6, 1929, he advanced through the various ranks, and was promoted to Rear Admiral in August 1956. He served in the temporary rank of Vice Admiral from April 22, 1964 until May 23, 1966, when he reverted to his permanent rank of Rear Admiral. His first duty station was aboard the battleship *Utah*, operating with the Atlantic Fleet Scouting Force. In November 1930, he went to the battleship *Arizona* at Norfolk (Virginia) Naval Shipyard, for one month, then was ordered to the Naval Air Station, Pensacola, Florida, for flight training.

Designated a Naval Aviator on December 5, 1931, he remained at Pensacola for advanced fighter training until March 1932. He was assigned next to Norfolk Naval Air Station for three months, then joined Bombing Squadron ONE aboard the USS *Lexington* (CV-2). After a three-year tour he reported for duty in the Assembly and Repair Division, Norfolk Naval Air Station.

In July 1937, he reported to the USS *Enterprise* (CV-6) for flying duty with Bombing Squadron SIX. He began a two year tour as Flight Deck officer of the USS *Wasp* (CV-7) in June 1939, and subsequently went to the Ship Experimental Unit, Naval Aircraft Factory, Philadelphia, Pennsylvania.

He joined the Staff of Commander Alaskan Sector as Operations Officer in December 1942, and participated in the Attu and Kiska operations. “For meritorious achievement...from January to October 1943...” he was awarded a Gold Star in lieu of a second Bronze Star Medal. The citation continues in part: “(He) planned and supervised the operations of the Alaskan Sector Escort and Patrol Force and the routine of numerous convoys between bases in the Aleutians and the United States during an active campaign to eject the enemy from the North Pacific area. His tactical ability, expert leadership and unwavering devotion to duty contributed greatly to the war effort..."

From November 1942, to June 1944, he served as Chief of Staff to Commander Carrier Division FOUR, operating with Task Force FIFTY-EIGHT. He saw action at Makin, Tarawa, Kwajalein, Eniwetok, strikes on Truk, first Battle of the Philippine Sea, and at Guam, Tinian, Saipan and New Guinea. He was awarded the Legion of Merit with Combat “V” and is entitled to the ribbon for, and facsimile of the Navy Unit Commendation awarded to the USS *Enterprise*. The citations follow in part:

Legion of Merit: “For exceptionally meritorious conduct...as Chief of Staff to the Commander of a Task Group, attached to the Fast Carrier Task Forces in connection with operations against enemy Japanese Forces in the Pacific War area from January 16 to June 26, 1944. By his efficient organizing, thorough planning and tireless directing, (he) contributed directly to the success of his group and task force in its operations against three additional large enemy bases which resulted in the destruction of the hostile air forces attacking our fleet on June 19, and in our successful air attack against the enemy fleet on June 20...”

Navy Unit Commendation: “For outstanding heroism in action against enemy Japanese forces in the air, ashore and afloat in the Pacific war area...Daring and dependable in combat, the *Enterprise*, with her gallant officers and men rendered loyal service in achieving the ultimate defeat of the Japanese Empire.”

In July 1944, he became Assistant Chief of Staff to Commander Western Carolines, participating in the initial assault and occupation against enemy Japanese forces from July 17, 1944 to January 30, 1945...” he was awarded the Bronze Star Medal with Combat “V.” “...(he) aided in the development of bases in this area; assisted in the provision of maintenance and support for the various units of the Patrol and Escort unit; prepared operations plans and orders; and administered aviation matters in the sub-area...”

He joined the USS *Saratoga* (CV-3) as Executive Officer in February 1945 and in November of that year went to the Air Intelligence Division, Office of Naval Intelligence,

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Navy Department, Washington, D. C. For this duty he was awarded an Army Letter of Commendation with authorization to wear the Commendation Ribbon.

For a year, August 1947 to June 1948, he attended Strategy and Tactics Senior Course at the Naval War College, Newport, R. I., after which he served on the Staff of the Commander in Chief, Pacific Fleet. He reported as a student at the National War College, Washington, D. C., in August 1950, and in August 1951 assumed command of the USS *Bairoko* (CVE-115). This escort carrier participated in the Korean war operations with Marine Squadron VMA-312 embarked.

He returned to the United States in May 1952, and became Naval Aide to the Secretary of the Navy, the Honorable Dan L. Kimball and his successor, the Honorable Robert B. Anderson. He received a Gold Star in lieu of a second Legion of Merit for his activities as Naval Aide.

When Mr. Anderson was named Deputy Secretary of Defense, he accompanied him as Naval Aide, serving in that capacity for three months before assuming command of the USS *Midway*, (CVA-41) on October 1, 1954. In late December 1954, the *Midway* left Norfolk for a world cruise, visiting Capetown, South Africa and Columbo, Ceylon. During the early stages of the cruise the *Midway* joined the U. S. SEVENTH Fleet and operated in the Pacific area for several months. The cruise terminated in Bremerton, Washington, where *Midway* underwent an extensive overhaul and conversion program.

In October 1955, he became Chief of Staff to Commander SECOND Fleet, Commander NATO Striking Fleet, Atlantic and served as such until October 1956. At that time, he was promoted to Rear Admiral and reported for duty on the NATO Staff of the Supreme Allied Commander, Atlantic, where he served as Deputy Chief of Staff for plans, Policy and Operations.

In October 1958 he became Commander Carrier Division EIGHTEEN, serving in the Atlantic Fleet. He assumed the duties of Deputy Commander in Chief, U. S. Naval Forces, Europe, and Chief of Staff and Aide to Commander in Chief, U. S. Naval Forces, Europe, in December 1959. He was detached from that assignment in August 1961 and on September 25, that year took over as Commander Carrier Division FOUR. That division consisted of the USS *Forrestal* and the USS *Franklin D. Roosevelt*, and was attached to the Atlantic Fleet.

On December 6, 1962, he became Chief of Staff and Aide to the President of the Naval War College, Newport, Rhode Island and on April 22, 1964 reported in the rank of Vice Admiral as Chief of Staff and Aide to the Supreme Allied Commander, Atlantic. In June 1966, in his permanent rank of Rear Admiral, he assumed duty as Commandant of the Fifth Naval District, with headquarters in Norfolk, Virginia, with additional duty as Commander Naval Base, Norfolk. "For exceptionally meritorious service...from June 1966 to May 1968..." he was awarded the Distinguished Service Medal. The citation continues in part:

"...Rear Admiral Hogle was eminently successful in accomplishing the many and varied facets of the Commandant's mission. Through his keen foresight and dynamic leadership, he materially advanced the Navy image, as well as Navy-community relationships, throughout the Tidewater area. Under (his) skillful direction, the Equal Employment Opportunity Program became a comprehensive and viable program, and served as a model for other naval activities and federal agencies. By his enthusiasm, diligence, and personal attention to detail, Rear Admiral Hogle was instrumental in improving support of the Fleet during a period of greatly increased requirements resulting from the Vietnam crisis..."

On June 1, 1968 he was transferred to the Retired List of the U. S. Navy and was advanced to the rank of Vice Admiral--the highest rank he held while on active duty.

In addition to the Distinguished Service Medal, Legion of Merit with Combat "V," and Gold Star in lieu of the second award, the Bronze Star Medal with Gold Star and Combat "V," the Army Commendation Ribbon and the Navy Unit Commendation Ribbon, Vice Admiral Hogle has the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal with one silver and two bronze stars (seven engagements); the World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; China Service Medal; National Defense Service Medal with bronze star; Korean Service Medal; and the United Nations Service Medal, He also has the Korean Presidential Unit Citation Badge.

He was married to the former Mary Ellen Adams,. They had two daughters, Beverly Glenn, who married Lieutenant Edwin B. Smedberg, USN; and Sarah Lewis, now Mrs. Grine.



**Charles E. Houston, Captain, USN**

Charles Edward. Houston was born in Park Rapids, Minnesota, on June 28, 1912, son of the late Dr. Charles A. Houston, and Mrs. Josephine (Fairchild.) Houston. He attended Park Rapids High School and before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from his native state in 1932, he prepared at the Werntz Preparatory School, also located in Annapolis. Graduated and commissioned Ensign on June 4, 1936, he subsequently advanced in rank attaining that of Captain, to date from May 1, 1955.

Following graduation from the Naval Academy in 1936, he reported aboard the USS *Colorado*, and in May 1938 transferred to the USS *Boggs*. Detached, from that auxiliary vessel in January 1939, he was ordered to the Naval Air Station, Pensacola, Florida, for flight training. Designated Naval Aviator on February 7, 1939, he remained at the Pensacola Air Station until March 1940, when he joined Scouting Squadron SEVENTY ONE, to serve with that unit until January 1941.

He was attached to the Naval Air Station, Pensacola, when the United States entered World, War II, December 8. 1941, and in March 1943 was assigned to Bombing Squadron ONE HUNDRED FORTY as Executive Officer. "For heroism and extraordinary achievement in aerial flight as Division Leader in Bombing Squadron ONE HUNDRED FORTY in action against enemy Japanese forces in the Solomon Islands Area from September 15 to December 22, 1943..." he was awarded the Distinguished Flying Cross. The citation continues in part:

"Leading his squadron in a special mine-laying operation on the night of November 16 and 17, (he) defied intense antiaircraft fire, and subsequent aerial opposition to execute a low level run down the channel to the mine-release point and, despite adverse weather conditions, succeeded in mining a narrow, strongly defended waterway of vital importance to enemy shipping without the loss of a single plane. Subsequently carrying out a routine patrol on December 22, he launched an attack against a loaded enemy supply barge off Pinipel Island and, striking skillfully at his target, personally destroyed the hostile vessel. By his airmanship and courage on these and numerous other occasions, Commander Houston contributed to the infliction of extensive damage and destruction on enemy installations and shipping..."

He became Commanding Officer of Bombing Squadron ONE HUNDRED THIRTY EIGHT in June 1944, and in December of the same year, assumed command of Patrol Bombing Squadron ONE HUNDRED TWENTY FOUR. He was awarded the Navy Cross for "heroism...as Patrol Plane Commander of a Navy search bomber over the East China Sea on June 26, 1945..." The citation further states in part: "He attacked a strong enemy convoy of five ships at low altitude, and despite intense accurate anti-aircraft fire, he scored a direct hit on a ten thousand ton transport..." In June 1945, while attached to Patrol Bombing Squadron ONE HUNDRED TWENTY FOUR, he was taken a "Prisoner of War" by the Japanese.

Liberated in September 1945, following the cessation of hostilities in August of that year, he returned to the United States and during November and December 1945 had helicopter training at the U. S. Coast Guard Air Station, Brooklyn, New York. He next served as a member on the Joint Operations Review Board, Army and Navy Staff College, Washington, D. C., and from June 1946 until March 1947 had duty as Commanding and Executive Officer of Helicopter Development Squadron THREE (the Navy's first helicopter squadron). In May 1947 he assumed command of Fighting Squadron SIX-B, embarked in the USS *Coral Sea*, and in April 1943 assumed command of Helicopter Utility Squadron TWO.

In October 1949 he became Head of the Rotary Wing Design Branch in the Bureau of Aeronautics, Navy Department and for a year, July 1951-July 1952 was Assistant Chief of Staff for Plans on the staff of Commander Fleet Air, Hawaii. Continuing duty in Hawaii, he was in command of the Naval Air Station, Pearl Harbor, until August 1957 when he reported as Executive Officer of the USS *Tarawa*. While attached to that aircraft carrier he participated in the "Round the World" Cruise, including a "Good-Will" cruise to Australia.

Detached from the *Tarawa* in October 1954, he served as Head of, the Aviation Ships Branch, Air Warfare Division in the Office of the Chief of Naval Operations, Navy Department, until May 1957, when he was ordered to duty as Commanding Officer of the Naval Air Station, Cubi Point, Subic Bay, Luzon, Philippine Islands.

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In addition to the Navy Cross and the Distinguished Flying Cross, Captain Houston has the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Campaign Medal with four engagement stars; the World War II Victory Medal; the Navy Occupation Service Medal, Asia and Europe Clasps; the China Service Medal; the National Defense Service Medal; the Korea Service Medal; and the United Nations Service Medal.

He was married to the former Elizabeth Davis, an Army junior, and they had one son, Charles G. Houston.







## Jay W. Hubbard, BGen, USMC (Ret.)

Date of Designation: 8 August 1947 NA # P-26006

Date of Commissioning: 2 November 1942

Dates of Active Duty: 20 August 1940 - 1 December1972

Total Flight Hours: 4,800

Carrier/Ship Landings: Fixed wing: 85 Rotary: 6

Approximate Flight Hours:
Jet: 2,600 Prop: 2,200 Helo: 200 VF/VA: 4,000+
VR/VP: 300 VT: 400

Combat Tours:
WW II: USS *Mississippi* (BB-41), 1940 - 1942, Private to Sergeant.
WW II: Infantry, Lt., 2nd Marine Raider Battalion, 1943 -1944 (Bougainville), and 4th Marine Regiment, 1944 - 1945 (Emirau, Guam and Okinawa).
Korea: XO, VMF-312 (F4U-4B) Kangnung (K-18), 1951 - 1952. 89 combat missions.
Vietnam: CO, MAG-12 (A4C, A4E) Chu Lai, 1966 - 1967. 81 combat missions.

Aviation Commands:
CO, VMF-235 (FJ-2), 1955 - 1956.
CO, VMF-232 (FJ-4), 1956 - 1958.
CO, MARTD Memphis (F9F-6/FJ-4),1958 - 1960.
CO, MAG-12 (A4), 1966 - 1967.
CG, 4th MAW & MARTCOM (F8, A4, helos), 1971 - 1972.

Combat Awards:
Silver Star
Legion of Merit (4 awards, one with Combat "V")
Distinguished Flying Cross
12 Air Medals
Navy Commendation Medal with Combat "V"
Purple Heart

## Summary of Significant Career Events

(1) Following two-year tour in VMF-222 (F4U-4), 1948-50, prepped for TPT in special math and physics courses at Cherry Point, 1950-51. Upon completion of combat tour in Korea in 1952, nominated by 1st Wing for Summer 52 class, but preempted by orders to HQMC as aviator detailer. Test pilot dreams went down the tubes.

(2) However, privileged to command two record-setting squadrons: VMF-235 " Death Angels" (Atsugi 1955-56) in FJ-2's and VMF-232 Red Devils' (Kaneohe Bay 1956-1958) in FJ-4's. VMF-232 was first Marine Corps jet squadron to maintain full currency in carrier, air-refueling, FXP-2 gunnery and Sidewinder missiles. Squadron was Marine Corps "Top Gun" in 1958 & 1959. Also, set one-day deck record on USS *Bennington* in Spring of 1958. Squadron won Commandant's Aviation Trophy for FY-58.

(3) Reported to 1st MAW in Vietnam current in F4 & A4. Wound up as CO, MAG-12 at Chu Lai, (1966-67), with four 20-bird A4 squadrons. This group out-sortied everyone in the SEA theater from a bare-bones expeditionary airfield, but was restricted from the hot-ter northern route packages due to combinations of 7th Air Force politics and scarce drogue tankers to extend A4 payload range. Wasted firepower!

(4) As Commanding General, 4th Marine Aircraft Wing, 1970-72, swallowed hard and checked out in five helo types. Also maintained full currency in F8 and A4. In August 1971, "snuck" aboard USS *Independence* in an A4L, without flag officer clearance (the Jesuit Principle), for requal along with 23 reserve pilots for first ever carqual for Marine Air Reserve fixed-wing. No dings, few bolters and an invitation from COMCARDIV TWO to return anytime.

Summary: Tons of pleasure, appreciation and satisfaction over the pure privilege to serve with and often lead some of the finest Marines in the profession. Still flathatting today, but it's on skis.



**Jerome C. Hunsaker, Captain, USNR**

Jerome Clarke Hunsaker was born in Creston, Iowa, on August 26, 1866, son of Walter J. and Alma Clarke Hunsaker. He entered the Naval Academy from Saginaw, Michigan, on July 5, 1904, and was graduated, first in his class, on June 5, 1908. He was appointed Assistant Naval Constructor #4, in the rank of Lieutenant (jg), on April 1, 1910, and subsequently attained the rank of Commander (Naval Constructor), on December 31, 1921. He resigned his commission in the U. S. Navy on November 2, 1926, and on September 6, 1927, was appointed Lieutenant Commander in the Volunteer Naval Reserve. Commissioned Captain, USNR, on July 1, 1940 he was transferred to the Retired List on October 1, 1947.

Upon graduation from the Naval Academy in 1908, he joined the USS *North Carolina* for transportation to the USS *California*, then operating in the Pacific. He remained aboard the latter battleship for a year and then was ordered to the Boston Navy Yard preliminary to entering the Massachusetts Institute of Technology from which he was graduated in 1912 with a Master of Science degree.

During 1912 he translated from the French and published the second edition of Gustav Eiffel's The Resistance of Air and Aviation. In response to a request from the President of the Massachusetts Institute of Technology, the Secretary of the Navy, in June 1913, ordered Hunsaker to MIT to undertake a course of lectures and experiments on the design of aeroplanes and dirigibles and for research in that field. Before beginning this duty, he toured laboratories and aircraft factories in England, France and Germany in order to obtain details of the latest developments in aeronautical research. Upon reporting to MIT he developed the first graduate course in the United States devoted to aerodynamics and airplane design. This included construction of a wing tunnel and the conduct of original research by a group of students who were being trained as aeronautical engineers. He received his Doctor of Science degree in 1916,

From 1910 to 1921 he was in Charge of the Aircraft Division (HTA and LTA) of the Bureau of Construction and Repair, Navy Department, Washington, D. C. Charged with all aircraft construction for the Navy during World War I, he had additional duty, while attached to that Bureau, as a member of the Joint Technical Board on Aircraft, except Zeppelins. In July 1918 he was assigned further additional duty at the Naval Aircraft Factory, Philadelphia, and in England, France and Italy, in connection with aircraft design, and that year he was attached briefly to the Inter-Allied Naval Armistice Commission. In 1920 he delivered the Wilbur Wright Lecture before the Royal Aeronautical Society, being early recognized as an authority on aerodynamics, both in America and abroad.

He supervised the design of every plane the Navy developed from 1916 through 1923, including the first modern non-rigid airship produced in the United States, the SHENANDOAH (ZR-1) commissioned in 1923, and with Gilmore, Westervelt and Richardson, designed the NC flying boats which made the first trans-Atlantic flight in 1919.

He was transferred in September 1921 from the Bureau of Construction and Repair to the Bureau of Aeronautics, Navy Department, to serve as Chief of the Design Division until November 1923. During that time, he also served as a member of the Commission for Adjustment of Foreign Claims, U. S. War Department, and as the Navy Representative on the National Advisory Committee for Aeronautics. On September 24, 1923, he was sent to St. Louis, Missouri, for temporary additional duty in connection with the International Air Races.

From December 1923 to August 1926, he served as Assistant Naval Attache, and Assistant Naval Attache for Air, at the American Embassy, London, England, with additional duty in the same capacity at the American Embassies, Paris, Rome, the Hague, and Berlin. Returning to the Navy Department on August 30, 1926, he had duty in the Office of Naval Intelligence until September 2, 1926. His resignation became effective two months later.

For two years following his resignation from the Navy, Dr. Hunsaker was Assistant Vice President, and Research Engineer of the Bell Telephone Laboratories, New York, New York, and during that period standardized wire and radio services for airways. From 1928 to 1933 he was Vice President of the Goodyear-Zeppelin Corporation, Akron, Ohio. Appointed Head of the Department of Mechanical Engineering at the Massachusetts Institute of Technology, he headed that Department and the Department of Aeronautical Engineering until 1951 and was Professor emeritus. Awarded the Daniel Guggenheim Medal in 1933, be was designated professor in charge of the Guggenheim Aeronautical Laboratory.

In July 1941 he was appointed Chairman of the newly

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established Naval Research and Development Board, composed of representatives of the Chief of Naval Operations, and the Bureaus of Ships, Ordnance, Aeronautics, and Yards and Docks, Navy Department, Washington, D. C. At the same time he was designated Navy Member of the Council of the Office of Scientific Research and Development, established by White House Executive Order of June 18, 1941, and was made Chairman of the National Advisory Committee for Aeronautics (until 1946). Returning to MIT in December 1941, he accepted appointment to the War-time Committee on Science Reserve Personnel of the War Manpower Commission in March 1943,

He was a member of the Naval Research Advisory Council from 1953 until 1959,

Dr. Hunsaker was Director of McGraw-Hill Publishing Company, Shell Oil Co., Goodyear Tire and Rubber Company and Tracer-Lab Inc.; a member of the Advisory Board of the Sperry Rand Corporation and of the Scientific Advisory Council of Chrysler Corporation; a Trustee of the Boston Museum of Science and a Regent of the Smithsonian Institution. He was also Fellow of the American Physical Society, the American Academy of Arts and Sciences, and Honorary Fellow of the Institute of Aeronautical Sciences (now American Institute of Aeronautics and Astronautics), the Royal Aeronautical Society of Britain and the Imperial College of Science (London); an Honorary Member of the American Society of Mechanical Engineers and the Institute of Mechanical Engineers (London); and a member off the American Society of Automotive Engineers, the American Society of Naval Architects and Marine Engineers, the National Academy of Sciences, the American Philosophical Society, and the Delta Kappa Epsilon and Sigma Xi fraternities.

During the period of his career in the Navy, Dr. Hunsaker was awarded the Navy Cross for “exceptionally meritorious service in a duty of great responsibility in charge of the Aircraft Division of the Bureau of Construction and Repair, in which position he showed ability unsurpassed in the United States as an aircraft designer...” He has also been awarded the Medal of Merit by the President of the United States, the Daniel Guggenheim Medal (1933); and the Franklin Medal (1942), Legion of Honor (France), Wright Brothers Medal; Godfrey L. Cabot Trophy, 1950; Langley Medal, 1955; Gold Medal of Royal Aeronautical Society (Great Britain), 1957; Navy Award for distinguished public service 1958.

He was editor of the Journal of the Institute of Aeronautical Sciences and a contributor to other professional Journals. He held honorary degrees from William College - Doctor of Science, 1943; and Northwestern University - Doctor of Engineering, 1946.

Married in 1911 to Miss Alice Porter Avery, Dr. Hunsaker had four children; Mrs. Sarah Porter Swope; Jerome Clarke, and Jams Peter Hunsaker, and Mrs. T. A. Birt.






**Homer G. Hutchinson, Jr., BGen, USMC (Ret.)**

"Homer"

Date of Designation: 16 May 1940 NA # 6416

Dates of Active Duty: May 1940 - June 1969.

Total Flight Hours: 6,100

Carrier/Ship Landings: Fixed wing: 15

Approximate Flight Hours:
Jet: 1,600 Prop: 4,500 VF/VA: 3,900
VR/VP: 900 VT: 1,300

Combat Tours:
WW II: England, RAF night fighter squadron, Jan. 1943 - Jun. 1943- 30 missions.
WW II: Central Pacific, USMC night fighter squadron, Apr. 1944 - Dec. 1944 - 90 Combat Air Patrols.
Korea: Jet night fighter squadron, Aug. 1952 - Mar. 1953 - 45 missions.

Aviation Commands:
USMC night fighter training detachment, Vero Beach, FL., Jan. 45 - Mar. 46, (flying F7F-3N Tigercat).
CO, VMF-322 (Midway and Ewa), Mar. 47-Dec. 48, (flying F4U-4 Corsair).
CO, VMF(N)-513, Korea, Aug. 52-Mar. 53 (F3D-2, F7F-3N
Marine Air Group 24, MCAS Cherry Point, Jun.58-Jul. 59.

Combat Awards:
Distinguished Flying Cross (Korea).
3 Air Medals (Korea).
Legion of Merit with combat "V" (Korea).

## Duty Assignment Chronology

1939 Received BS degree in Mechanical Engr. from the Georgia Institute of Technology. Was a four-year member of the Naval ROTC unit at Georgia Tech. Upon graduation, entered Naval Reserve as Aviation Cadet.

5/40 Completed flight training at the NAS Pensacola, Florida. Designated a Naval Aviator and commissioned in the Marine Corps Reserve.

7/40-8/42 Appointed 2nd Lt. in the regular Marine Corps and assigned to Marine Officers Basic School at the Philadelphia Navy Yard. As a 1st Lt. at the outset of World War II, he performed aviation duty at Pensacola and Cherry Point, NC. Promoted to captain in August of 1942.

1943 Assigned to a Royal Air Force night fighter squadron in England for training in night fighter operations. Participated in night combat air operations. Promoted to major in May 1943. That October, assigned as XO of newly-formed Marine Night Fighter Squadron 533 (VMF(N)-533), which took part in pioneering Marine night-fighter techniques. Deployed to Central Pacific with this squadron the following spring.

1/45-5/46 Commanded Marine Night Fighter Operational Training Detachment, Naval Air Station, Vero Beach, Florida. During this period, promoted to Lieutenant Colonel.

5/46-8/48 Served briefly at Cherry Point and San Diego. In February 1947, ordered to Hawaii as CO, VMF-322, Marine Aircraft Group 15.

8/48-3/49 MAG-15 Operations Officer.

4/49-8/52 Electronics Officer, Division of Aviation, Headquarters Marine Corps. Completed the Senior Course, Marine Corps School, Quantico, VA.

8/52-1/53 CO, VMF(N)-513, MAG-33, 1st Marine Aircraft Wing, Korea. Unit was the first jet night fighter squadron of all the U.S. Armed Forces to enter active combat and registered the first night kill of an enemy jet aircraft.

1/53-5/53 Assistant Operations Officer of the First Wing.

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|---|---|
| 6/53-3/57 | Instructor in the Air Section, Marine Corps Educational Center, Quantico. Next assigned to Hawaii for two years, initially as XO and later as CO, Marine Corps Air Station, Kaneohe Bay. During this assignment, was promoted to Colonel in March 1957. |
| 6/57-6/58 | Air War College, Maxwell Air Force Base, AL. |
| 6/58-12/59 | CO, MAG-24; Acting Chief of Staff and Communications-Electronics Officer, 2nd Marine Aircraft Wing, Cherry Point, NC. |
| 1/60-5/61 | 1st Marine Aircraft Wing in Japan, Communication Electronics Officer, then as Assistant Chief of Staff for Operations (G-3). |
| 6/61-6/63 | Headquarters Marine Corps as Head of the Aviation Plans and Readiness Branch, and Executive Officer, Office of the Deputy Chief of Staff for Air. |
| 6/63-2/64 | Assistant Deputy Chief of Staff (Air). |
| 2/64 | Completed off-duty courses of study at George Washington University. Awarded Master of Arts (International Affairs). |
| 3/65-3/69 | Promoted to Brigadier General and transferred to CINCPAC Staff as Assistant Chief of Staff for Operations. Instrumental in the development of the targeting programs and both the strategic and tactical concepts for the SEASIA air war. |
| 6/69 | Retired from active duty. |

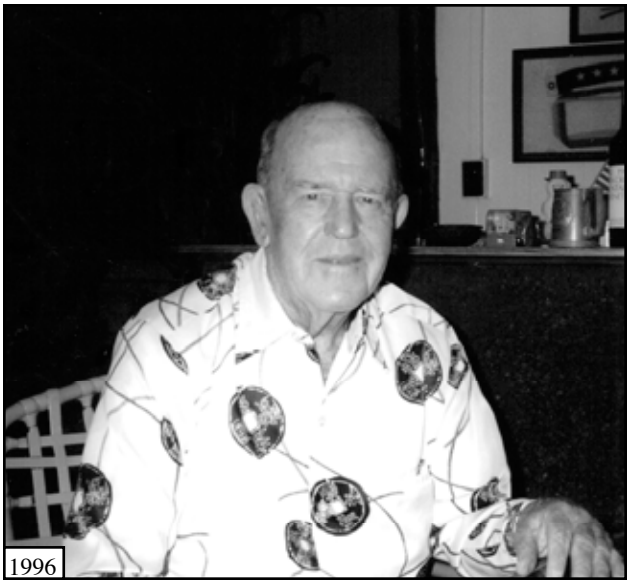
## Summary of Significant Career Events

(1) 1943: One of two USMC pilots ordered to duty with an RAF nightfighter squadron (#256) for training in night air intercept operations. Flew 30 night combat air patrols in Beaufighter aircraft from RAF Station Ford on SE coast of England against intruding German aircraft. Returned to Cherry Point in July 1943, and conducted operational training for Marine Corps night fighter pilots deploying to the Pacific theater.

(2) 1952: As CO, VMF(N)-513, commanded the first jet night fighter squadron (F3D-2) deployed into combat in Korea. Utilizing the F3Ds' search/surveillance radar, tactics were developed to provide night cover/escort against Chinese MIGs attacking B-29s on missions along the Yalu River. In the course of these operations, the F3D shot down 5 MIGs and no B-29s were ever damaged while under escort.

(3) 1959: While CO of Marine Air Group 24, organized and flew the first A4D-2 non-stop crossing of the Atlantic Ocean from Cherry Point, NC., to Rota, Spain, via Argentia, New Foundland. Utilized the "Buddy" system of inflight refueling wherein one A-4 with external fuel tank transfer equipment refuels a "Buddy" A-4 which then proceeds to his long range destination and the refueler returns to base.


1962


1996

## John J. Hyland, Admiral, USN (Ret.)

Date of Designation: 19 May 1937 NA # 5217

Dates of Active Duty: June 1934 - December 1970

Total Flight Hours: 7,500

Carrier/Ship Landings: Fixed: 250 (approx) Rotary: 200

Approximate Flight Hours:
Jet: 250 Prop: 7,000 Helo: 200 VF/VA: 4,500
VR/VP: 2,500

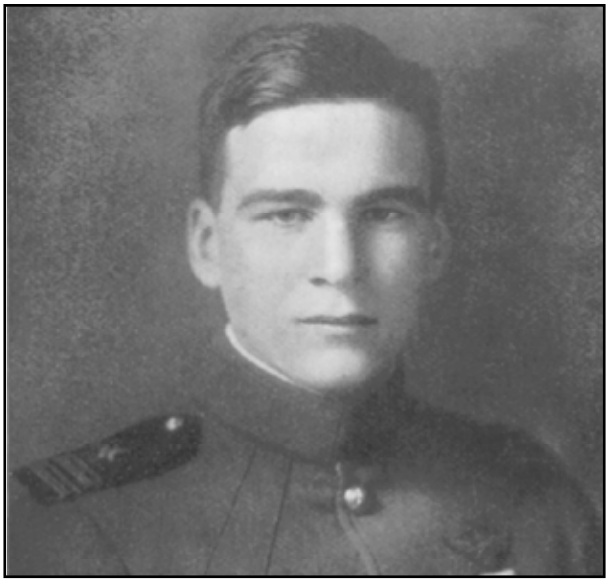
Combat Tours:
WW II: VP-102, PATWING 10, Dec. 1941 - Apr. 1942. Philippines, Netherlands Indies and Australia.
WW II: CAG-10, USS *Intrepid* (CV-11), Apr. 1944 - Nov. 1945. Okinawa campaign. Strikes against Japanese home islands.

Aviation Commands:
Director Tactical Test, NATC Patuxent River, 1951 - 1953
Commander, Carrier Air Group 10, Apr. 1944 - Nov. 1945
CO, USS *Onslow* (AVP-46), 1956 - 1957
CO, USS *Saratoga* (CVA-60), 1959 - 1960
COMCARDIV FOUR, Jun. 1962 - May 1963
COMSEVENTHFLT, Nov. 1965 - Nov. 1970
CINCPACFLT, Nov. 1967 - Nov. 1970

Combat Awards:
Silver Star
3 Distinguished Flying Crosses
5 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 6/30-6/34 | Midshipman, U.S. Naval Academy. |
| 6/34-6/35 | USS *Lexington* (CV-2), Ships Officer. |
| 6/35-6/36 | USS *Eliot* (DD-146), Ships Officer. |
| 6/36-5/37 | NAS Pensacola, FL. Student - flight training. |
| 6/37-6/40 | VF-6, USS *Enterprise* (CV-6). |
| 7/40-12/40 | VP-26, Pearl Harbor, HI. |
| 12/40-12/41 | VP-102, PATWING 10, Philippines. |
| 12/41-6/42 | Combat. Philippines - Dutch East Indies campaigns. Finally reached Australia. |
| 7/42-4/44 | NAS Anacostia, Washington D. C. Pilot in "Admirals" Airline. |
| 4/44-11/45 | Commander, Air Wing 10, USS *Intrepid* (CV-11). Okinawa campaign - strikes against Japan home islands. |
| 11/45-6/46 | USS *Lake Champlain* (CV-39), Air Officer. |
| 6/46-6/49 | Flight Test, NATC Patuxent River - Assistant Director. Test pilot for early jets and helicopters. |
| 7/49-12/49 | USS *Kearsarge* (CV-33), Operations Officer. |
| 12/49-6/51 | OPDEVFOR Staff, Air Officer. |
| 6/51-6/53 | Director, Tactical Test Division, NATC Patuxent River, MD. |
| 7/53-6/54 | Student, National War College. |
| 6/54-6/56 | CINCPACFLT Staff, Air Operations Officer. |
| 6/56-6/57 | CO, USS *Onslow* (AVP-46). |
| 6/57-4/59 | Joint Staff, JCS. |
| 4/59-5/60 | CO, USS *Saratoga* (CVA-60). |
| 6/60-9/61 | Commander, Atlantic Barrier Forces. |
| 10/61-6/62 | Joint Strategic Target Planning Staff, SAC Headquarters, Omaha, Nebraska. |
| 6/62-5/63 | Commander, Carrier Division FOUR. |
| 5/63-10/65 | CNO Staff, Strategic Plans Division (OP-60). |
| 11/65-11/67 | Commander SEVENTH Fleet. |
| 11/67-11/70 | Commander in Chief, Pacific Fleet. |
| 1/1/71 | Retired from active duty. |



## David S. Ingalls, Rear Admiral, USN

(Assistant Secretary of the Navy for Aeronautics)

David Sinton Ingalls was born in Cleveland, Ohio, on January 28, 1899, son of Albert S. Ingalls (NY Central RR) and Jane Taft Ingalls of Cincinnati, niece of the late William Howard Taft. His education was obtained at University School, Cleveland; St. Paul's School, Concord), New Hampshire; Yale University (BA), and Harvard University (LL.B).

At Yale he played on the football and hockey teams, being Captain of the latter. A few days before war was declared in 1917, he enlisted in the U. S. Naval Reserve Flying Corps, and received preliminary instruction in aviation and naval matters in this country. In September he went overseas and attended various aviation schools in France, England, and Scotland until, his instruction was completed, he was then sent to the front for service with U. S. Air Forces at Dunkirk, France. Later he was attached to the Royal Air Force in Flanders, Belgium, as a loan to the British.

He was awarded the Distinguished Service Medal "For exceptionally meritorious service in a duty of great responsibility as a chasse pilot operating with the RAF Squadron 213, while attached to the Northern Bombing Group, Northern France, where as a result of his brilliant and courageous work, he was made an acting flight commander by the British authorities over their own pilots. Alone and in conjunction with other pilots, he shot down at least four enemy aeroplanes and one or more enemy balloon." He also was awarded the British Distinguished Flying Cross "for successes and daring in engagements with enemy aircraft while, attached to the Royal Naval Air Stations..."

He has the distinction also of being the Navy's only flyer who became an ace in World War I. He was then 19 years of age. After the war he rejoined his class at Yale, graduating in 1920. He then entered the Harvard Law School and after graduating in 1923, was admitted to the Ohio State Bar. From that time until 1929 he practiced law, with the firm of Squire, Sanders and Dempsey in Cleveland. He was twice elected to the Ohio State Legislature (1926 and 1928), being co-sponsor of the Aviation Code of Ohio, which was enacted and became the model for codes adopted by other states.

On March 16, 1929 he was sworn in as Assistant Secretary of the Navy for Aeronautics, on appointment of President Herbert Hoover, and during his three-year tenure of office the naval aviation test and development program advanced rapidly, bringing the 5-year program to completion in four years. In view of his knowledge and experience, both in the technical and policy-making field of aviation, he served in that assignment with distinction. While in the Navy Department, he applied for appointment in the Naval Reserve and was commissioned Lieutenant Commander in December 1931. Through subsequent promotions, he attained the rank of Commodore, to date from November 2, 1945. He was promoted to Rear Admiral with date of rank July 1, 1955, by reason of the Reserve Officer Personnel Act of 1955.

Returning to Cleveland in June 1932, he served for several years as Director of Public Health and Welfare of that city, and associated himself with the Pan American Air Ferries, Inc. At the beginning of World War II he was serving as Vice President and General Manager of that corporation.

On November 25, 1942 he reported for active duty as Assistant Operations Officer on the staff of Commander Air Force, U. S. Pacific Fleet. He was awarded the Legion of Merit "For exceptionally meritorious conduct in the performance of outstanding services...from December 1942 to June 1943. Realizing the potentialities of the airborne carrier... Commodore, (then Commander) Ingalls applied himself vigorously to the task of developing and expanding the capabilities of air transportation. By his sound recommendations ... he contributed in large measure to extending the sphere of effective air transportation service in the Pacific and aided greatly in the development of Naval air transport service..."

- Continued -

Detached from staff duty on June 5, 1943, he served for six months as Executive Officer, Forward Area and Air Center Commander, at Guadalcanal, and from December 1943 to

February 1944 served as Plans Observer, South Pacific Force. Soon thereafter he reported for duty as Commanding Officer, U. S. Naval Air Station, Honolulu, Territory of Hawaii, the major air terminal in the Pacific, providing facilities for the Naval Air Transport Service, the Hawaiian Airlines commercial service, and part of the Marine Air Transport service. For his intelligence and zealous supervision, his development and administration of the station's affairs, most constructive and beneficial liaison, having resulted in substantial furthering of the general war effort in that area, he was commended by the Commander, Naval Air Base, Fourteenth Naval District, and was later awarded the Bronze Star Medal.

Since his release to inactive status in November 1945, he has had several tours of active duty. He has been associated with Pan American World Airways System, headquarters in New York City, and was President and Publisher of the Cincinnati Times Star, with offices at 1562 Union Street, Commerce Building, Cleveland, 14, Ohio. He was a member of the American Legion, Masonic Fraternity, the Union Club, and Chagrin Valley Hunt Club of Cleveland, and the University Club of New York.

In addition to the Distinguished Service Medal, Legion of Merit, Bronze Star Modal, and Distinguished Flying Cross (British), Rear Admiral Ingalls has the Victory Modal, Overseas Clasp; Asiatic Pacific Campaign Medal; and the World War II Victory Medal.

He was married to the former Miss Louise Harkness of New York City. They had four daughters and a son, David S., Jr.



**Rutledge Irvine, Lieutenant, USN**

Lieutenant Irvine was born 7 July 1696 in Brooklyn, NY. and attended Cornell University, Ithaca, NY. He enlisted in the Naval Reserve on 9 April 1917 and was commissioned Ensign and qualified as a Naval Aviator on 13 August 1918 at Pensacola, FL. From August 1918 until October 1919, he was assigned to the NAS Hampton Roads as a patrol pilot and test pilot. He was one of the pilots that made an endurance flight of 20 hours and 10 minutes in the F5-L seaplane in April 1919. In September 1919 he was transferred to Air Squadrons, Pacific Fleet. He made a Panama flight during the winter of 1920-1921. From October 1919 to April 1922, he was assigned to Air Squadrons, USS *Aroostook*, Scouting, Combat and Spotting. From June 1922 to April 1924 he was assigned to the Naval Air Station, Anacostia, D.C. During this period He was a member of the team of Naval Aviators that participated in the Detroit Air Races in October 1922. He established a worlds record for altitude with single motored planes carrying 2,000 kilos at the Dayton, OH Curtiss Marine Trophy Races. Lieutenant Irvine was also a member of the Navy Team participated in the Schneider International Trophy Race at Cowes, England in 1923, finishing second in that race.

From April 1924 to August 1926 he was assigned to USS *Trenton* and USS *Richmond* VO-3 squadron. In August 1926 he was again assigned to the Naval Air Station, Anacostia, D. C. On May 21, 1927, the National Aeronautic Association announced that Lieutenant Rutledge Irvine, flying the Navy's Vought "CORSAIR" Observation seaplane equipped with the Pratt & Whitney 500 horsepower "WASP" air-cooled engine, established a new world's speed record for seaplanes. The records were forwarded to France for confirmation. Lieutenant Irvine averaged 130.93 miles per hour for 1,000 kilometers over the enclosed triangular course at Hampton Roads, VA. Lieutenant Irvine took off from the Naval Air Station, Hampton Roads 12:46 p.m. and flew the course of 1,000 kilometers in 4 hours, 44.65 minutes. This was the fourth world record to be broken by Naval Aviators during the past few weeks with this airplane. On November 18, 1929, Lieutenant Rutledge became Executive Officer of VJ Squadron 2-S, Aircraft Squadrons, Scouting Fleet and in November 1930, he became Commanding Officer of that squadron. In May 1932 he was assigned as a member of the Naval Examining Board, Navy Department.






**Donald K. Issitt, Captain, USN (Ret.)**
"Don"

Date of Designation: 16 July 1941 NA # 8207

Dates of Active Duty: 15 November 1940 - 30 June 1972.

Total Flight Hours: 7,820

Carrier/Ship Landings: Fixed wing: 1,062

Approximate Flight Hours:
Jet: 4,670 Prop: 3,150 VF/VA: 4,050
VT: 1,620 Other: VF(N) 2,150

Combat Tours:
WW II: (1942-1944) WestPac- Marshall & Gilbert Islands; Mariana Islands; Soloman Islands; New Hebrides and Palau Islands; Battle of Philippine Sea - 163 missions.

Aviation Commands:
CO, Night Fighter Squadron SEVENTY ONE (VFN-71), on USS *Bennington,* 1952 - 1953.
CO, Carrier Air Group FOURTEEN, USS *Ranger,* 1958 - 1960.
CO, Fleet Oiler USS *Kaskaskia,* 1963 - 1964.
CO, USS *Essex,* 1965 - 1966.

Combat Awards:
Navy Cross
Legion of Merit
Air Medal

## Duty Assignment Chronology

| | |
|---|---|
| 1941-1949 | Assigned as pilot in various Pacific Fleet carrier based torpedo and night fighter squadrons and duty in ship's company. |
| 1950-1951 | Officer-in-Charge, Instrument Training Unit, Navy Department, Washington, D. C. |
| 1951-1952 | U. S. Naval Postgraduate School, Monterey, California - Student. |
| 1952-1953 | Commanding Officer, Night Fighter Squadron SEVENTY-ONE (VFN-71) aboard USS *Bennington* (CV-20). |
| 1953-1954 | Staff, Naval Air Forces, U. S. Atlantic Fleet. |
| 1954-1955 | U. S. Naval Test Pilot School, Patuxent River, MD. - Student. |
| 1955-1958 | U. S. Navy test pilot duty, Patuxent River, MD and Edwards AFB, CA. |
| 1958-1960 | Commanding Officer, Carrier Air Group FOURTEEN, USS *Ranger* (CVA-61). |
| 1961-1962 | Staff, Naval Air Force, U. S. Pacific Fleet. |
| 1962 | Office of Secretary of the Navy, Washington, D. C. |
| 1962-1963 | National War College, Fort McNair, Washington, D. C. - Student. |
| 1963-1964 | Commanding Officer, Fleet Oiler USS *Kaskaskia.* |
| 1964-1965 | Commanding Officer, USS *Essex.* |
| 1966-1967 | Chief of Staff, Commander Carrier Division SEVEN in USS *Enterprise* and USS *Coral Sea.* |
| 1968-1969 | Deputy Director, (Research and Development) JCS, Washington, D. C. |
| 1970-1972 | Chief, Military Assistance Advisory Group, Copenhagen, Denmark. |
| 1972 | Retired from active duty, Washington, D. C. |



**Thomas P. Jeter, Rear Admiral, USN**

Thomas Powers Jeter was born on August 25, 1898, in Florence, Alabama, son of Richard Cullen and Mary Lee (Powers) Jeter. He attended Aiken Institute, in Aiken, South Carolina, before his appointment to the U. S. Naval Academy from the Second District of South Carolina in 1915. As a Midshipman he was Captain of the Inter-collegiate Champion Fencing Team. champion in foils, sabers, and canes. Graduated and commissioned Ensign on June 6, 1918, a member of the Class of 1919, he subsequently advanced to the rank of Commodore, on October 20, 1944. He was transferred to the Retired List of the Navy on February 1, 1949, and promoted to the rank of Rear Admiral on the basis of combat citations.

After graduation from the Naval Academy in 1918, he had a brief assignment with Cruiser Force, Atlantic Fleet, on board the USS *Plattsburg*. He reported on August 18, that year, for duty in the USS *Jenkins,* operating with the Destroyer Flotilla out of Queenstown, Ireland, remaining-aboard that destroyer until after the Armistice. He continued sea duty for more than two years after reporting to the USS *New York*, a battleship assigned as Flagship of Battleship Squadron 4 (and Division 8), U. S. Pacific Fleet.

Detached from the *New York* in July 1921, he was ordered to the Naval Air Station, Pensacola, Florida, for flight-training. He was designated Naval Aviator on December 20, 1921, and assigned to Aircraft Squadrons, Pacific Fleet, based at San Diego, California. In November 1923 he was transferred to Aircraft Squadrons, Scouting Fleet, on the East Coast. Between January 1924 and June 1926 he was attached to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he served in the Plans Division, and had collateral duty during that period as Liaison Officer for the Racing Detachment, Aide to the White House, and as a member of the American 0lympic Team (1924).

He completed a course of instruction in Aeronautical Engineering at the Army Air Service Engineering School, McCook Field, Dayton, Ohio, and in July 1927 was detached with orders to Aircraft Squadrons, Battle Fleet. In that assignment he served with fighting and bombing squadrons based on the USS *Saratoga*. He next had duty as Aide and Flag Lieutenant on the staff of Commander Aircraft Squadrons, Battle Fleet, in 1929, and for three years thereafter served as a member of the Board of Inspection and Survey, Navy Department. In the latter duty he demonstrated new Navy aircraft of that period.

Returning to Aircraft Squadrons, Battle Fleet in July 1933, he commanded Fighting Squadron 2 , based on the USS *Lexington*, for two years, and later served as Operations Officer on the staff of Commander Aircraft, Battle Force, from June 1935 until June 1936. Completing the course in Strategy and Tactics at the Naval War College, Newport Rhode Island, in June 1937, he was assigned duty as Inspector of Naval Aircraft at Wright Field, Dayton, Ohio, and at Wichita, Kansas, serving until November of the same year. For the next two years he served as Advisor to the Argentine Ministry of Marine, in Buenos Aires. After short periods of duty in the Office of the Chief of Naval Operations and the Bureau of Aeronautics, Navy Department, he joined the USS *Enterprise*, in which he served first as Navigator, later as Executive Officer, during the period June 1940 until April 1942,

He is entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the USS *Enterprise* "For consistently outstanding performance and distinguished achievement during repeated action against enemy Japanese forces in the Pacific war area, December 7, 1941, to November 15, 1942..." The citation continues in part: "Participating in nearly every major carrier engagement in the first year of the war, the *Enterprise* and her Air Group...did sink or damage on her own a total of 35 Japanese vessels and shoot down a total of 185 Japanese aircraft..."

After six months' duty at Headquarters, U. S. Fleet, he served from November 1942 to December 1943 on the staff of the Commander in Chief, U. S. Fleet. He commanded the new aircraft carrier) USS *Bunker Hill*, from February until July 1944, and "For exceptionally meritorious conduct...as Commanding Officer (of that aircraft carrier), Flagship of a Task Group during operations against enemy Japanese forces in the Pacific Theater from March 5 to June 28, 1944..." he was awarded the Legion of Merit with Combat "V." The citation continues:

"In command of a vital unit of our surface forces operating in the most forward areas, Captain Jeter consistently maintained his command in a state of high combat

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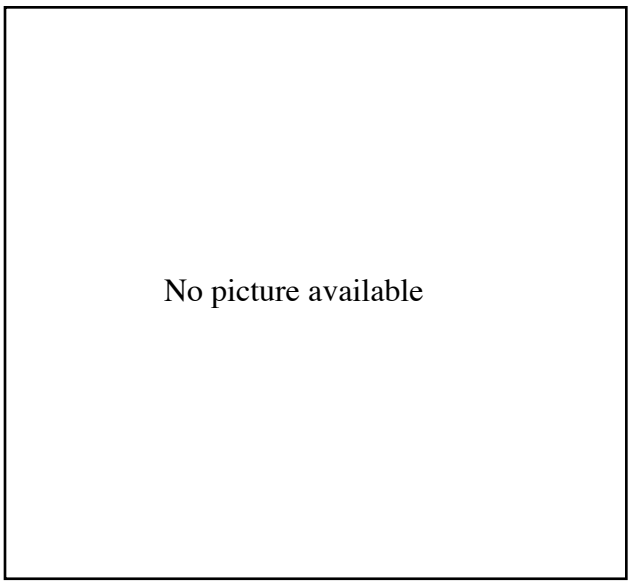
efficiency enabling his ship and embarked air groups to strike relentlessly at Japanese shore Installations, aircraft and forces afloat... (contributing) materially to the infliction of extensive damage upon enemy military and naval forces throughout a critical period of operations. His professional skill and inspiring leadership were important factors in the defeat of the Japanese Empire..."

Reporting as Chief of Staff and Aide to Commander Battleships, Pacific Fleet, in July 1944, he was advanced to Commodore while serving in that assignment in October of the same year. Detached in April 1945, he reported to the Secretary of State for temporary duty as Technical Expert to the United States Delegation at the United National Conference on International Organization, at San Francisco, California. He returned to the Navy Department in July 1945, and served until October of that year with the Deputy Chief of Naval Operations (Air).

From November 1945 to January 1947 he served as Commanding Officer of the Naval Air Station, Ottumwa, Iowa, after which he had command of the Naval Pre-flight School at Pensacola, Florida, until September 1948. His last assignment before his retirement in February 1949 was with Commander Fleet Air, West Coast.

In addition to the Legion of Merit with Combat "V," and the Presidential Unit Citation Ribbon, Rear Admiral Jeter has the World War I Victory Medal, Destroyer Clasp; the American Defense Service Medal, Fleet Clasp; the Asiatic-Pacific Campaign Medal; the American Campaign Medal, the World War II Victory Medal.

Rear Admiral Jeter and his wife, the former Miss Josephine Augusta Duckett of Hyattsville, Maryland had a son, Thomas P. Jeter, Jr.




## Jesse G. Johnson, RADM, USN

Date of Designation: June 1925

Dates of Active Duty: 2 December 1917 - 13 January 1947

Combat Awards:
Bronze Star with combat "V"

## Duty Assignment Chronology

Jesse Gearing Johnson was born in Bridgeton, New Jersey, on January 9, 1895, son of George Alexander and Mary Harper (Buckman) Johnson. While a student at Swarthmore College, he enlisted in the Naval Reserve Force on December 2, 1917, during World War I. After instruction at the Naval Reserve Officers School, Naval Operating Base, Hampton Roads, Virginia, he was honorably discharged to accept appointment as Ensign, USNRF, on November 13, 1918. He was transferred to the U. S. Navy from the Naval Reserve on September 2, 1919, and subsequently progressed in rank to that of Captain, to date from December 10, 1945. on his transfer to the Retired List on January 13, 1947, he was advanced to Rear Admiral on the basis of citation received for duty in combat.

In December 1918 he joined the USS *Onward* (SP-311), and was assigned to submarine chasers until July 1919, serving as Executive Officer of SC-188 and as Commanding Officer of SC-199, the first aviation tender in the U. S. Naval Service. He was then ordered to the USS *Von Steuben*, in which he made three transport trips to Brest, France during the next three months.

For eleven months he served in the USS *Caldwell*, and when detached in June 1920, he had fitting out duty, then joined the USS *Humphreys* at her commissioning and served on board for two years. During that period he made the Near East Cruise around the Mediterranean and Black Sea, and participated in the evacuation of white Russians from the Crimea and the evacuation of Greeks from Ismit. After this he wrote the only account of the Greek Evacuation of Ismit. He received the Navy Expeditionary Medal for service ashore in Turkey during the Greek evacuation of Ismir.

He continued serving in the *Humphreys* after she was put into Reserve, until June 1923, and from July of that year until August of the next was attached to the USS *Langley*. He was then ordered to the Naval Air Station, Pensacola, Florida, for flight training, and was designated Naval Aviator prior to his detachment in June 1925. He spent the next three years in Scouting Squadron ONE and Torpedo Squadron NINE, operating with the Atlantic Fleet and based in Cuba in winter and at Annapolis in summer. While at Annapolis, he was the first qualified lecturer on strategy and tactics of aircraft fighting at the Naval Academy.

In September 1926 he began a tour of shore duty at the Naval Air Station, Norfolk, where he was Chief Airplane Test Pilot, and from July 1931 until June 1932 served on the Staff of Commander Aircraft, Scouting Force. He then had two years on board the USS *Salt Lake City* as Senior Aviator, attached to Scouting Squadron TEN-S, followed by two years with Patrol Squadron EIGHT in Hawaii. While in the latter assignment, he made cruises to outlying possessions, including the French Frigate Shoals, and Midway. During an airplane Field Investigation trip on the USCGC *Itasca*, he stopped at Palmyra. Then to Jarvis Island. From Jarvis to Baker and Howland Islands, he participated in a one thousand mile navigation trip along the Equator, after which he stopped at Johnston Island en route to Pearl Harbor. During the trip, he mapped the Island of Wake for the Navy. For this work he received commendatory letters from the Secretary of the Navy and the Chief of Naval Operations,

He served with Fighting Squadron FIVE-B of the Fleet Air Detachment, San Diego, California, from July 1936 to March 1937, after which he was Flight Deck Officer of the USS *Ranger* until June 1939. That month he returned to the Naval Air Station, Norfolk, and was serving in the Assembly and Repair Department of that Station at the outbreak of World War II in December 1941. Detached in October 1942, he was

assigned to the Office of the Chief of Naval Operations, Navy Department, Washington, D. C., and in November reported as Commanding Officer of Acorn THREE (Red), an airfield assembly which constructed, then operated an advanced landplane and seaplane base overseas in the Pacific Area. As such he participated in the consolidation of the Solomon Islands.

In July 1943 he reported as Executive officer of the USS *Guadalcanal* (CVE- 60). In that assignment he also served as an Assistant Task Force Commander. "For meritorious service as Executive Officer (of that aircraft carrier escort vessel), attached to Task Group TWENTY-TWO POINT THREE during the capture of an enemy German submarine off French West Africa, June 4, 1944..." he was awarded the Bronze Star Medal with Combat "V." The citation continues:

"Participating in the skillfully coordinated attack on the German U-505 which climaxed a prolonged search by the Task Group, Captain (then Commander) Johnson assumed the duties of commanding the *Guadalcanal*, relieving the commanding officer for other important responsibilities in the capture of the submarine. After the attack on the U-505, he placed his ship alongside, fully realizing that the submarine might momentarily explode or that there might still be enemy personnel on board, and sent parties aboard her with lines to attempt to take her in tow until more fully equipped salvage parties arrived. By his valiant service during the first successful boarding and capture of an enemy man-o'-war since 1815, Captain Johnson contributed materially to the effective prosecution of the Battle in the Atlantic and upheld the highest traditions of the United States Naval Service."

Detached from the *Guadalcanal* late in 1944, he fitted out the USS *Webster* (ARV-2) and assumed command of that aircraft repair ship at her commissioning in March 1945. After stops at Hawaii and Eniwetok, the *Webster*, operating in the Tokyo Bay area, was station ship at the Yokosuka Navy Base. He continued to command her throughout the remaining period of the war, and until July 1946, then served on the Staff of Commander Norfolk Group, SIXTEENTH Fleet and as Commanding Officer of CVF Sub-Group until his retirement became effective in January 1947.

In addition to the Bronze Star Medal with Combat "V," Rear Admiral Johnson has the World War I Victory Medal; Navy Expeditionary Medal; American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; European-African-Middle Eastern Campaign Medal; and the World War II Victory Medal.

Rear Admiral Johnson was married to Miss Elizabeth Harrold of New York, New York, at Constantinople, Turkey, on June 11, 1921. They had three daughters: Joan, Suzanne and Adrianne.






**Roy L. Johnson, Admiral, USN (Ret.)**
"Roy"

Date of Designation: 25 January 1932 NA # 3884

Dates of Active Duty: June 1929 - December 1968

Total Flight Hours: 8,400

Carrier/Ship Landings: Fixed wing: 120

Approximate Flight Hours:
Jet: 50 Prop: 8,350 VF/VA: 300
VR/VP: 200 VS: 310

Combat Tours:
WW II: July 1943 - November 1945
Korea: October 1951 - February 1952
Vietnam: June 1964 - August 1965

Aviation Commands:
Commander, Air Group 2, Jun. 1943 - May 1944
CO, USS *Badoeng Strait* (CVE-13), Oct. 1951 - May 1952
COMCARDIV 4, 1958 - 1959
CO, USS *Forrestal* (CVA-59), Oct. 1955 - Sep. 1956
COMSEVENTHFLT, Jun. 1964 - May 1965

Combat Awards:
Distinguished Service Medal
Legion of Merit
Distinguished Flying Cross
Bronze Star
Air Medal

## Duty Assignment Chronology

Roy Lee Johnson was born in Big Bend, Louisiana, on March 18, 1906, son of John E. and Hettie Mae (Long) Johnson. He entered the U. S. Naval Academy, Annapolis, Maryland, on June 15, 1925, on appointment from Louisiana, and as a Midshipman played varsity baseball and was a member of the "Lucky Bag" staff. He was graduated and commissioned Ensign on June 6, 1929, and subsequently advanced in rank to that of Rear Admiral to date from January 1, 1956, and to Vice Admiral, from December 15, 1961.

Upon graduation from the Naval Academy in June 1929, he was assigned to the USS *Tennessee*, and served as a junior officer in that battleship until May 1930. He was then transferred to the USS *West Virginia* from communication duty on the Staff of Commander Battleship Divisions, Battle Fleet. On January 28, 1931, he began flight training at the Naval Air Station, Pensacola, Florida, having had preliminary training at the Naval Air Station, San Diego, California, in 1930, and on January 25, 1932, was designated Naval Aviator.

From March to June 1932 he had duty at the Naval Air Station, Hampton Roads, Virginia, and upon detachment was ordered to the USS *Salt Lake City* for three years duty with Scouting Squadron TEN-S, aviation unit of that cruiser. He returned to the Naval Air Station, Pensacola, on June 20, 1935, and for two years served as a Flight Instructor. In May 1937, he joined Scouting Squadron SIX for three years duty, while that squadron was based on the USS *Enterprise*.

On June 29, 1940, he was ordered to Patrol Squadron TWELVE, and completing that assignments he reported on March 28, 1941, to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he was on duty when the United States entered World War II. He remained in the Bureau until May 1943, when he was transferred to the Fleet Air Command, Quonset Point, Rhode Island, and assigned duty as Commander Carrier Air Group TWO. He continued in command when his Air Group joined the USS *Hornet* early in 1944, and from May of that year until May 1945 he served as Air Officer and later as Executive Officer of that same ship.

For meritorious service while in command of Carrier Air Group TWO, and as Air Officer of the USS *Hornet*, he was awarded the Air Medal, the Bronze Star Medal, with Combat "V", the Legion of Merit, also with Combat "V",

- Continued -

and a Gold Star in Lieu of the second Legion of Merit.

The citations follow, in part:

Air Medal: "For meritorious achievement in aerial flight as Commander of a Carrier Based Air Group, attached to the USS *Hornet*, in action against enemy Japanese forces at Palau, Woleai, Wake and Truk, from March to May 1944. Coordinating and leading fighter sweeps against enemy airfields and airborne craft, and bombing mission against enemy shipping and shore installations, (he) directed the operations of his squadron in the air over target, took photographs of the targets in the face of intense antiaircraft fire and made valuable and timely reports of his flights to the Task Group Commander. . . "

Bronze Star Medal: "For meritorious service as Air Group Commander and later as Air Officer onboard the USS *Hornet*... from March 5 to July 20, 1944. Serving with distinction in an assignment of vital importance, (he) rendered invaluable service in connection with the organization, training and operation of his air group and contributed materially to the successful record of accomplishment attained by the *Hornet* and the aircraft onboard..."

Legion of Merit: "For exceptionally meritorious conduct. . . as Air Officer of the USS *Hornet*, assigned to Second Carrier Task Force, Pacific Fleet, during operations, . . from June 5 to September 24, 1944, ... (he) contributed materially to the high degree of operating efficiency attained by the Air Group..."

Gold Star in lieu of second Legion of Merit: ". . . as Air Officer of the USS *Hornet* during operations against enemy Japanese forces in the Philippine Islands, Iwo Jima and Okinawa campaigns from October 2, 1944 to April 22, 1945. . . (he) operated the air department at the peak of efficiency during this period of extensive air activities ant consistently maintained a high degree of availability and performance of aircraft. . . (contributing) materially to the infliction of damage upon the enemy by the air groups serving on his ship..."

He is also entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS *Hornet* for "extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat in the Pacific War Area from March 29, 1944 to June 10, 1945..."

Returning to the Navy Department, he reported on October 3, 1945 for duty in the office of the Joint Chiefs of Staff. In July 1947 he was ordered to Norfolk, Virginia, where he served as Aviation Operations Officer on the staff of Commander SECOND Task Fleet.

In January 1950 he reported as Training Officer on the staff of Chief of Naval Air Reserve Training at Glenview, Illinois. In that capacity he had additional duty at Pensacola, Florida, and various other places until detached in October 1951. On November 15, that year, he became Commanding Officer of the USS *Badoeng Strait*, which under his command participated in operations in the Korean Area. After his detachment in July 1952 he had instruction at the National War College, Washington, D. C. , for a year.

During the next two years he served as Head of the Air Weapons Systems Analysis Staff, Office of the Deputy Chief of Naval Operations (Air). In May 1955 he reported as Prospective Commanding Officer of the USS *Forrestal* (CVA- 59), and assumed command of that giant flattop (the first of the super aircraft carriers of 60,000 tons to be completed) at her commissioning at Norfolk, Virginia, on October 1, 1955. He commanded the *Forrestal* until June 1956, then had duty as Director of the Long Range Objectives Group, Office of the Chief of Naval Operations.

In December 1958 he assumed command of Carrier Division FOUR and on January 25, 1960 reported as Assistant Chief of Naval Operations (Plans and Policy), Navy Department. In January 1962 he became Deputy Director of Joint Strategic Target Planning, with headquarters at Offutt Air Force Base, Omaha, Nebraska. He assumed the duties of Deputy Commander in Chief of the United States Pacific Fleet on July 30, 1963. On June 15, 1964 Vice Admiral Johnson assumed command of the United States Seventh Fleet,

In addition to the Legion of Merit with Gold Star and Combat "V", the Bronze Star Medal with Combat "V", the Air Medal, and the Presidential Unit Citation Ribbon, Vice Admiral Johnson has the American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; China Service Medal; National Defense Service Medal; Korean Service Medal, United Nations Service Medal; the Philippine Liberation Ribbon with two stars and the Korean Presidential Unit Citation. He is also entitled to wear the Navy Unit Citation awarded the USS *Badoeng Strait* for services during the Korean action.

Vice Admiral Johnson and his wife, the former Miss Margaret Louise Gross of Washington, D. C., have two children, Jo-Anne Lee Johnson and Roy Lee Johnson, Jr. His hometown is Eunice, Louisiana.



**Constantine A. Karaberis, Rear Admiral, USN**

Rear Admiral Karaberis was born in Lewiston, Maine, but grew up and attended school in Manchester, New Hampshire. Appointed to the Naval Academy from New Hampshire. He was graduated with the degree of Bachelor of Science in 1935, and in 1951 completed the Senior Course at the Naval War College. He was designated Naval Aviator in February 1939, and since that time has been associated with aviation.

Prior to World War II, he had gunnery, communications, and engineering duties on board the USS *Saratoga*, and served in the aviation unit of the USS *Honolulu*, and as Senior Aviator of that cruiser. In 1941 he received a Letter of Commendation from the Secretary of the Navy and was awarded the Adm. William A. Moffett Memorial Trophy for aviation safety for all cruiser and battleship aviation units.

On board the *Honolulu* at Pearl Harbor when the Japanese bombed the U. S. Fleet there on December 7, 1941, he was detached in May 1942 for a year's duty as Flight Instructor at the NAS, Jacksonville, Florida. In July 1943 he joined Fleet Air Wing 8, for training at Sanford. Florida, and from January to September 1944, served as Air Officer of the USS *Shamrock Bay* (CVE-84), in the Pacific and the Atlantic. He had brief duty as Operations Officer at the NAS, San Diego, California, and in March 1945, reported as Executive Officer of the USS *Wake Island* (CVE-65), which was kamikazed twice by the Japanese at Okinawa.

He was awarded the Bronze Star Medal with Combat "V," for "meritorious achievement" as the *Wake Island's* Executive Officer during operations against enemy Japanese forces in the Pacific War Area from March 21 to June 20, 1945, during which period he contributed "materially to the outstanding record of the embarked air squadron in inflicting damage on the enemy..." He is also entitled to the Ribbon for the Navy Unit Commendation awarded that vessel. He remained on board the *Wake Island* until April 1946, and for two years thereafter was an Instructor in aviation at the General Line School, Newport, RI. Following a three months' refresher course at the NAS Corpus Christi, Texas, he served as Commanding Officer of Patrol Squadron 2 (Alaska rotation) and from March to June 1950, as Operations Officer on the Staff of Fleet Air Wing 4, Whidbey Island, Washington.

Completing the Strategy and Logistics course at the Naval War College in June 1951, he next had a tour of duty as Executive Officer of the NAS Alameda, California, then served from June 1953 to June 1954 as Chief Staff Officer to Commander Fleet Air Wing 2. He next had two years as Commanding Officer of Air Transport Squadron 23, operating in the Japan and Far East Area, and in August 1956 reported as Director of the Aircraft Division of the Research and Development Group, Bureau of Aeronautics, Navy Department.

During the period October 1958 to May 1960 he was Chief of Staff and Aide to Commander Anti-Submarine Defense Force, Atlantic, and in June assumed command of the USS *Wasp* (CVS-18). Assigned to the Bureau of Naval Personnel, Navy Department, he served as Deputy Assistant Chief for Personnel Control from July 1961 to March 1963, when he became Commander Carrier Division FIFTEEN, later redesignated Commander Anti-Submarine Warfare Group ONE. In April 1964 he assumed the duties of Manager (title changed in June 1965 to Commander), Anti-Submarine Warfare Systems Project Office, Office of Naval Material, Navy Department. Upon the reorganization of the Navy Department, effective May 1, 1966, the Office of Naval Material became the Naval Material Command. "For exceptionally meritorious services…" in that capacity, he was awarded the Legion of Merit.

In June 1967 he became Commander Fleet Air, San Diego/Fleet Air Wing 14 and Commander Southern Sector Antisubmarine Warfare Group, Western Sea Frontier, with headquarters at the NAS North Island, San Diego, California and was awarded a Gold Star in lieu of the Second Legion of Merit for "exceptionally meritorious service..." in that capacity. He served as such until relieved of active duty pending his retirement, effective July 1, 1969.

MEDALS AND DECORATIONS:
Legion of Merit
Gold Star in lieu of the Second Legion of Merit
Bronze Star Medal, Combat "V"
Navy Unit Commendation Ribbon (USS *Wake Island*)
American Defense Service Medal, with Star
Asiatic-Pacific Campaign Medal, two Stars
American Campaign Medal, World War II Victory Medal
China Service Medal (extended.)
National Defense Service Medal with bronze star
Korean Service Medal, Armed Forces Expeditionary Medal

- Continued -

CITATIONS:

Legion of Merit: "For exceptionally meritorious service from April 1964 to May 1967...A capable and resourceful leader, RADM Karaberis was selected for and assigned the duty of creating the Anti-Submarine Warfare Systems Project Office in response to the Secretary of the Navy's charter. His sound and energetic leadership provided the impetus responsible for the successful development and fulfillment of the concept of Project Management, applied to a diffused and complex ASW technical effort formerly dispersed through the Navy Material Support Establishment. By his thorough understanding of Project Management techniques, and his professional drive and ingenuity, (he) effectively directed the establishment and implementation of this new organization…"

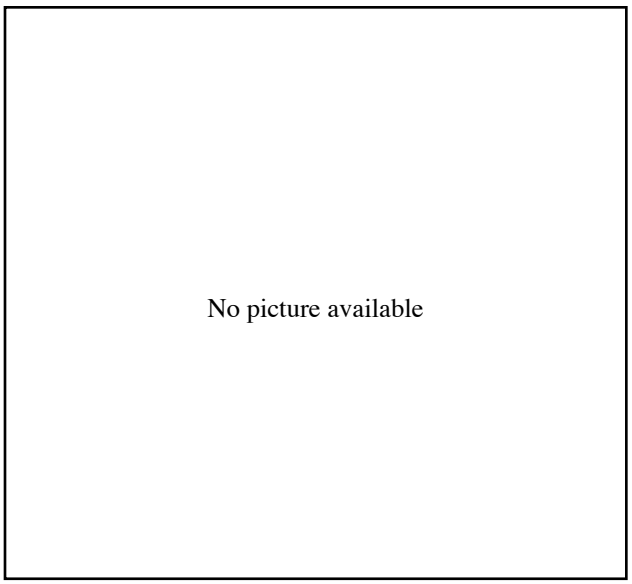
Gold Star in lieu of the Second Legion of Merit: "For exceptionally meritorious service from June 1967 through June 1969 as Commander Fleet Air, San Diego/Fleet Air Wing FOURTEEN, and Commander Southern Sector Anti-submarine Warfare Group, Western Sea Frontier. During this period, Rear Admiral Karaberis was responsible for the administration, training and operational readiness of two major fleet-support naval air station, and thirty-one assigned fleet aviation units, including deployable squadrons, air detachment, and carrier ASW air groups which contributed significantly to United States efforts in Southeast Asia. Through his exceptional managerial abilities, he directed numerous programs to sustain and improve the material posture of Pacific Fleet Air ASW Forces during a period of declining resources availability. Some of these programs ensured that the deployed ASW support aircraft carrier, once turned over to the SEVENTH Fleet, could be depended upon to perform its mission with traditional excellence. Rear Admiral Karaberis' superb leadership, wisdom, imagination, and planning resulted in the highest possible state of anti-submarine readiness in the units assigned to his command, and contributed substantially toward the overall combat effectiveness of Pacific Fleet Carrier Forces. Because of his deep human understanding and sincere desire to be of personal assistance to dependents of those reported as prisoners of war, missing, or killed in action, (he) has rendered invaluable service to the Navy and to the nation in general, and has earned for himself the highest respect of those involved in these situations. Additionally, he has consistently exhibited an inspiring quality of leadership in community and civic affairs, thereby maintaining the excellent image which the U. S. Navy has so long enjoyed in Southern California..."

Bronze Star Medal: "For meritorious achievement as Executive Officer of the USS *Wake Island* during operations against enemy Japanese forces in the Pacific War Area from March 21 to June 20, 1945. Demonstrating outstanding ability, Commander Karaberis rendered valuable assistance to his commanding officer in maintaining the fighting efficiency of his ship at a high peak, thereby contributing materially to the outstanding record of the embarked air squadron in inflicting damage on the enemy..."

Navy Unit Commendation (USS *Wake Island*): "For outstanding heroism in action against enemy forces in the air, ashore and afloat. After completing a successful Anti-Submarine cruise against German Atlantic Raiders in which the U-545 was sunk, the USS *Wake Island* and her attached air squadrons joined our Escort Carrier Force to participate in the three final invasion operations which led to the defeat of the Japanese Empire. The *Wake Island* sent out her planes repeatedly in spotting and strike missions to place our Naval gunfire on suitable targets and to destroy hostile emplacements, aircraft and equipment. Her Fighter Directors completed interception of enemy aerial forces threatening the Task Force, and the concentrated fire from her own anti-aircraft batteries destroyed or fought off attacking planes. By her own readiness for combat and the gallant fighting spirit of her courageous officers and men, the *Wake Island* achieved a notable record of service and success in action..."

CHRONOLOGICAL TRANSCRIPT OF SERVICE:

| | |
|---|---|
| 6/35-12/37 | USS *Saratoga* (Gunnery and Engineer) |
| 1/38-2/39 | NAS, Pensacola, Fla. (Instruction) |
| 3/39-5/42 | USS *Honolulu* (Aviation Unit) |
| 6/42-6/43 | NAS, Jacksonville, Fla. (Flight Instructor) |
| 7/43-1/44 | Fleet Air Wing 6 (Prospective CO of PV-2 Squadron). |
| 1/44-9/944 | USS *Shamrock Bay* (Air Officer) |
| 10/44-2/45 | NAS San Diego, CA (Operations Officer) |
| 3/45-4/46 | USS *Wake Island* (Executive Officer) |
| 5/46-6/48 | General Line School Newport, RI. (Aviation Instructor) |
| 7/48-10/48 | NAS Corpus Christi, TX (Instruction) |
| 11/48-2/50 | Patrol Squadron 2 (CO) |
| 3/50-6/50 | Staff, Commander Fleet Air Wing 4 (Operations Officer) |
| 7/50-6/51 | Naval War College, Newport, RI. (Instruction) |
| 7/51-6/53 | NAS, Alameda, Calif. (Executive Officer) |
| 6/53-6/54 | Staff, Commander Fleet Air Wing 2 (Chief Staff Officer) (Hawaii) |
| 6/54-7/56 | Air Transport Squadron 23 (CO) (Japan) |
| 8/56-9/58 | Bureau of Aeronautics, Navy Dept, |
| 10/58-5/60 | Staff, Commander Antisubmarine Defense Force, Atlantic (Chief of Staff and Aide). |
| 6/60-7/61 | USS *Wasp* (CVS- 8) (CO) |
| 7/61-3/63 | Bureau of Naval Personnel, Navy Dept. (Deputy Asst. Chief for Personnel Control) |
| 3/63-3/64 | Commander Carrier Division 15, redesig nated Commander ASW Group ONE. |
| 4/64-5/66 | Manager (title changed in June 1965 to Commander), ASW Systems Project Office, ONM, Navy Dept. |
| 5/66-5/67 | Commander, ASWSystems Project Office, Naval Material Command (reorganization of Navy Dept. effective May 1, 1966) |
| 6/67-6/69 | COMFAIR, San Diego/Fleet Air,Wing FOURTEEN and Commander Southern Sector ASW Group, Western Sea Frontier, headquartered at NAS, North Island, San Diego, CA. |
| 1 July 1969 | Transferred to Retired List of the Navy. |




## Campbell Keene, Rear Admiral, USN

Campbell Keene was born in Augusta, Maine, on December 25, 1893, son of George Butts Keene and Margaret Campbell Keene. He attended Phillips Exeter Academy and the Bowdoin College before his enrollment, in the U. S. Naval Reserve Force on November 26, 1917 as a Seaman, second class. He was called to active duty in April 1918 and was commissioned Ensign on November 6, 1918, while serving with the Naval Reserve Flying Corps, Washington, D. C. He subsequently entered the United States Navy, was advanced in grade to the rank of Captain to date from June 20, 1942. On June 30, 1950 he was transferred to the Retired List of the Navy in the rank of Rear Admiral, promoted on the basis of combat awards.

In December, 1918 he was sent to the Naval Air Station, Hampton Roads, Virginia, and after several months he was ordered to the USS *Shawmut*, flagship of the Air Detachment, Atlantic Fleet. After serving eighteen months aboard, he was ordered, in December, 1921, to shore duty, and reported to the Naval Air Station, Pensacola, Florida, where he was stationed until January, 1925. The following March he reported to Aircraft Squadrons, Asiatic Fleet, and was attached to Torpedo Squadron 20, with additional duty in the USS *Jason*. Returning to the West Coast, he had duty at Naval Air Station, San Diego, California from February, 1928 to July, 1930, The next two years he was attached to Scouting Squadron 9, Aircraft Squadrons, Scouting Fleet, aboard the USS *Pensacola*. When detached he reported to Fleet Air Base Pearl Harbor, T. H., for a two-year tour of shore duty,

From, 1934 to 1936, he was attached to Scouting Squadron 1, based on the USS *Langley* at first, and later on the USS *Ranger*. In July, 1936 he assumed command of Scouting Squadron 14S in the USS *San Francisco*, with Cruiser Division 8, Scouting Fleet, and the following January transferred to Scouting Squadron 6B, which he commanded six months aboard the USS *Concord*, a Battle Force cruiser. From June, 1937 to April, 1940, he was assigned to the Naval Air Station, San Diego, and the next month he reported to the USS *Wright* as Air Officer. The *Wright* was a unit of the Pacific Fleet when the war in the Pacific was precipitated by the Japanese attack on the Fleet and Pearl Harbor. Rear Admiral Keene was serving with the Marine Aircraft Group at Wake Island when taken a Prisoner of War and held at Zentsuji, Japan, from February, 1942 to September, 1945,

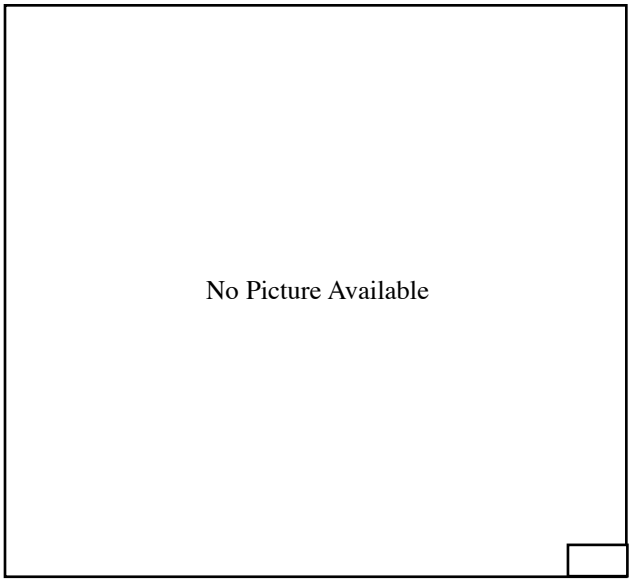
He was awarded the Presidential Unit Citation, and the Legion of Merit with Combat "V," the citations stating in part: Presidential Unit Citation to The Wake Detachment of the First Defense Battalion, U. S. Marine Corps, etc., "The courageous conduct of the officers and men of these units, who defended Wake Island against an overwhelming superiority of enemy air, sea, and land attacks from December 8 to 22, 1941, has been noted with admiration by their fellow countrymen and the civilized world, and will not be forgotten so long as gallantry and heroism are respected and honored. They manned their shore Installations and flew their aircraft so well that five enemy warships were either sunk or severely damaged, many hostile planes shot down, and an unknown number of land troops destroyed."

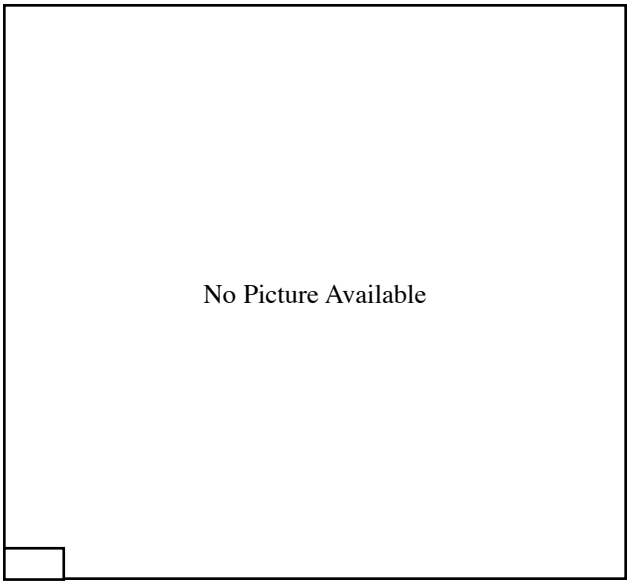
Legion of Merit with Combat V: "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of a Fleet Air Detachment from Patrol Wing TWO on Wake Island prior to the outbreak of hostilities and until he was taken prisoner on December 23, 1941. He overcame serious handicaps due to lack of equipment and shortage of personnel, adding immeasurably to the effectiveness of patrol plane operations during the critical days following the surprise attack on Pearl Harbor. Joining forces with the Island Commander after the outbreak of war, (he) and his men rendered invaluable service in connection with planning, communications, transportation and supply and greatly assisted in the activities of Marine Fighting Plane Squadron TWO ELEVEN..."

After being liberated at the close of the war he reported to the Navy Department, Washington, D.C. From November, 1945 to February, 1946 he was attached to the Bureau of Naval Personnel for duty followed by three months at Naval Air Training Bases, Pensacola, Florida.

In June, 1946 he was ordered as Officer In Charge of Naval Air Control Center, San Diego. After one year, he transferred to command of Naval Auxiliary Air Station, Miramar, San Diego. Relieved of that command in February, 1948, he assumed command of the Naval Air Station, Olathe, Kansas. He was so serving when relieved of active duty pending his retirement on June 30, 1950.

In addition to the Legion of Merit with combat "V," and the Facsimile of and Ribbon for the Presidential Unit Citation, Rear Admiral Keene has the World War Victory Medal; American Defense Service Medal; Navy Expeditionary Medal with silver "W" (Wake); Asiatic-Pacific Campaign Medal; and World War II Victory Medal.




## John E. Kennedy, Captain, USN (Ret.)

"Blackie"

Date of Designation: 10 February 1941 NA # 7107

Dates of Active Duty: July 1940 - July 1972

Total Flight Hours: 8,000

Carrier/Ship Landings: Fixed wing: 509

Approximate Flight Hours:
Jet: 2,000 Prop: 6,000 VF/VA: 5,000
VR/VP: 1,500 Other: 1,500

Combat Tours:
WW II: VT-5, USS *Yorktown* (CV-5), Mar. 1943 - Dec.1943; Marianas, Wake, Kwajalein, Gilbert Islands, Truk, Wotje, and Marcus Island campaigns.
WW II: USS *Independence* (CVL-22), Assistant Air Officer, Jan. 1944 - Sep. 1945.

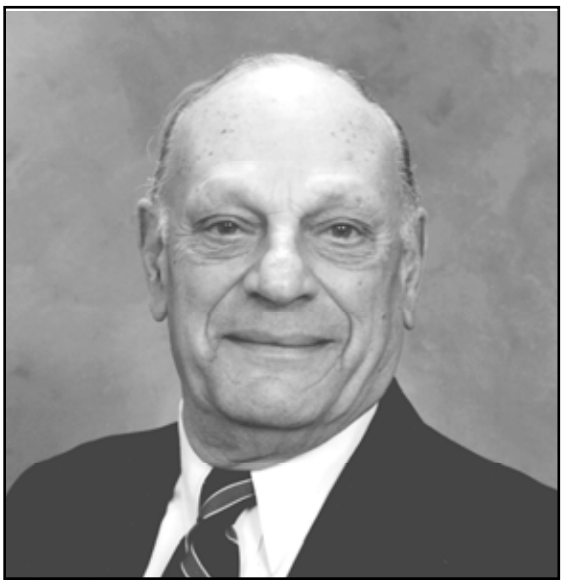
Aviation Commands:
CO, VA-175, May. 1949 - Jan. 1951.
CAG, ATG-4, Feb. 1955 - Jul. 1956.
CO, USS *Vesuvius*, Dec. 1963 - Dec. 1964
CO, USS *Independence*, (CVA-62), Aug. 1965 - Aug. 1966.
CO, NATTC, Jacksonville, FL. Jul. 1969 - Jul. 1972.

Combat Awards:
3 Legions of Merit
2 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 6/40-4/41 | Flight Training, NAS Pensacola, FL. -Student. |
| 5/41-3/43 | NAS Jacksonville, FL - Flight Instructor. |
| 3/43-12/43 | Pilot, VT-5, USS *Yorktown* (CV-5). |
| 1/44-9/45 | Assistant Air Officer, USS *Independence* (CVL-22). Operated with 3rd and 5th Fleets. |
| 9/45-6/46 | Staff, 19th Fleet, Bremerton, Washington. |
| 7/46-5/47 | General Line School. |
| 7/47-4/49 | Staff, Chief of Naval Air Training (CNATRA), Pensacola, FL. |
| 5/49-1/51 | CO, VA-175 (AD-1, 2, 3 and 4). |
| 4/51-7/53 | OPNAV (OP-55), Washington, D. C. |
| 8/53-1/55 | XO, Air Development Squadron 5 (VX-5), China Lake, CA. |
| 2/55-7/56 | CAG, ATG-4. |
| 8/56-6/58 | OPNAV (OP-50), Washington, D. C. |
| 7/58-2/59 | NATO Defense College, Paris, France. |
| 3/59-12/60 | Staff, USCINCEUR, Paris, France. |
| 1/61-9/62 | Joint Staff, Washington, D. C. |
| 10/62-11/63 | Staff, COMCARDIV ONE, Operations Officer. |
| 12/63-12/64 | CO, USS *Vesuvius*. |
| 1/65-7/65 | Staff, COMNAVAIRLANT, Norfolk, VA. |
| 8/65-8/66 | CO, USS *Independence*, (CVA-62). |
| 9/66-1/68 | George Washington University - Student. |
| 2/68-5/69 | Chief of Staff, COMCARDIV 3, embarked in USS *Enterprise* (CVAN-65). |
| 6/69-6/72 | CO, Naval Air Technical Training Command (NATTC), Jacksonville, FL. |
| 7/1/72 | Retired from active duty. |





## Roland H. Kenton, Captain, USNR (Ret.)

"Roland"

Date of Designation: July 1941 NA # 8690

Dates of Active Duty: 1940 - 1945
1952 - 1953

Total Flight Hours: 4,950

Carrier/Ship Landings: Fixed wing: 200 (estimated)

Approximate Flight Hours:
Jet: 1,000 Prop: 1,950 VF/VA: 2,950
Civil: 2,000. FAA Commercial license: single and multi-engine rated; Instrument rated.

Combat Tours:
WW II: VF-71, 1941 - 1942. Operations in Atlantic, Mediterranean and Pacific (Guadalcanal) theaters
Korea: CO, VF-837, in USS *Antietam*, 1951-52. Jet fighter operations with TF-77.

Aviation Commands:
CO, VF-837, 1946 - 1951.

Combat Awards:
Navy Cross (WW II)
3 Air Medals (Korea)

## Duty Assignment Chronology

(Active, Reserve and Reserve Training Duty)

| | |
|---|---|
| 1940-41 | Flight training; commissioned Ensign, and designated Naval Aviator #8690 July 1941. |
| 1941-42 | VF-71, USS *Wasp* (CV-7). Operations in Atlantic, European, and Pacific Theatres. Reinforced Malta in Mediterranean; supported amphibious landings on Guadalcanal, August 1942. VF-5, TAD land based on Guadalcanal following sinking of USS *Wasp* .VMF-121, TAD Guadalcanal. |
| 1943-44 | Operational Training Command, NAS Jacksonville FL. NAAS Green Cove Springs FL. Duty as Flight Instructor. Further duty as Gunnery and Bombing Training Officer, Station Ordnance Officer. |
| 1945 | VBF-14, NAS San Diego, CA. Air Officer, Staff, Amphibious Group Six. Flag, USS *Rocky Mount* (AGC-3). |
| 1949 | Flight operations USS *Cabot* (CVL-28) |
| 1946-51 | CO, VF-837, NAS New York. |
| 1951-52 | Commanding Officer VF-837, USS *Antietam* (CV-36). Jet fighter operations, Korea, TF-77. |
| 1952 | Asst. Flight Training Officer, NAS New York. |
| 1953 | Naval Reserve Surface Division 3-70, New Rochelle, NY. |
| 1953-56 | Assistant Wing Staff Commander, AWS-83. NAS New York, Administrative Officer. |
| 1957 | Staff, Commander, Carrier Division 18, USS *Leyte* (CVS-32). |
| 1958 | Naval Intelligence School and Naval Attache course, Washington D. C. |
| 1959 | Office of the Chief of Naval Operations (OP-05R), Washington, D. C. |
| 1961 | Naval Reserve Officers School, Stamford, CT. |
| 1964 | Naval War College, Global Strategy for Senior Reserve Officers. |
| 1965-66 | Staff, Commander Naval Air Force, Atlantic Fleet, Plans Officer (CNAL 31), Norfolk, VA. |

## Summary of Significant Memory Events

(1) USS *Wasp* (CV-7). Twice ferried Spitfires to Malta in 1942.

(2) During tour with VF-71, destroyed Japanese based aircraft in support of landings on Guadalcanal, August 1942.

- Continued -

(3) During Post WW II Naval Reserve duty, conduct earliest squadron flight operations in USS *Cabot* (CVL-28).

(4) Commanding Officer, VF-837 during Korean War.

(5) To Retired Reserves - 1 July 1973.


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## Jack Scott Kenyon, Captain, USN (Ret.)

"Jack"

Date of Designation: 28 April 1943 NA # C-4593

Dates of Active Duty: 28 May 1942 - 1 January 1973

Total Flight Hours: 4,000

Carrier/Ship Landings: Fixed wing: 324

Approximate Flight Hours:
Jet: 940 Prop: 3,060 VF/VA: 3,000
VR/VP: 250 VT: 750

Combat Tours:
WW II: VF-26, USS *Santee* (CVE-29), New Guinea, Halmahera &Philippine invasions, 1944 - 24 combat missions.
Vietnam: CO, USS *Oriskany* (CVA-34), Gulf of Tonkin, 1969.
Vietnam: Attack Carrier Strike Force (Chief of Staff), Gulf of Tonkin, 1970.

Aviation Commands:
CO, VF-73, Atlantic Fleet/Mediterranean, 1957 - 1958.
CO, USS *Calvert* (APA-32), Pacific Fleet, 1964 - 1965.
CO, USS USS *Oriskany* (CVA-34), Pacific Fleet, 1968 - 69.

Combat Awards:
2 Legion of Merit
Distinguished Flying Cross
2 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 6/42-4/43 | Flight training, Athens, Dallas, Corpus Christi. |
| 5/43-8/43 | Naval Photo School, Pensacola, FL. |
| 9/43-12/43 | VF Operational Training (F4F), Green Cove Springs, FL. |
| 4/44-12/44 | VF-26 (FM-2), Section Leader, USS *Santee*, Pacific Fleet. |
| 1/45-6/45 | Combat Team Leader Training (FM-2), Deland |
| 9/45-1/48 | VBF-5/VF-6A (F6F/F8F) Flight Officer, Division Leader. |
| 1/48-12/48 | General Line School, Monterey, CA. |
| 1/49-4/49 | Flight Instructor, ATU-1(F4U), Corpus Christi. |
| 5/49-6/51 | Assistant O-in-C/O-in-C, Guided Missile Training Unit 3, Chinco (F6F, F4U, F7F, F9F-2, FH-1, TV-2, AD, JD). |
| 10/51-11/52 | 62nd Fighter Interceptor Squadron (F-86A), O'Hare Air Force Base, Operations Officer. |



| | |
|---|---|
| 11/52-8/54 | XO, VF-32 (F9F-6), world cruise, CVA-40. |
| 8/54-6/55 | Naval War College, Command and Staff Course, DUFLYINS. |
| 7/55-5/57 | AFSWP, Weapons Orientation Team, public speaking tour. |
| 5/57-3/58 | CO, VF-73 (FJ-3M), Med cruise, CVA-15, |
| 4/58-8/60 | CINCNELM, Assistant Air Operations for CV and Special Weapons Operations. |
| 8/60-1/62 | BUPERS, Aviation Commander Detailer. |
| 2/62-4/63 | XO, USS *Forrestal* (CVA-59), Med cruise. |
| 8/63-6/64 | Industrial College of the Armed Forces, Washington, D. C., DUFLYINS. |
| 9/64-7/65 | CO, USS *Calvert* (APA-32), Pacific cruise. |

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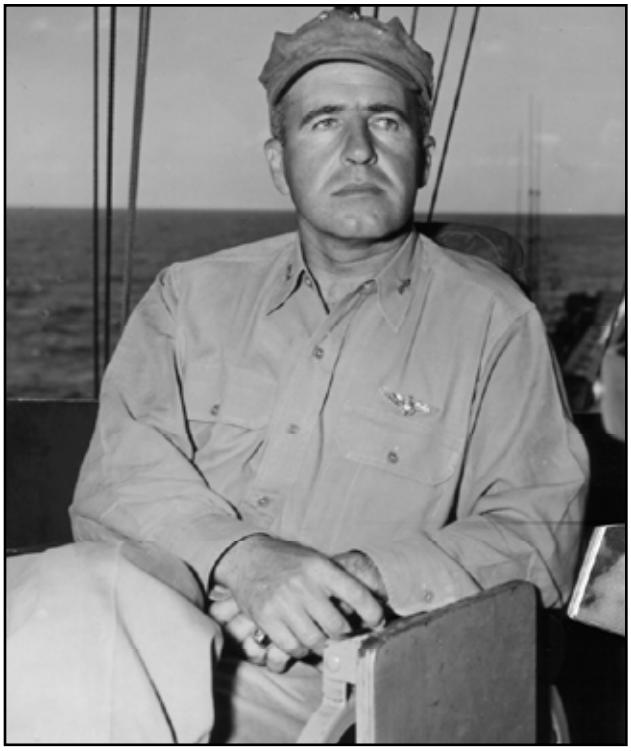
Duty Assignment Chronology continued

| | |
|---|---|
| 8/65-1/67 | Senior Aide and Executive Assistant to DCNO (Air). |
| 1/67-12/67 | George Washington University, BBA. |
| 3/68-9/69 | CO, USS USS *Oriskany* (CVA-34), Pac cruise |
| 1/70-12/70 | Attack Carrier Strike Force 71/77, Chief of Staff |
| 1/71-1/72 | OPNAV, O-in-C, Flag Plot and CNO briefers. |
| 1/72-12/72 | Deputy, Naval Inspector General. |
| 1/1/73 | Retired from active duty. |

## Summary of Significant Career Events

I don't have any sensational claims to make. Wanted to be a pilot from the time of my first flight at age 5 - on my dad's lap - in a Ford Tri-motor over my hometown of Oklahoma city. Soloed a J-50 Cub in civilian pilot training 2/21/42. Lost a few months by going to Navy Pre-flight school but when the time came I got fighters!!! Went to VF-26, PacFlt, 1944, where I "selected" Golden Eagle Paul Thayer as my Division Leader - later led his second section.

USAF exchange provided interesting year in Sabrejets 1951-52. Late 1952, ordered as XO of Navy's first swept-wing squadron(VF-32) flying the F9F-6. I was encouraged in 1955 with an early selection to Commander and command of an FJ-3M squadron shortly after making my number. My CO *Oriskany* tour in '68-69 was capped by deployment to WestPac where *Oriskany* was judged number one in order of merit among all CVAs deployed during that wartime period. Also, along the way I was privileged to serve under some great Flag Officers such as Mike Michaelis, Paul Ramsey, Mickey Weisner and Bill Martin. And just to think--they even paid me too!!



**Dixwell Ketcham, Vice Admiral, USN**

Dixwell Ketcham was born in Buena Park, Illinois, December 2, 1889, son of the late Frank DeHaven Ketcham and Mrs. Eliza Tuthill Ketcham. He was appointed to the United States Naval Academy, Annapolis, Maryland, from the Tenth District of Illinois in 1916. As a midshipman he served in the USS *New Jersey* which operated with the Atlantic Fleet in the summer of 1918 (World War I). Graduated and commissioned Ensign in June, 1919 with the Class of 1920, his subsequent promotions were as follows: Lieutenant, junior grade, June, 1922; Lieutenant, June, 1925; Lieutenant Commander, June, 1935; Commander, November, 1939, Captain, June 18, 1942; Commodore, September 8, 1944; and Rear Admiral to rank from November 29, 1943, He transferred to the Retired List of the Navy on November 1, 1949, and was advanced to the rank of Vice Admiral on the basis of combat awards.

After graduation in 1919, he served in the USS *Chester* one year, then in the USS *Hale* until June, 1922. Aboard the USS *Wright* from Philadelphia to Pensacola, Florida, he reported to the Naval Air Station there for flight training. Designated Naval Aviator on December 21, 1922, he reported in January, 1923 to Aircraft Squadrons Scouting Fleet, and was assigned duty with Scouting Squadron ONE, attached to the USS *Wright* at Hampton Roads, Virginia. After assisting with fitting out the USS *Richmond*, he served with the aviation unit of that cruiser from her commissioning, July 2, 1923, until July, 1924, then rejoined the USS *Wright*.

Following duty at the Naval Air Station, Pensacola, from October, 1925 to July, 1928, he joined Observation Squadron THREE (later redesignated Observation Squadron FIVE), aviation unit of the USS *Marblehead*. He served with this Squadron until November, 1929 when he was assigned duty as Aide, Flag Secretary, and Flag Lieutenant on the staff of the Commander, Aircraft Squadrons, Scouting Fleet, USS *Wright* flagship. In November, 1930 he transferred to the staff of Commander, Carrier Division ONE, U.S. Fleet, who had raised his flag in the USS *Wright*, and served as Aide and Flag Lieutenant until June, 1931.

Duty with Training Squadron EIGHT-D5, at the Naval Academy, Annapolis, for three years from June 1931-1934, was followed by two years served with Fighting Squadron SIX based on the aircraft carrier *Saratoga*. He commanded that squadron from June 1935 until June 1936. The next two years he served in the Division of Fleet Training Office of the Chief of Naval Operations, Navy Department, Washington, D. C. In July, 1938, rejoining the, *Saratoga,* he served until October, 1940, with consecutive duty as Carrier Air Group Commander, as Air Officer, and as Operations Officer on the staff of Commander, Carrier Division ONE, of which the *Saratoga* was flagship. When detached from that assignment in October, 1940, he joined the staff of Commander Aircraft, Scouting Force, aboard the flagship USS *Hulbert* and served as Chief of Staff, Aide and Operations Officer until May, 1941.

From June, 1941 until August, 1943, he was at the Navy Department, on duty in the Plans Division, Bureau of Aeronautics. On August 28, 1943, at San Francisco, California, he assumed command of the USS *Chenango*, and joined the Pacific Fleet. During the year under his command, that carrier escort participated in operations for the Gilbert Islands in November, and thereafter for the Marshall Islands, Palau, Yap, Ulithi, Woleai, western New Guinea and the Marianas, and was awarded the Navy Unit Commendation, the citation stating in part: "For outstanding heroism in action against enemy Japanese forces in the air, ashore and afloat. Operating for long periods in the most advanced areas, the USS *Chenango* and her attached air groups penetrated hostile submarine-infested waters to seek her targets and to destroy or damage Japanese warships, aircraft, merchant craft and shore facilities. . . Attacking boldly by day and night in the face of heavy enemy resistance, the courageous officers and men of the *Chenango* achieved a notable record..."

Vice Admiral Ketcham was awarded the Legion of Merit with combat distinguishing device "V", and cited "For exceptionally meritorious conduct in the performance of outstanding services...as Commanding Officer of the USS *Chenango*, and Commander of a Task Unit, in action against enemy Japanese forces from August 1943 to August, 1944. Efficiently operating his ship and unit (he) raided a base deep in enemy waters and materially assisted in the support of the successful amphibious operations on New Guinea and the Marianas Islands

In September, 1944 he became Commander Fleet Air Wing ONE with the rank of Commodore. He was awarded a Gold Star in lieu of a second Legion of Merit with combat "V", "For exceptionally meritorious conduct...as Commander Fleet Air Wing ONE and as a Task Group Commander

- Continued -

under Commander THIRD Fleet, during offensive operations against enemy Japanese forces in the Western Pacific, the Philippine and South China Seas, and in support of Central and Southwest Pacific amphibious operations, from September 10, 1944, to January 26, 1945. Commanding search units which conducted daily reconnaissance over waters where contact with the enemy was probable and in close proximity to enemy held territory and bases, (he) furnished timely information of enemy movements and, in addition, prevented discovery of our own forces during critical periods..."

He was also awarded a Gold Star in lieu of the third Legion of Merit with combat "V", for "...outstanding services to the Government of the United States as Commander of the Search and Reconnaissance Task Group of the FIFTH Fleet during operations against enemy Japanese forces in the forward areas of the Central Pacific from January 27 to April 20, 1945. With the forces under his command flying searches over sea areas extending to the coastline of China and the Empire in support of our amphibious operations at Iwo Jim, and Okinawa, (he) also provided offensive patrols covering the advance and retirement of our fast carrier forces into Empire waters, conducting many aggressive and determined attacks on enemy picket boats guarding the approached to the Japanese Homeland, and providing air-sea rescue services when required. Both at Iwo Jima and Okinawa, he moved his seaplanes to the objective area before regular base facilities were available in order to provide more effective patrols.

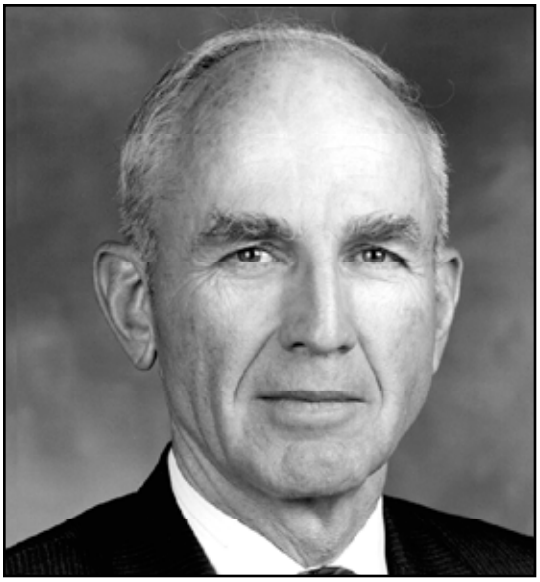
In the rank of Rear Admiral in May, 1945, he assumed duty as Commander Carrier Division TWENTY-SEVEN. At the end of the Asiatic-Pacific Campaign, he had participated in the operations for Tarawa, Kwajalein, Hollandia, the Palaus, Eniwetok, Saipan, Guam, Iwo Jima, Okinawa, and Balipapan. The following September, aboard the USS *Santee* in company with five other escort carriers, this task force liberated more than twelve hundred Allied military personnel from prison camps on Formosa. Entering through uncharted mine fields to bring the first official word of Japan's surrender to the imprisoned men, they were guided by planes from the *Santee* into the port of Kiirun. Taking the ill and suffering men aboard, many of whom were survivors of the fall of Corregidor, Bataan and Singapore, the huge hangar decks were converted into hospital wards and living quarters during their transportation to Manila,

Assigned additional duty in November, 1945 as Commander Escort Carrier Force, Pacific Fleet, Vice Admiral Ketcham remained in this dual capacity until ordered in January, 1946 to duty as Commander, Carrier Division SEVENTEEN. Relieved of that command in January, 1947, he visited successively the Naval Air Station, Pensacola, Florida, U. S. Naval Academy, Navy Department, Office of the Chief of Naval Operations, and the Bureau of Aeronautics. In April, 1947 he reported as Commander, Fleet Aircraft, Alameda, California, and served in that command until November 19, 1948, when he reported for duty as Commander Carrier Division FIVE, Pacific Fleet. On September 14, 1949 again attached to Fleet Air, Alameda, he served until relieved of all active duty pending his transfer to the Retired List of the Navy, November 1, 1949.

In addition to the Legion of Merit and two Gold Stars for the second and third Legion of Merit, and the Navy Unit Commendation Ribbon (USS *Chenango*) Vice Admiral Ketcham has the Victory Medal, Atlantic Fleet Clasp (USS *New Jersey*); the American Defense Service Medal, Fleet Clasp; American Campaign Medal; Atlantic-Pacific Campaign Medal with two silver stars and one bronze star (11 engagements); the World War II Victory Medal, and the Philippine Liberation Ribbon.

His wife was the former Sara Bushnell Chapin of Englewood, New Jersey. They had three children, Mrs. Elizabeth K. Michael, John Tuthill Ketcham, and Fred Dixwell Ketcham.





## Thomas J. Kilcline, Vice Admiral, USN (Ret.)

Date of Designation: 22 November 1950

Dates of Active Duty: 19 May 1943 - 1 August 1983.

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 500

Approximate Flight Hours:
Jet: 3,500 Prop: 2,000 Helo: 500 VAH: 3,500
VR/VP: 1,800

Combat Tours:
Vietnam: USS *Forrestal,* Jul. - Aug. 1967 - 5 Missions.

Aviation Commands:
CO, RVAH-11, Jul. 1966 - Aug. 1967
NAVAIRLANT, Jul. 1981 - Aug. 1983
NAS Patuxent River, Aug. 1972 - May 1974

Combat Awards:
Air Medal (Jul. 67) - Strike.

### Duty Assignment Chronology

| | |
|---|---|
| 1943 | Enlisted in U. S. Navy. |
| 1945 | Appointed to U. S. Naval Academy. |
| 1949 | Commissioned Ensign. |
| 11/50 | Designated a naval aviator, |
| 12/50-53 | VR-5 |
| 1953-56 | U. S. Naval Postgraduate School, Monterey, CA., and Massachusetts Institute of Technology. Earned Masters Degree in Aeronautical Engineering. |
| 1956-59 | VAH-9 on USS *Saratoga* and *Ranger*. |
| 1959-61 | Staff of Commander Sixth Fleet. |
| 1962 | Completed Command and Staff Course, Naval War College. |
| 1962-65 | Naval Air Test Center (NATC), Coordinator of test programs for all attack aircraft at NATC. |
| 1/65-7/67 | VAH-11 USS *Forrestal*. |
| 7/66-8/67 | CO, VAH-11 deployed in Vietnam theatre. |
| 8/67-8/68 | Staff of Commander Naval Air Force, U.S. Atlantic Fleet. |
| 1968-70 | Operations Officer and XO, USS *Ticonderoga* (CVA-14) during operations off Vietnam. Naval Air Systems Command, Program Manager for acquisition and support of the RA-5C aircraft. |
| 10/70 | Navy Office of Legislative Affairs, Director of Liaison with House of Representatives. |
| 8/72-5/74 | CO, NAS Patuxent River, MD. |
| 6/74-8/75 | Director of Aviation Officer Distribution and Education, BUPERS. |
| 8/75-2/78 | Commander, Naval Base Subic Bay. Commander in Chief Pacific Representative in the Philippines and Commander, U. S. Naval Forces, Philippines. |
| 2/78-7/81 | Chief, Legislative Affairs. |
| 7/81-8/83 | Commander, Naval Air Forces, U. S. Atlantic Fleet. |
| 8/1/83 | Retired from active duty. |
| 1968 | President, The Retired Officers Association |

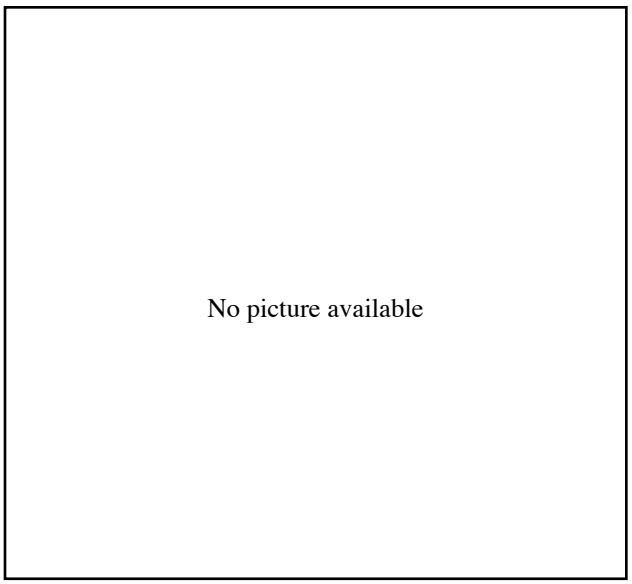
### Summary of Significant Career Events

(1) Test pilot: First Navy pilot of EA-6A. Responsible for BIS trials of A6A and RA5C. Final report in 1964 in both cases.

(2) Won first A-3 Bombing Derby (1959), Sanford, FL.

(3) Won first Reconnaissance Derby (1967), Sanford, FL.

Family: Married Dornell Thompson of Pensacola, whose father won his wings of gold in 1926. Son Tom, Captain USN, prospective Commander Air Wing 14. Son Patrick, lost in F-14. Daughter Kathleen, Navy doctor, lost in auto accident. Daughter Mary, wife of CDR Bob Novak, Deputy PMA, NAVAIRSYSCOM.




## Nolan M. Kindell, Rear Admiral, USN

Rear Admiral Kindell was born in Bradford, Ohio, on December 8, 1895, son of William H. and Emma (Filibaum) Kindell. He received a Bachelor of Arts degree from Oberlin College, Oberlin, Ohio, before entering the Naval Service as a student aviator on April 24, 1917. Designated Naval Aviator on February 25, 1918, and commissioned Ensign shortly thereafter, he subsequently advanced in rank to that of Captain to date from June 20, 1942. He was transferred to the Retired List of the Navy and promoted to the rank of Rear Admiral on October 1, 1948.

Following aviation instruction at Newport, Boston, and Pensacola, he received Naval Aviator's Certificate 370 and his appointment as Ensign, U. S. Naval Reserve Force. Thereafter he had duty with Naval Aviation Forces is France from March 29, 1918, until January 5, 1919 and while in that assignment attended Gunnery School at Moutchic and Lacanau, Gironde, France, and was Assistant Flight Officer at L'Aber Vrach, flying patrol seaplanes over the North Channel.

Returning to the United States, he was on pilot duty from 1919 to 1922 at the Naval Air Station, Hampton Roads, Virginia, during which time he was transferred to the Regular Navy from the Naval Reserve. He served from February 17, 1922 until August 30, 1924, as Photographic Officer at the Naval Air Station, Pearl Harbor, T. H. In the three subsequent years, he served successively with Fighting Squadrons 2, 5 and 6, aboard the converted collier, USS Langley. After a two-year course in aeronautical engineering at the Postgraduate School, Annapolis, Maryland, and the Massachusetts Institute of Technology, Cambridge, Massachusetts, he again had sea duty, this time as a ship's officer aboard the USS *Saratoga* from October 22, 1929, until April 25, 1932.

On June 2, 1932, Rear Admiral Kindell reported to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he served for three years as Officer-in-Charge of Propellers. He returned to the *Saratoga* as Executive Officer of Fighting Squadron 6, after which he served for a year as Commanding Office of Scouting Squadron 5, based on the USS *Yorktown*, and for two years on the staff of Commander Carrier Division 2, as Engineer Officer for Aircraft Engines (USS *Yorktown*, Flagship).

For two years prior to the entry of the United States into World War II, Rear Admiral Kindell served successively as a Training Squadron Commander and Operations Officer of the Naval Air Station, Pensacola, Florida. Early in 1942, he assumed command of the USS *Pocomoke*, seaplane tender which saw service in the North Atlantic, and later in the Pacific. After two years duty in command of the *Pocomoke* he was relieved to command the Naval Air Station, Kaneohe Bay, Pearl Harbor from May 16, 1943 to January 29, 1945.

For exceptionally meritorious service during operations in the Pacific War Area from March 14 to June 13, 1945, he was awarded the Legion of Merit with Combat "V." The citation follows:

LEGION OF MERIT:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the USS *Independence* during operations against enemy Japanese forces in the Pacific War Area from March 14 to June 13, 1945. In command of an important unit of our forces in offensive operations against the enemy's air power, shore installations and forces afloat, Captain Kindell maintained the fighting efficiency of his ship at a high peak of combat readiness after many months of operations and made possible an outstanding record of destruction upon the enemy and the successful support of our land forces. On March 18, when under repeated attack by enemy planes, he skillfully directed the handling of his ship and its gunfire from an exposed position on the bridge, there by enabling his ship to survive these attacks without damage. His forceful leadership, courage and untiring devotion to duty were in keeping with the highest traditions of the United States Naval Service."

Relieved of command of the carrier *Independence* in June 1945, Rear Admiral Kindell reported for duty on the staff of Commander Aircraft, Pacific, and served in that assignment until September 1946. He then returned to the Bureau of Aeronautics, Navy Department, Washington, D. C., for duty as Head of the Executive Office of that Bureau until relieved of all active duty, pending his retirement on September 1, 1948.

In addition to the Legion of Merit with Combat "V," Rear Admiral Kindell has the Victory Medal (World War I), the American Defense Service Medal, the American Area Campaign Medal, the Asiatic-Pacific Area Campaign Medal, and the World War II Victory Medal.

Rear Admiral Kindell was married to Miss Elsie Koehler of Monacoe Pennsylvania, in 1918. They had three sons, William H.; John R.; and George E. Kindell.





**John F. Kinney, BGEN, USMC (Ret.)**
"John"

Date of Designation: 22 August 1939 NA # 6051
Helo -20 November 1957 NA #3808

Dates of Active Duty: May 1938 - 30 June 1959.

Total Flight Hours: 5,725

Carrier/Ship Landings: Fixed wing: 48 Rotary: 20

Approximate Flight Hours:
Jet - 600 Prop - 4,080 Helo - 1,045 VF/VA - 2,000
VR/VP - 1,200 HS/HC/HU - 1,045

Combat Tours:
Wake Island (Dec. 4 - Dec. 23, 1941) - 11 combat missions
Korea (Aug. 1950 - Aug. 1951) - 125 combat missions

Aviation Commands:
CO, Marine Aviation Technical School, Aug. 1948 - Aug. 1949.
CO, VMF-311, Mar. 1951 - Aug.1951.
CO, MAG-13, Jul. - Aug. 1955.
CO, MAG-16, Jan. 1958 - Apr. 1959.

Combat Awards:
Silver Star
2 Legion of Merit with Combat "V"
Distinguished Flying Cross
Bronze Star with Combat "V"
13 Air Medals
POW Medal

## Duty Assignment Chronology

1942-45 Wake Island. After Engineering Officer and all mechanics were killed, took over and with assistance of two others, kept the F4F's flying through December 22, 1941. Was a POW for 3 1/2 years. Escaped with five others and made it across China back to Washington D. C. (Only living Naval Aviator to have made a successful escape)

1951 Korea. When F9F-2s had only flown approximately 500 hours in Nov. thru Feb. 1951, the Marine Corps ordered AU-1's and just about abandoned hope for use of jets. Was given Command of VMF-311 and discovered the causes of the mechanical problems and solved them. Revised employment plans to increase utilization and enable VMF-311 to fly over 2,000 hours per month.

1952-53 Headquarters USMC, OP REQMTS. Assigned to prepare the requirements specs for a jet attack aircraft; working with Douglas Ed Heinaman, developed the specification for an aircraft that became the A4D. This jet widely used by the US and Allies for over 35 Years.

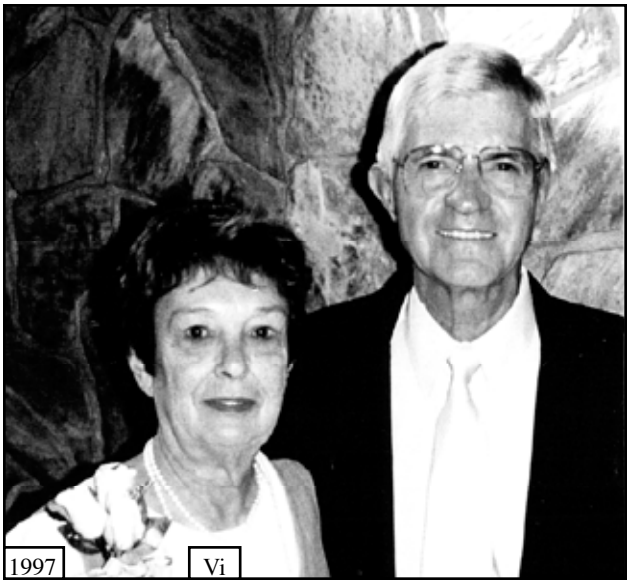
1958-59 MAG-16 Helicopters. Perfected the technique for using Helicopters in actual instru ment conditions and demonstrated ZERO/ ZERO Med- Evacs. Perfected the coordina tion of helicopter lifting thru use of actual metrological conditions with weight and bal ance.

1959-60 Ling Temco Vought Test Pilot. Launched CORVUS Missile (HARM) from A4D/A3D Point Mugu, CA

1961-65 Hiller Aircraft. Managed the assembly and Test of H-23 ARMY Helicopter production. Managed demonstration and setting of six light Helicopter world speed records at Edwards Air Force Base

Lockheed Missile and Space. Developed many cost saving methods.




## Robert E. Kirksey, VADM, USN (Ret.)

Date of Designation: 20 May 1953 NA # T-3331

Dates of Active Duty: 31 October 1951-30 September 1986

Total Flight Hours: 4,300

Carrier/Ship Landings: Fixed wing: 510

Approximate Flight Hours:
Jet: 3,800 Prop: 500 VF/VA: 3,800 VT: 500

Combat Tours: Total - 242 combat missions
Vietnam/Laos: VA-195 (A4C) Nov. 1964 - Dec. 1964,
Vietnam: VA-55 (A4C), May 1967 - Dec. 1967
Vietnam: VA-55 (A4F), May 1968 - Dec. 1968

Aviation Commands:
CO, VA-55, October 1967 - December 1968
CO, USS *Cleveland* (LPD-7), October 1972 - October 1973
CO, USS *Kitty Haw*k (CV-63), November 1973 - May 1975

Combat Awards:
Silver Star Medal
4 Distinguished Flying Crosses
Bronze Star Medal with combat "V"
24 Air Medals (21 Strike/Flight and 4 Individual)
4 Navy Commendation Medals with combat "V"
Combat Action Ribbon

### Duty Assignment Chronology

| | |
|---|---|
| 11/51-11/52 | NABTC, NAS Pensacola, FL (Instrn). |
| 11/52-3/53 | NAATC, NAAS Cabiness Field, TX (Instrn). |
| 6/53-6/53 | NAATC, NAS Corpus Christi, TX (Instrn). |
| 7/53-8/53 | NAATC, NAAS Kingsville, TX (Instn). |
| 9/53-9/56 | Fighter Squadron 61 (Communications & Ordnance Officer). |
| 9/56-7/59 | Naval Advanced Training Command Activity, NAS Memphis, TN (ATU-105/BTG-7) (Flight Instructor). |
| 5/60-10/62 | USS *Currituck* (AV-7) (Communications Officer). |
| 10/62-4/63 | Attack Squadron 125 (Instrn). |
| 4/63-12/64 | Attack Squadron 195 (Maintenance & Operations Officer). |
| 12/64-7/66 | USNPGS, Monterey, CA. (Instn). |
| 7/66-1/67 | Attack Squadron 125 (Flight Instructor). |
| 1/67-10/67 | Attack Squadron 55 (Executive Officer). |
| 10/67-12/68 | Attack Squadron 55 (Commanding Officer). |
| 12/68-7/70 | Office of CNO (Head, Europe and NATO Branch, OP-614, of the Political/Military Policy and Current Plans Division, OP-61 |
| 8/70-7/71 | National War College. |
| 7/71-9/72 | Commander Carrier Division 1 (ACOS Operations). |
| 10/72-10/73 | CO, USS *Cleveland* (LPD-7). |
| 11/73-5/75 | CO, USS Kitty Hawk (CV-63). |
| 6/75-4/76 | Office of CNO (Head, Aviations Plans and Program Branch, OP-508., of the Aviation Plans and Requirements Division, OP-50). |
| 4/76-12/76 | Office of CNO (Director,, Aviation Manpower and Training Division, OP-59/Director, Carrier (CV) Programs Division, OP-55). |
| 12/76-1/78 | Office of CNO (Director, Carrier (CV) Program Division, OP-55). |
| 1/78-6/78 | NUC PWR Training Unit, Idaho Falls, ID (Instrn Senior Officers Ship Material Readiness Course). |
| 6/78-8/79 | Commander, Carrier Group THREE. |
| 8/79-7/81 | Commander, Carrier Strike Force SEVENTH Fleet/Commander, Carrier Group FIVE. |
| 8/81-5/83 | Office of CNO (Director, Strategy, Plans and Policy Division, OP-60). |
| 6/83-6/84 | Staff USCINCPAC (Director for Plans and Policy, J5). |
| 8/84-9/86 | Office of CNO (Director, Command and Control, OP-094). |
| 10/1/86 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) COMCARDIV 1 (ACOS OPS)
When assigned Yankee Station Commander, exercised primary staff cognizance over execution and supervision of all Task Force 77 combat operations including mining of Haiphong Harbor. (Aug. 1971 - Sep. 1972).

(2) Commander Task Force 77.
First Battle Force Commander for SEVENTHFLT (CTF 70) was joint TF Commander for rescue operations for hostages held in Tehran. Commander over 2-4 CVBG's; about 45 ships and 38,000 personnel. Mission failed at Desert ONE.

(3) As CO of USS *Cleveland*, was first ship to enter Haiphong Harbor to minesweep - ironic that I participated in the mining (VA-55); planning all gulf/river mining as CARDIV 1 AOCS OPS and then CO of *Cleveland* to clean it up.

| | |
|---|---|
| 05 AUG 1930 | Born in Atlanta Georgia |
| 01 MAY 1948 | Enlisted, U. S. Naval Reserve |
| 31 OCT 1951 | Reported for active duty |
| 20 MAY 1953 | Appointed Ensign U. S. Naval Reserve |
| 01 NOV 1954 | Lieutenant (junior grade) |
| 07 MAR 1957 | Augmented in the U. S. Navy |
| 01 MAY 1957 | Lieutenant |
| 01 OCT 1962 | Lieutenant Commander |
| 01 JUN 1967 | Commander |
| 01 AUG 1971 | Captain |
| 09 APR 1976 | Designated Rear Admiral while serving in billets commensurate with that grade |
| 01 JUL 1977 | Rear Admiral |
| 01 AUG 1984 | Vice Admiral |
| 01 OCT 1986 | Retired |



**Louis J. Kirn, Rear Admiral, USN**

Louis Joseph Kirn was born in Milwaukee, Wisconsin, on June 8, 1908. He attended High School in Milwaukee, and the Peddie School, Hightstown, New Jersey, before entering the U. S. Naval Academy, Annapolis, Maryland, in 1928, from Wisconsin. As a Midshipman he was a trackman, played varsity football for three years, and commanded the winning Color Company in his First Class year. Graduated and commissioned Ensign on June 2, 1932, he subsequently attained the rank of Rear Admiral, to date from May 1, 1959.

Upon graduation from the Naval Academy in 1932, he was assigned to the USS *Tennessee* and served in that battleship until December 1934. He was then ordered to the Naval Air Station, Pensacola, Florida, for flight training, and on January 6, 1936, was designated a Naval Aviator. From February 1936 to June 1937 he was attached to Fighting Squadron ONE, based first on the USS *Langley*, and later on the USS *Lexington*. He was assigned next to Torpedo Squadron TWO, based on the USS *Saratoga*, and after two years' service attended the General Line Course at the Postgraduate School, Annapolis, until it was terminated because of the National Emergency in 1939. In January 1940 he returned to the Naval Air Station, Pensacola, for duty as a Flight Instructor,

In October 1941 he was ordered to duty as Executive Officer of Scouting Squadron THREE, aboard the USS *Saratoga*, then under command of Captain D. C. Ramsey, USN. He assumed command of that squadron in May 1942, and participated in the Guadalcanal and Solomons operations in the Pacific. For heroism during that period of service, he was awarded the Distinguished Flying Cross, the Gold Star in lieu of a second Distinguished Flying Cross, the Navy Cross, and the Air Medal. The citations follow, in part:

Distinguished Flying Cross: "For heroism and extraordinary achievement as Commander of a Scouting Squadron... in the Solomon Islands Area on August 24, 1942. Leading his Squadron...in the face of tremendous anti-aircraft fire and fierce fighter opposition (he) pressed home his attack with skill and determination then returned his squadron intact to its carriers. By his superb airmanship and conscientious devotion to duty, he contributed immeasurably to the severe damaging of an enemy aircraft carrier..."

Gold Star in lieu of second Distinguished Flying Cross: "For heroism and extraordinary achievement as Squadron Commander of Scouting Squadron THREE during operations of the United States Naval Forces against Japanese-occupied Solomon Islands on August 7, 1942. Leading his squadron in vigorous dive-bombing and strafing raids against hostile land and troop installations, (he)...assisted in completely silencing Japanese opposition and thereby assuring the success of our landing operations with minimum casualties..."

Navy Cross: "For extraordinary heroism as Squadron Commander of a group of dive bombers and torpedo planes in aerial combat against enemy Japanese surface forces in the Solomon Islands area, between September 16 and October 5. 1942. Leading his squadron in repeated attacks against enemy vessels, (he) and his valorous comrades in the face of heavy and accurate anti-aircraft fire, scored many near misses and three sure hits...He personally on October 5, scored a direct hit with a thousand pound bomb on an enemy destroyer, which sank within five minutes...."

Air Medal: "For meritorious achievement in aerial flight...during operations against enemy Japanese forces in the vicinity of New Georgia and the Solomon Islands from October, 6 to 14, 1942..."

Returning to the United States, he commanded Bombing Squadron FOUR, reforming at San Diego, during January-March 1943; and from April to September of that year served on the Staff of the Chief of Naval Air Operational Training, Jacksonville, Florida. During that period he also had two months' temporary additional duty in the Bureau of Aeronautics, Navy Department, Washington, D. C.

In October 1943 he was assigned as Operations Officer on the Staff of Vice Admiral A W. Fitch, USN, Commander Aircraft, South Pacific Force, based on Guadalcanal. During this period, the Solomon Islands Campaign was successfully concluded. He was awarded the Bronze Star Medal for "meritorious service (in that assignment) from November 23, 1943 to May 1, 1944..." The citation states in part: "Utilizing his sound professional knowledge of our aircraft, Commander Kirn planned and directed the institution of new search plans as required by the changing situation in the South Pacific Theatre, and in addition was responsible for the excellent coordination of the activities of air units in that area..."

When detached in May 1944, he continued on staff duty as Operations Officer on the Staff of Rear Admiral R.

- Continued -

Davison, USN, Commander Carrier Division TWO (Past Carrier Task Groups 38.4 and 58.4) and participated in Peleliu, Iwo Jima, Chichi Jima, Philippine Islands and Japan operations from the USS *Franklin* and other carriers. On two occasions when the *Franklin* suffered heavy battle damage, the staff continued operations from other carriers-- *Lexington, Enterprise* and *Hancock*. He received the Legion of Merit with Combat "V," "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Operations Officer on the Staff of Commander Carrier Division TWO, during operations against enemy Japanese forces in the Western Pacific Area from August 15, 1944 to March 24, 1945..."

Upon returning to the U. S., he was ordered in August 1945 to the Staff of Rear Admiral F. Wagner, USN, Chief of Naval Air Training at Pensacola, Florida, where he served as Assistant Director of Flight Training until January 1948. Thereafter until June 1948, he attended the Armed Forces Staff College, Norfolk, Virginia. In July, he joined the USS *Leyte* and served one year as Executive Officer of that aircraft carrier. In September 1949 he reported as Force Training Officer on the Staff of Vice Admiral T. L. Sprague, USN, Commander Air Force, Pacific, with headquarters at San Diego, California. He attended the Strategic and Tactical course at the Naval War College, Newport, Rhode Island, from August 1951 to July 1952, when he was assigned as Head of the Field Liaison Branch, Office of Information, Executive Office of the Secretary of Navy, Navy Department.

He was hospitalized from March 1954 until November 1955 and after instruction at the Imperial Defense College, London, England, assumed command in February 1957, of the USS *Currituck* (AV-7). Six months later he transferred to command of the attack aircraft carrier *Randolph* and in June 1958 was detached for duty as Chief of Staff and Aide to Commander Carrier Division FOUR.

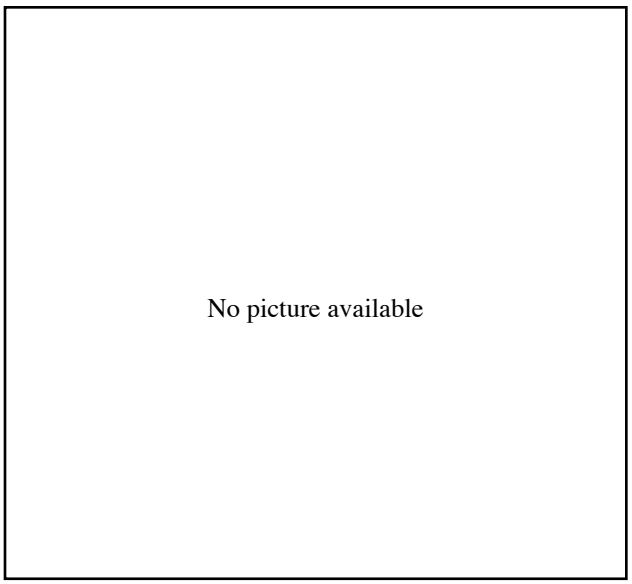
His selection for the rank of Rear Admiral was approved by the President on July 18, 1958, and on February 14, 1959 he became Commander Carrier Division NINETEEN. He was Chief of Naval Air Advanced Training, with headquarters at the Naval Air Station, Corpus Christi, Texas, from February 1960 until June 1962, when he assumed command of Carrier Division, FIVE. In July 1963, he reported as Commander Key West Force, with additional duty as Commander Naval Base, Key West, Florida, and on January 15, 1964, assumed further additional duty as Commander Fleet Air, Key West. From January 1965 until January 1966 he was Deputy Director of the Joint Staff, Joint Chiefs of Staff, Washington, D. C., then served as Vice Director of the Joint Staff. "For exceptionally meritorious service as Deputy Director, Joint Staff, from January 1965 to January 1966, and as Vice Director, Joint Staff, Organization of the Joint Chiefs of Staff, from January through December 1966... " he was awarded a Gold Star in lieu of the Second Legion of Merit. In April 1967 he reported as U. S. Defense Attaché/U. S. Naval Attaché and U. S. Naval Attaché for Air, United Kingdom, with headquarters in London, and served as such until relieved of active duty. Pending his retirement, effective July 1, 1970, he was awarded the Distinguished Service Medal.

In addition to the Navy Cross, the Distinguished Service Medal, the Legion of Merit with Gold Star end Combat "V," the Distinguished Flying Cross with Gold Star, the Bronze Star Medal with Combat "V," and the Air Medal, Rear Admiral Kirn has the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; the National Defense Service Medal with bronze star; and the Philippine Liberation Ribbon. He also has the facsimiles of and Ribbons for, the Presidential Unit Citation to the First Marine Division, Reinforced, and the Navy Unit Commendations to the USS *Franklin* and USS *Enterprise*.

Rear Admiral Kirn was married to the former Miss Ray Reynoir of New Orleans, Louisiana.

SHIPS AND STATIONS

| | |
|---|---|
| 6/32-9/34 | USS *Tennessee* (BB-43) |
| 9/34-12/34 | Staff, U. S. Naval Academy |
| 12/34-2/36 | NAS, Pensacola, Fla. (Instruction) |
| 2/36-6/37 | Fighter Squadron ONE B |
| 6/37-6/39 | Torpedo Squadron THREE |
| 6/39-12/39 | U. S. Naval Academy PG School (Student) |
| 12/39-9/41 | NAS, Pensacola, Florida. |
| 9/41-10/42 | C0, Scouting Squadron THREE |
| 10/42-3/43 | CO. Bombing Squadron FOUR |
| 3/43-7/43 | NAS, Jacksonville, Fla. |
| 7/43-1043 | CO, Bombing Squadron 99 |
| 10/43-11/43 | C0, Bombing Squadron TWENTY |
| 11/43-6/44 | Staff, Commander Aircraft, South Pacific (Operations Officer) |
| 6/44-7/45 | COMCARDIV TWO (Operations Officer) |
| 7/45-1/48 | Staff, Chief of Naval Air Training, Pensacola, Fla. (Ass't Director of Training) |
| 1/48-6/48 | Armed Forces Staff College (Student) |
| 6/48-8/49 | USS *Leyte* (CV-32) (Executive Officer) |
| 8/49-7/51 | Staff Commander Air Force, Pacific Fleet (Training Officer) |
| 7/51-6/52 | Naval War College (Student) |
| 6/52-3/54 | Office of Information, Washington, D. C. (Director, Field Liaison Division) |
| 3/54-11/55 | Naval Hospital, NNMC, Bethesda, MD. (Patient) |
| 11/55-12/56 | U. S. Naval Forces, Eastern Atlantic and Mediterranean (Student at Imperial Defense Colleges London, England) |
| 12/56-7/57 | CO, USS *Currituck* (AV-7) |
| 7/57-6/58 | CO, USS *Randolph* (CVA-15) |
| 6/58-1/59 | COMCARDIV FOUR (C/S and Aide) |
| 1/59-2/60 | COMCARDIV NINETEEN |
| 2/60-6/62 | Chief of Naval Air Advanced Training, NAS, Corpus Christi, TX. |
| 6/62-5/63 | COMCARDIV FIVE |
| 5/63-12/64 | Commander, Key West Force |
| 12/64 -4/67 | The Joint Staffs Office of JCS. (Deputy Director/Vice Director) |
| 4/67- | U. S. Chief of Mission, London, England |




## Frank P. Kleffner, Commander, USN

Commander Frank Peter Kleffner was born in Belt, Montana on March 9, 1923. He attended Belt Valley High School, Belt, Montana. He began military service on October 29, 1942, entered flight training and was commissioned Ensign and designated Naval Aviator in July 1943. He was shot down at Guam in June 1944, and was aboard the USS Princeton when it was sunk in October 1944. He married Nancy Crandall of Twin Falls, Idaho on October, 1 1962.

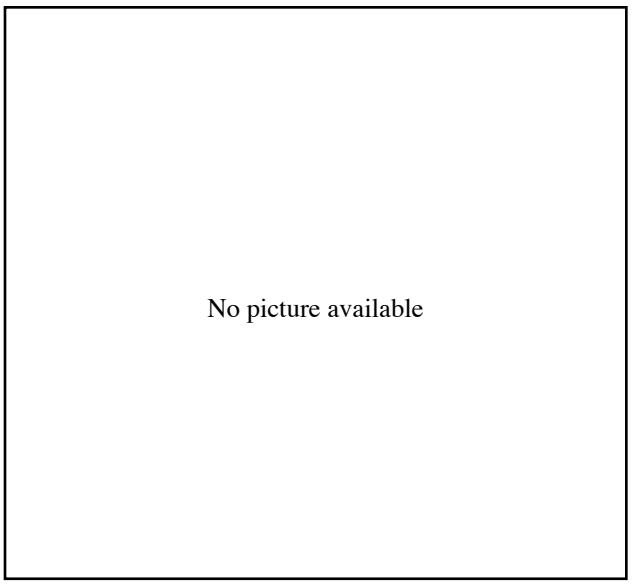
In addition to the Distinguished Flying Cross, Commander Kleffner was awarded the Air Medal, Victory Medal (World War II), American Theater Medal, Asiatic-Pacific Theater ribbon with five stars, the Japanese Occupation Medal, Philippine Liberation Medal and the United Nations Ribbon.

CHRONOLOGICAL LIST OF DUTY STATIONS:

| | |
|---|---|
| 10/42-7/43 | Flight Training. |
| 19/43-10-46 | VF-27 (Fighter Pilot). |
| 11/45-11/47 | Corpus Christi, TX. (Flight Instructor). |
| 1/48-1/50 | VP-29, (FPO Patrol Plane). |
| 1-60-2/562 | NAS, Alameda, CA (Maintenance Officer and Operations Department). |
| 3/52-8/54 | VR-8 (PC Transport aircraft). |
| 9/54-6/56 | University of Colorado (NROTC Unit, 5-Term Student Program). |
| 7/56-9/56 | Fleet Gunnery School, San Diego, CA. |
| 9/56-6/57 | General Line School, Monterey, CA. |
| 7/57-2/59 | USS *Antietam* (Aircraft Handling Officer and Assistant Air Officer). |
| 2/59-7/60 | VAH-6 (Operations Officer). |
| 7/60-1/61 | VAH-6 (Executive Officer). |
| 1/61-1/63 | NWEF (Operations Officer). |
| 1/63-4/64 | NWEF (Executive Officer). |
| 4/64-Pres | Staff, Commander Operational Test and Evaluation Force, Norfolk, Virginia. |

PROMOTIONS

| | |
|---|---|
| 15 JULY 1943 | Ensign |
| 1 NOV 1944 | Lieutenant (junior grade) |
| 1 AUG 1946 | Lieutenant |
| I FEB 1964 | Lieutenant Commander |
| I AUG 1958 | Commander |




## William G. Knapp, Commander, USNR

Navy Helo Pilot #1

Commander William Greer Knapp was born on January 9, 1915 in Canandaigua, New York. He was the son of Walter H. and Emma L. Smith Knapp of Canandaigua, NY. He attended the University of Rochester and University of Michigan prior to entering the Navy. He began Naval service in 1940 and was commissioned Ensign, U. S. Naval Reserve and designated a Naval Aviator on June 6, 1941. His military service included World War II service in submarines and helicopter flight testing. He became the Navy's first designated helicopter pilot. After the war from 1946-1948 he became a test pilot for the Piasecki Helicopter Corporation (later a division of Boeing Aircraft.) He returned to naval service from 1948-1953 and assisted in helicopter development. His Korean War service saw him spend three years in combat helicopter rescue and supply.

He was the winner of the American Helicopter Society honorary fellowship award in 1955. He helped develop the helicopter rescue hoist, helicopter instrument flying and made the first helicopter instrument flight in 1944. Commander Knapp holds the American Theater Medal and the Naval Reserve Medal.

He married Josephine S. Hadley of Ann Arbor, Michigan on March 6, 1950. They had one daughter, Mary Jameson Knapp. Commander William G. Knapp, at the age of 49, died January 8, 1964 in Bethesda Naval Hospital, Maryland of cancer.

Chronological List of Service

| | |
|---|---|
| 10/40-8/41 | NAS Anacostia and NAS Jacksonville (Flight Training). |
| 9/41-3/42 | UP-83 (Pilot). |
| 3/42-7-42 | Brooklyn Navy Hospital (Patient). |
| 7/42-11/43 | ID-3, VS-34, U.S. Coast Guard Air Station. (Pilot and Engineering Officer). |
| 12/43-11/45 | Brooklyn, New York (Pilot and engineering development of helicopters) |
| 12/45-9/486 | Inactive service. Joined Piasecki Helicopter Corporation (Chief Test Pilot). |
| 10/48-8/51 | Returned to Naval service. Assigned to BuAer (Project Officer, Helicopter Desk Officer) |
| 9/51-3/52 | HU-1 (Pilot and Acting XO, part time) |
| 3/52-6/52 | HS-2 (Executive Officer) |
| 6/52-5/53 | HS-4 (Commanding Officer) |
| 5//53-8/53 | U. S. Naval Hospital (Patient) |
| 9-53-? | BuAer (PC Division) |



**George P. Koch, Rear Admiral, USN**

George Price Koch was born in Cresson, Pennsylvania, attended schools in Chester, Pennsylvania, and in 1929 entered the Naval Academy. Graduated with the Class of 1933, he was not commissioned until the next year due to previous legislation limiting the number of commissions in 1933. In the interim (1933-1934), he had flight training at the Army's Randolph and Kelly Fields (Texas).

He was designated Naval Aviator in July 1934, and after further training at the Naval Air Station, Pensacola, Florida, had assignments as Personnel and Gunnery Officer on board the cruiser *Tuscaloosa*; Personnel Officer of Torpedo Squadron 7, attached to the aircraft carrier *Enterprise* and Personnel and Gunnery Officer of Patrol Squadron 3. In July 1940 he joined Patrol Bombing Squadron, 74, and was serving with that squadron, operating with the British in Iceland, when the United States entered World War II. He is entitled to the Ribbon for and a facsimile of the Navy Unit Commendation awarded Patrol Bombing Squadron 74.

He commanded Headquarters Squadron 5 during 1942 and 1943, and after duty in connection with material on the Staff of the Commander in Chief, United States Fleet, assumed command in July 1944, of the USS Humboldt. He commanded that seaplane tender throughout the remaining was period.

Transferred to the USS *Leyte* in September 1945 he served as Navigator and Operations Officer of that aircraft carrier until the summer of 1947. Completing the Senior Course (Strategy and Tactics) at the Naval War College, Newport, Rhode Island, he reported in June 1946 as Executive Officer of the Naval Air Technical Training Center, Memphis, TN. For two years he was Executive Officer of the Naval Station Kodiak, Alaska, and in February 1953 was assigned to the Staff of Commander Fleet Air Wings, Atlantic, for successive duty as Operations Officer and Chief of Staff.

He was Head of the War Plans Branch, Office of the Chief of Naval Operations, Navy Department, between 1953 and 1955, and following command of the Naval Air Station, Barbers Point, Oahu, T.H., he reported in September 1957 as Chief of Staff to the Commander Fleet Air, Quonset, with headquarters at the Naval Air Station, Quonset Point, RI. In May 1956 he became Commander Fleet Air Wing 3, and in December 1959, assumed command of the Naval Air Station, Norfolk, VA.

His selection for the rank of Rear Admiral was approved by the President in July 1960, and in March 1961 he assumed command of Carrier Division EIGHTEEN. In that capacity, he was in charge of the first astronaut pick-up on board the USS *Lake Champlain* in 1961. In June 1962 he became Commander Fleet Air Wings, U. S. Atlantic Fleet., with additional duty as Commander Fleet Air Wing 5. He served as such until July 1963, when be reported as Chief of Naval Air Reserve Training, with headquarters at the Naval Air Station, Glenview, Illinois. That nationwide command included eighteen subordinate commands throughout the United States from Los Angeles to Boston and from Jacksonville to Seattle. "For exceptionally meritorious service from July 28, 1963 to September 28, 1965..." he was awarded the Legion of Merit.

On October 28, 1965 he took command of Carrier Division SIX and in January 1967 reported as Commander U. S. Navy Forces, Southern Command/Commandant of the Fifteenth Naval District, headquartered at Fort Amador, Canal, Zone, with additional duty as Commander Panama, Sector, Caribbean Sea Frontier and Commander Panama Sector, Western Sea Frontier. "For exceptionally meritorious service..." in that capacity, he was awarded a Gold Star in lieu of Second Legion of Merit. In June 1969 he became Commandant of the Naval District, Washington, D. C., and "for exceptionally meritorious service..." in that capacity was awarded a Gold Star in lieu of the Third Legion of Merit. On August 11, 1971 he was transferred to the Retired List of the U. S. Navy. In November 1969 he became the 20th "Gray Eagle" of Naval Aviation.

He married Virginia Vredenburgh of Winchester. Virginia, on 5 June 1937. They had four children: George P. Jr.; James Peter (Lt. (jg), USN, Deceased); Richard Alexander and Virginia K. Cabell.

DECORATIONS AND MEDALS:
Legion of Merit
Gold Star in lieu of the Second Legion of Merit
Gold Star in lieu of the Third Legion of Merit
Navy Unit Commendation (Patrol Bombing Squadron 74)
American Defense Service Medal-
American Campaign Medal
European-African-Middle Eastern Campaign Medal
World War II Victory Medal
Navy Occupation Service Medal, Europe Clasp
National Defense Service Medal with bronze star

CITATIONS:

Legion of Merit: "For exceptionally meritorious service from July 28, 1963 to September 28, 1965 as Chief of Naval Air Reserve Training. During this period, (he) carried out his responsibilities with a high degree of professional skill, leadership and resourcefulness. Many problems of long standing have been solved and many other are well on the way to solution. Several new and very important programs have been instituted and other existing programs have been expanded or improved. Rear Admiral Koch's outstanding successful tenure is directly attributable to his flawless Judgment, discerning and farsighted perception, and unrelenting tenacity. His accomplishments are of particular significance in view of the importance of our Naval Air Reserve to the total defense effort...."

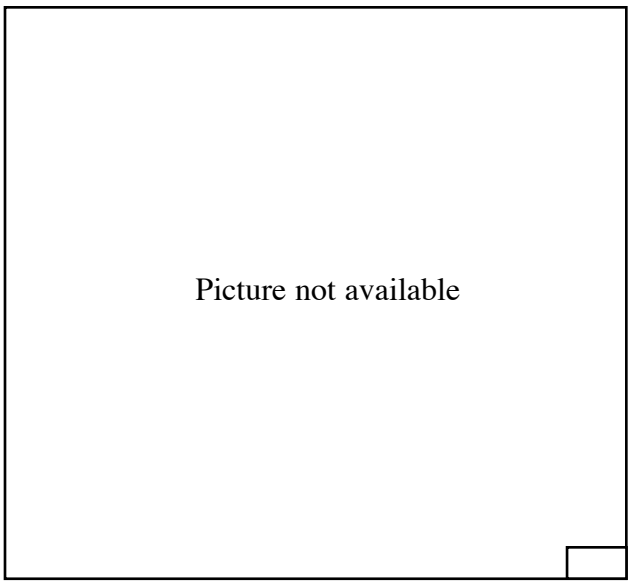
Gold Star in lieu of the Second Legion of Merit: "For exceptionally meritorious service from January 17, 1967 to June 10, 1969 as Commander, U. S. Naval Forces, Southern Command...Rear Admiral Koch developed a strong rapport with military and civil government leaders of many Central and South American countries, thereby enhancing the cooperative security and defense of the Western Hemisphere. As a result of his encouragement and advice.. the doctrine adopted by many Latin American navies has been closely patterned on United States Navy doctrine, tactics and techniques. (He) provided expert technical assistance and professional advice to the navies of Latin America which permitted them to undertake realistic efforts to modernize and standardize their equipment, and thereby materially increase the effectiveness of their navies. Additionally, he was instrumental in encouraging, participation of Latin American naval units with United States naval units in the following joint/combined exercises: HALCON VISTA II, UNITAS VIII, HALCON VISTA III, UNITAS IX and NICARAO. Under his expert guidance, these exercises provided a highly beneficial Navy to Navy association which laid the cornerstone for the vital requirements of cooperative action for contingencies or war. (His) assistance to the Commander in Chief, United States Southern Command contributed immeasurably to the security of the Panama Canal and to the maintenance of harmonious United States-Panama relations..."

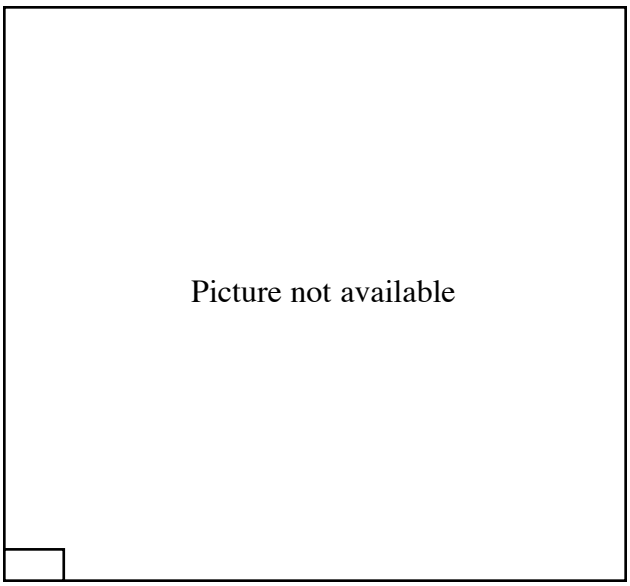
Gold Star in lieu of the Third Legion of Merit: "...An oustandingly competent and resourceful leader, Rear Admiral Koch initiated and directed to successful completion three plans which were instrumental in the accomplishment of assigned missions. As a result of his development of a Navy/Marine Corps National Capital Region Plan, the Navy was assigned the task of developing a similar plan for all Department of Defense activities in the National Capital Region. Through his initiative and guidance, the Naval Station was merged with the Headquarters Staff with resultant savings in personnel and resources and a substantial reduction in administrative effort and overhead. Recognizing a need to provide adequate recreational facilities for naval personnel, (he) formulated and successfully achieved approval of a comprehensive plan to acquire and improve facilities at Solomons Island, thereby enhancing command, morale..."

Navy Unit Commendation (Patrol Bombing Squadron 74): "For outstanding heroism during operations against enemy forces in Atlantic Waters, from June 7, 1942 to July 31, 1943. Undaunted by the perils of weather and sea conditions and the ever present danger of being forced down in the broad expenses of the Atlantic Ocean while fulfilling an extremely vital assignment in connection with anti-submarine warfare, Patrol Bombing Squadron SEVENTY-FOUR compiled an imposing record, In the sighting of 29 hostile submarines, in attacking 16, in destroying 5 and in inflicting damage upon two others. Individually courageous, and operating as a smoothly functioning team, its pilots and aircrewmen effected numerous hazardous open-sea landings to rescue 220 stranded airmen and mariners, and in addition, dropped supplies to survivors Of merchant disasters and directed surface craft to their rescue. The outstanding record of service and combat achievement attained by this gallant fighting unit contributed notably to the Allied success in crushing the U-boat menace..."

TRANSCRIPT OF NAVAL SERVICE:

| | |
|---|---|
| 7/33-7/34 | Randolph and Kelly Fields, TX (Army Air Corps. Student). |
| 7/34 -1/35 | NAS, Pensacola, FL.. (Student). |
| 1/35-1/37 | USS *Tuscaloosa* (Pers. & Gunnery Officer). |
| 137-6/38 | USS *Enterprise*, VT 7 (Personnel Officer). |
| 6/38 -7/940 | Patrol Squadron 3 (Pers. & Gunnery Officer). |
| 7/40-8/42 | Patrol Bombing Squadron 74 (Material & XO) |
| 8/42-5/43 | Headquarters Squadron 5 (CO). |
| 5/43-7/44 | CINCLANTFLT (Material Officer). |
| 7/44-9/45 | USS *Humbolt* (CO). |
| 9/45-7/47 | USS *Leyte* (Navigator & Operations Officer). |
| 7/47-6/48 | Naval War College, Newport, R. I. (Student). |
| 6/48-1/50 | Naval Air Technical Training Center, Memphis, TN, (Executive Officer). |
| 1/50-1/52 | Naval Station, Kodak, Alaska (XO). |
| 2/52-3/53 | Staff, Commander Fleet Air Wings, Atlantic (Operations, Officer). |
| 4/53 -6/53 | Staff, Commander Fleet Air Wings, Atlantic (Chief of Staff). |
| 6/53-8/55 | OPNAV (Head, War Plans Branch). |
| 9/55-8/57 | NAS, Barbers Point, Oahu, T. H. (CO). |
| 9/57-4/58 | Staff, COMFAIR, Quonset (Chief of Staff). |
| 5/58-12/59 | Commander Fleet Air Wing 3. |
| 12/59-3/61 | Naval Air Station, Norfolk, VA. (CO). |
| 3/61-4/62 | Commander Carrier Division 18. |
| 6/62-7/63 | COMFAIRWINGSLANT with additional duty as Commander Fleet Air Wing 5. |
| 7/63-10/65 | Chief, Naval Air Reserve Training, Naval Air Station, Glenview, Illinois. |
| 10/65-12/66 | Commander Carrier Division SIX. |
| 1/67 | Commander U. S. Navy Forces, Southern Command/Commandant 15th Naval District, Fort Amador, C.Z., with additional duty as Commander Panama Sector, Caribbean Sea Frontier and Commander Panama Sector, Western Sea Frontier. |
| 6/69 | Commandant, Naval District, Wash., D C. |
| 8/1/71 | Transferred to the Retired List. |




**Edmond G. Konrad, RADM, USN (Ret.)**

Designated: 17 June 1935

Combat Awards:
2 Navy Crosses
Silver Star
2 Distinguished Flying Crosses
6 Air Medals

Edmond George Konrad was born in Oshkosh, WI., on March 6, 1909, son of John F. and Alma (Below) Konrad. He attended Oshkosh High School and Oshkosh State Teachers College, prior to his appointment to the U. S. Naval Academy from his his native state in 1928. As a Midshipman he played plebe and varsity football, receiving his "N"; and was a member of the Choir and Musical Club. Graduated and commissioned Ensign on June 2, 1932, he subsequently advanced in rank, attaining that of Rear Admiral.

Following graduation from the Naval Academy in 1952. he joined the USS *Saratoga* (CV-3) as Junior Division Officer, and while serving in that aircraft carrier he coached the *Saratoga's* football team for two years. Detached in June 1934, he was ordered to NAS Pensacola, FL., for flight training. Designated Naval Aviator on June 17, 1935, he reported the next month as Junior Aviator and Division Officer on board the USS *Trenton*. For a year, June 1937 - June 1938, he had duty as Navigator of Fighting Squadron THREE, after which he was an Instructor of the Naval Air Station, Pensacola. While there, he completed the course at the Naval School of Photography.

He reported in September 1939 as Landing Signal Officer on board the USS *Wasp* (CV-7), and in August 1941 was assigned to the Advanced Carrier Landing Group, U. S. Atlantic Fleet, with headquarters at NAS Norfolk, VA. From October 13, 1942 to April 1945, he was Officer-in-Charge of VFOTU-1 at NAS Jacksonville, FL., after which he put into commission and commanded Air Group THIRTY TWO. For outstanding service in that capacity he was awarded the Distinguished Flying Cross and the Air Medal. The citations follow in part:

Distinguished Flying Cross: "For heroism and extraordinary achievement in aerial flight as Air Group Commander during the formation and training of air Group THIRTY TWO and in operations against enemy Japanese forces in the Marshall and Caroline Islands and in the Dutch New Guinea Area, from January 31 to April 30, 1944. Responsible for the formation and initial training the air group, Commander Konrad developed his command into a highly effective and exceptionally well-disciplined striking unit and entering the active combat phase, skillfully led five daring strikes over enemy-controlled territory. Under his leadership, the group inflicted heavy damage upon enemy ground installations and vessels, destroying at least twenty five airborne aircraft, two small cargo ships and one patrol vessel, without loss of our personnel....."

Air Medal: "For meritorious achievement ....during combat operations against enemy Japanese forces at Peleliu in the Palau Islands, March 31, 1944. Leading and completing a successful glide-bombing attack against this base, (he) sighted and surprised an enemy fighter operating in the vicinity and constituting a menace to other units of the group proceeding to post attack rendezvous. Boldly attacking, he made two firing runs and destroyed the plane...

He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS *Langley*, on which Air Group THIRTY TWO was based.

Detached from command of Air Group THIRTY TWO, he transferred in May 1944 to command of Air Group SEVENTEEN, attached to the USS *Hornet*. He was awarded the Navy Cross, a Gold Star in lieu of the second Navy Cross; a Gold Star in lieu of the Fourth Air Medal; and the Silver Star Medal. The citations follow in part:

- Continued -

Navy Cross: "For extraordinary heroism as Commander of Air Group SEVENTEEN...during an attack on major units of the enemy Fleet and strong harbor defense installations in the Luro Bay area of Honshu, Japan, on March 19, 1945. Flying a fighter plane, Commander Konrad led his group in the attack through extremely intense anti-aircraft fire, inflicting severe damage upon the harbor installations, and sinking several merchant vessels. Under his gallant leadership and direction, numerous bomb hits were scored on a battleship, a large aircraft carrier, a small carrier, two cruisers, and two destroyers...."

Gold Star in lieu of the Second Navy Cross: For extraordinary heroism...during an attack against an enemy surface force in the East China Sea on April 7, 1945. When the air coordinator for our Task Group was forced to return to base, Commander Konrad assumed command and, despite adverse weather conditions which compelled him to circle the target area at low altitude in range of intense antiaircraft fire, directed a series of successful attacks in which numerous torpedo and bomb hits were scored on a battleship, a cruiser and four destroyers, all of which eventually sank..."

Gold Star in lieu of Fourth Air Medal: "For meritorious achievement in aerial flight as Pilot of a Fighter Plane in Fighting Squadron SEVENTEEN, ...during operations against enemy Japanese forces over Southern Honshu, Japan on April 16, 1945. Skillfully acting as air coordinator; (he) led a fighter sweep over numerous hostile airfields, thereby contributing directly to the success of his squadron in inflicting extensive damage on airfield installations, antiaircraft emplacements and parked planes. Sighting a flight of twenty-one enemy fighter planes while flying in the vicinity of Kagoshima Bay, he bravely pressed home an attack in which he personally destroyed one of the planes and assisted in destroying ten others..."

Silver Star Medal: "For conspicuous gallantry and intrepidity...in action against enemy Japanese forces in the vicinity of Kyushu, Japan, on May 14, 1945. Leading the first attack of carrier based bomber, torpedo and fighter planes against the Kumamoto bomber aircraft factory and assembly plant while he was serving as Air Coordinator for his Task Group, (he) first reconnoitered the the plant with a division of planes to obtain photographs of its installations and information of military value and rejoining his flight in the face of antiaircraft fire, directed the group in inflicting extensive on the factory and assembly buildings. After the attack, he led a division back over the area to obtain damage assessing photographs, and, during the return to his carrier, launched a strike on a smaller factory and hydroelectric plant, inflicting serious damage and starting numerous fires..."

He also received Gold Stars in lieu of Second, Third, Fifth and Sixth Air Medal, and a Gold Star in lieu of the Second Distinguished Flying Cross for flight missions covering the period February 16 to June 8, 1945, and is entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS *Hornet*.

Between August and October 1945 he served on the staff of Commander Task Force SIXTY NINE, and was Group Commander of Task Group SIXTY NINE POINT FIVE. In November he reported as Executive Officer of NAS Seattle, WA., and two years later, November 1947, joined the staff of Commander Carrier Division THREE as Operations Officer. In that assignment he had additional duty, April-June 1948, as Commanding Officer of the USS *Antietam* during her decommissioning.

He was assigned in March 1949 to NAAS Monterey, CA., where he served for fifteen months as Executive Officer, and for ten months as Commanding Officer. In May 1951 he assumed command of Transport Squadron SIX (Military Air Transport Service) attached to Air Force Base, Westover, MA.,and in September 1953 became Head of Aviation Liaison, Bureau of Naval Personnel, Navy Department, Washington, D. C. He had two weeks TAD in the Office of the CNO prior to reporting in September 1955 as Chief of the Naval Section, Military Assistance Advisory Group, The Netherlands, with headquarters at The Hague. In March 1957 he was ordered to duty as Commanding Officer of the Naval Air Station, Oceana, Virginia Beach, VA.

No record is currently available of RADM Konrad's flag assignments.

He was married to the former Anne Lee Akers of Nashville, Tennessee, and they had two sons, Michael Warren and Edmond George Konrad, II.





**Charles M. Kunz, Colonel, USMC (Ret.)**

"Charlie"

Date of Designation: 30 September 1941 NA # 9068

Dates of Active Duty: 14 December 1940 - 30 June 1967

Total Flight Hours: 6,800

Carrier/Ship Landings: Fixed wing: 493

Approximate Flight Hours:
Jet: 1,300 Prop: 5,500 VF/VA: 3,600
VR/VP: 1,900 Other: 1,300

Combat Tours:
WW II: VMF-221 (F2A-3), Midway Island, Feb. 1942 - Jun. 1942 - 1 mission.
WW II: VMF-224 (F4F-4), Guadalcanal, Aug. - Oct. 1942 - 80 missions.
WW II: VMF-311 (F4U-4), Roi, Marshall Islands, May 1944 - Mar. 1945 - 165 missions.
WW II: MAG-31 (F4U-4),Okinawa, Apr. 1945 - Sep. 1945 - 10 missions.
Korea: VMF-323 (F4U-4), USS *Sicily* & K-1, May 1945 - Nov. 1951 - 100 missions.

Aviation Commands:
CO, VMF-311 (F4U), May 1944 - Mar. 1945.
CO, VMF-225 (F4U), May 1947 - Jun. 1949.
CO, VMF-323 (F4U), May 1951 - Sep. 1951.
CO, VMF-214, Oct. 1951 - Dec. 1951. Return to States.
MARTD Jacksonville, FL., (F8F-2), Jan. 1952 - Jan. 1954.
MABS-24, Jul. 1956 - May.1957. Support squadron.
VMF/A-531 (F2H-4, F9F-8B), Jun. 1957 - Jul. 1958.
MAG-12 (A4, F8, FJ, F3D), Jan. 1961 - Aug. 1961

Combat Awards:
Navy Cross
Silver Star
3 Distinguished Flying Crosses
Bronze Star with Combat "V"
8 Air Medals
2 Purple Hearts

## Duty Assignment Chronology

| | |
|---|---|
| 12/40-9/41 | Flight Training, NAS Kansas City, KS., and NAS Corpus Christi, TX. |
| 9/41-12/41 | Advanced Carrier Training Group (ACTG), NAS North Island, CA. |
| 12/41-3/42 | Headquarters, MCAS Ewa, HI. |
| 3/42-6/42 | VMF-221, Midway Island. |
| 6/42-8/42 | VMF-212, 223 and 224 - squadron pilot. |
| 8/42-10/42 | VMF-224, Guadalcanal - pilot. |
| 10/42-12/42 | In transit to the U. S. and Naval Hospital, San Diego, CA. |
| 1/43-1/44 | Instructor, VF operational, NAS Jacksonville. |
| 2/44-5/44 | Senior Course, Quantico, VA. |
| 6/44-9/45 | VMF-311, MAG-12, Marshall, Gilbert and Okinawa. |
| 10/45-7/49 | Headquarters, MAG-91, VMF-225. |
| 10/49-4/51 | Headquarters, MCAS El Toro, CA. |
| 5/51-12/51 | VMF-323 and VMF-214, USS *Sicily,* (Yellow Sea) K-1, Korea. |
| 1/52-1/54 | MARTD, Jacksonville, FL. |
| 2/54-6/54 | Armed Forces Staff College, Norfolk, VA. |
| 7/54-6/56 | Headquarters FMFLANT, Norfolk, VA. |
| 7/56-7/58 | MABS-24, VMA-531, MCAS Cherry Point, NC. |
| 7/58-10/60 | CNO,OP-05 Staff, Washington, D. C. |
| 11/60-12/61 | MAG-12, Headquarters, 1st MAW, Iwakuni, Japan. |
| 1/62-6/65 | Headquarters, AirFMFPAC, El Toro, CA. |
| 7/65-6/67 | Headquarters FMFLANT, Norfolk, VA. |
| 6/67 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) Member of the American Fighter Aces Association, having shot down 8 enemy aircraft. On 4 June 1942, at Midway Island, 2 “VAL” bombers shot down while flying a F2A-3 aircraft. From Aug.- Oct. 1942, 2 “Zeros” and 4 “Bettys” shot down flying F4F-4 aircraft at Guadalcanal.



**Albert Clark Lake, Lieutenant, USNR**

Lieutenant Albert Clark Lake was born October 18, 1897 in Hampstead, New Hampshire, the son of Elmer Elsworth Lake and Mary Eleanor Lake. He married Grace A. Parshley of Derry, New Hampshire in Jacksonville, Florida on May 31, 1941.

Lieutenant Lake enlisted in the U. S. Navy on April 19, 1917. He attended flight training and qualified as Naval Aviator #746 in July 1918. He attended Dartmouth College in the Class of 1920 and was Honorably Discharged from the Navy in April, 1929 as a Junior Lieutenant. He was recalled to active duty in March 1941, as Lieutenant, USNR, A-V(S). No other information is available at this time concerning his duty assignments in the Navy.



George Bush wasn't the only TBM driver in WW II. LCDR V. G. Lambert, CO, Torpedo Squadron Fifteen aboard USS *Esse*x (CV-9). 1944



1997

## Valdemar G. Lambert, RADM, USN (Ret.)

"V. G."

Date of Designation: December 1937 NA # 5542

Combat Awards:
Navy Cross
Silver Star
2 Legion of Merit with Combat "V"
3 Distinguished Flying Crosses
8 Air Medals
Navy Commendation Ribbon
Presidential Unit Citation

### Duty Assignment Chronology

Graduated from college 1936, and after a month of Elimination Base training, he commenced flight training at Pensacola, Florida in December 1936. He completed flight training a year later and reported to the cruiser USS *Boise* as a Fleet Aviation Cadet. He was commissioned Ensign in August 1939 and a year later became a Flight Instructor at Pensacola.

Immediately after the U. S. entered WW II he was assigned duty as XO of an Inshore Patrol Antisubmarine Squadron and later served as CO of another, both based on the East Coast. He assumed command of Torpedo Squadron 15 in August 1943, and remained as CO until the squadron was decommissioned in Nov. 1945.

Air Group 15, while embarked in USS *Essex* in 1944, attacked 23 enemy bases, shot down or destroyed on the ground 660 aircraft, and sank more than 250,000 tons of combatant shipping while participating in the First and Second Battles of the Philippine Sea, the Mariannas Campaign, and various other operations in the Western Pacific. His other combat tour was during the Korean Was as Air Operations Officer on the Staff of Carrier Division Three, and additional duty as Special Plans COMSEVENTHFLT Staff in connection with the Inchon invasion.

His combat awards are the Navy Cross, Silver Star, two Legion of Merit with Combat "V", three Distinguished Flying Crosses, eight Air Medals, the Navy Commendation Ribbon, Presidential Unit Citation, and various Area and Campaign ribbons.

In addition to command of three aircraft squadrons, Admiral Lambert commanded Carrier Air Group FIFTEEN, the fleet oiler USS *Ashtabula*, the carrier USS *Saratoga*, Carrier Division SIX, the Navy Technical Training Command, Naval Base Subic Bay, and Naval Base Long Beach, CA. He had 4 tours of duty in the Washington area, and one on the Staff of CINCPACFLT in Pearl Harbor, HI.

He retired from active duty August 1973, and since has resided in Monterey, CA., where he has been active in church, civic affairs, and Real Estate, but has had time for golf, tennis, and motorhome traveling.

### Personal

He and his wife Thelma have been married 58 years (as of Nov. 1997) and have 3 children, 4 grand children and 2 great grand children.





**Frank C. Lang, Maj. General, USMC (Ret.)**
"Frank"

Date of Designation: 1 March 1943 NA # P-1662

Dates of Active Duty: August 1942 - 1 July 1978

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 60 Rotary: 160

Approximate Flight Hours:
Jet: 2,000 Prop: 2,500 Helo: 700 VF/VA: 3,000
VR/VP: 700 VT: 500

Combat Tours:
WW II: VMF(N)-532 (F4U-2), Tarawa, Roi Namur, Engebi, and Saipan , Dec. 1943 - Oct. 1944 - 108 combat missions.
WW II: VMF-511 aboard USS *Block Island* (CVE-106), Jun. - Sep. 1945. Philippines, Borneo and Okinawa in night-fighter unit.
Korea: VMF(N)-542 (F7F-3N), Kimpo, Yonpo, Masan, Aug. 1950 - Mar. 1951 - 38 combat missions.
Vietnam: HQ 1st Marine Division, Chulai, Danang area, Jul. 1966 - Jul. 1967 - 93 combat missions with VMO-2 Division Air 0.

Aviation Commands:
CO, VMF(AW)-513 (F3D-2), Dec. 1956 - Jan. 1958, Atsugi, Japan.
CO, HMM-264 (UH-34D), MCAS New River, NC., Oct. 1963 - Jan. 1964.
CO, MAG-26 (UH-1, HOK, UH-34D HR-2S, CH-46, and C-117), MCAS New River, NC., Jun. 1965 - Jun. 1966
CG, 3rd MAW, Apr. 1972 - Aug. 1972.
CG, IMEF, Camp Pendleton, 11 Aug. - 24 Aug. 1972.
CG, COMCABSWEST, MCAS El Toro, Aug. 1972 - Apr. 1973.
CG, 1st MAW, MCAS Iwakuni, Japan, Apr. 1973 - Apr. 1974.

Combat Awards:
2 Distinguished Flying Crosses (WW II)
12 Air Medals (WW II)
4 Air Medals (Korea)
Legion of Merit with Combat "V" (Vietnam)

## Duty Assignment Chronology

| | |
|---|---|
| 8/42-3/43 | Flight Training, NARB Squantum, MA and NAS Pensacola, FL. |
| 3/43-5/43 | NAS Miami, FL and NAS Norfolk, VA. Advanced training and carrier qualification (CQ). |
| 3/43-12/43 | VMF(N)-532, MCAS Cherry Point, NC. |
| 12/43-10/44 | VMF(N)-532, overseas. |
| 11/44-12/44 | ABG-2, NAS NORIS, (JM-1 training). |
| 1/45-4/45 | MCAS Eagle, Mountain Lake, training F7F. |
| 5/45-6/45 | NAS Barbers Point, HI. , day and night CQ. |
| 6/45-11/45 | VMF-511 (F6F-3N) aboard USS *Block Island* (CVE-106). |
| 11/45-1/46 | MASG-46, El Toro, Pensacola, Cherry Pt. |
| 1/46-7/46 | VMF(N)HQ-MAG-53, Cherry Point, NC. |
| 7/46-6/47 | HQ MAG-31, MCAS Miramar, CA. |
| 6/47-5/48 | VMF(N)-542, MCAS El Toro, CA. |
| 5/48-3/49 | HQ FMFWESTPAC, Tsingtao, China. |
| 3/49-7/49 | First Marine Division, Camp Pendleton, CA. |
| 7/49-8/50 | VMF(N)-542, MCAS El Toro, CA. |
| 8/50-3/51 | VMF(N)-542, Korea. |
| 3/51-4/52 | VMF(N)-542, MCAS El Toro, CA. |
| 4/52-12/52 | HQ AIRFMFPAC, MCAS El Toro, CA. |
| 12/52-6/53 | Air Command & Staff College, Montgomery, AL. |
| 6/53-7/56 | ASO, Philadelphia, PA. (Aircraft Programs). |
| 7/56-10/56 | VMF(AW)-542, MCAS El Toro, CA. |
| 11/56-1/58 | VMF(AW)-513, NAS Atsugi, Japan. |
| 2/58-7/59 | MTRG-20, VMT-1, MCAS Cherry Point, NC. |
| 8/59-6/60 | Marine Corps Senior School, Quantico, VA. |
| 7/60-7/63 | HQ USCINCEUR, Paris, France. |
| 7/63-7/66 | MAG-26, MCAS New River, NC. |
| 7/66-7/67 | HQ First Marine Division, Vietnam. |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 8/67-6/68 | Naval War College, Newport, RI. |
| 7/ 68-9/69 | HQ Marine Corps. |
| 9/69-9/71 | HQ Defense Supply Agency, Cameron Station, VA. |
| 9/71-8/72 | AWC-CG, Third Marine Aircraft Wing. |
| 8/72-4/73 | COMCABSWEST/CG MCAS El Toro, CA. |
| 4/73-4/74 | CG First Marine Air Wing, Iwakuni, Japan. |
| 5/74-3/77 | HQPACOM J-3, Camp Smith ,Hawaii. |
| 3/77-7/78 | HQ FMFPAC, Camp Smith, Hawaii. |
| 7/1/78 | Retired from active duty. |

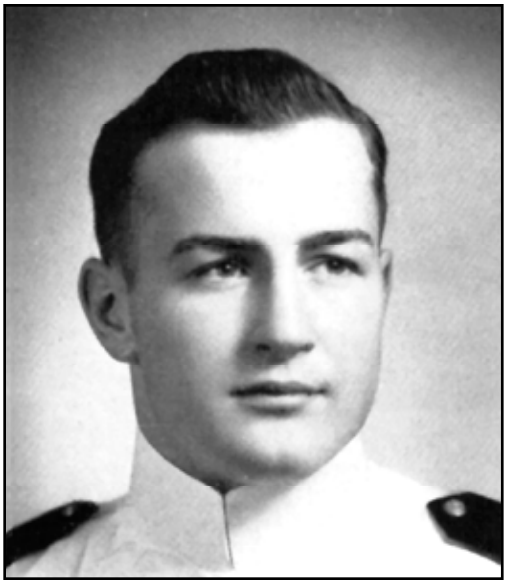
## Summary of Significant Career Events

(1) Overseas WW II, (1943-1944) with VMF(N)-532, flying F4U-2 land based, first single engine night fighter for the Marine Corps.

(2) USS *Block Island* (CVE-106), WW II (Jun. 1945-Sep. 1945) flying the F6F-5N.

(3) Conducted comparative evaluation of radar in the F3D-2 and F2H-2N at VC-4, NAS Atlantic City, NJ (13 Sep. - 5 Nov. 1952).

(4) Gray Eagle, Silver Hawk. May - 1 July 1978.





**William P. Lawrence, VADM, USN, (Ret.)**
"Bill"

Date of Designation: 7 November 1952

Dates of Active Duty: June 1951 - February 1986.

Total Flight Hours: 4,000

Carrier/Ship Landings: Fixed wing: 500

Approximate Flight Hours:
Jet: 2,500 VF/VA: 2,000 VR/VP: 200
VU/VFP: 200 VT: 500

Combat Tours:
Korea: Aug. 1953. - 25 combat missions.
Vietnam: Jun. 1966 - Jun. 1967. - 150 combat missions.

Aviation Commands:
CO, VF-143, Apr. 1967 - Jun. 1967.
COMLATWINGPAC, Aug. 1974 - May 1975.

| Combat Awards: | Other Awards: |
|---|---|
| Distinguished Flying Cross | |
| 3 Silver Stars | |
| Bronze Star | |
| Air Medals | |
| Distinguished Service Medal (DSM) | 3 DSMs |
| 2 Purple Hearts | |

## Duty Assignment Chronology

VADM Lawrence was born in Nashville, Tennessee on January 13, 1930, and graduated with distinction from the U. S. Naval Academy in June 1951. After receiving his Naval Aviation Wings in November 1952, he served during his career in the following Navy fighter squadrons: VF-193, VF-101, VF-14 and VF-143 and made deployments in the Atlantic and Pacific on the following aircraft carriers: USS *Oriskany* (CV-34), USS *Saratoga* (CV-60), USS *Essex* (CV-9), USS *Shangri La* (CV-38), USS *Franklin D. Roosevelt* (CV-42), USS *Ranger* (CV-61) and USS *Constellation* (CV-64).

He graduated number one in his Naval Test Pilot School class in 1956 and while a Test Pilot at the Naval Air Test Center Patuxent River, MD., was the first naval aviator to fly twice the speed of sound in a Navy airplane, the F8U "Crusader III." He was among the final 32 candidates for the Mercury astronaut program, being disqualified for a minor physical defect.

While Commanding Officer of VF-143 aboard USS *Constellation* on his second combat deployment to Vietnam, he was shot down on June 28, 1967, and held as a P.O.W. until March 4, 1973. He was awarded the Distinguished Service Medal for inspirational leadership of fellow P.O.W.'s as senior ranking officer of Camp Vegas in North Vietnam.

After repatriation and convalescence, he became a distinguished graduate of the National War College, followed by promotion to Rear Admiral in 1974. As a Flag Officer he served in the following positions: Commander, Light Attack Wing, U. S. Pacific Fleet, Director Aviation Programs Division on the staff of the Chief of Naval Operations, Assistant Deputy Chief of Naval Operations (Air Warfare), Superintendent, U. S. Naval Academy, Commander, U. S. Third Fleet in the Pacific, and Chief of Naval Personnel, retiring in 1986.

From 1986 to 1991, VADM Lawrence occupied the Chair of Naval Leadership at the U. S. Naval Academy and is currently a visiting professor at the Academy.

He is the recipient of the National Football Foundation and Hall of Fame Gold Medal and the National Collegiate Athletic Association Theodore Roosevelt Award, the highest honors of these organizations. He is also a past President of the Association of Naval Aviation.

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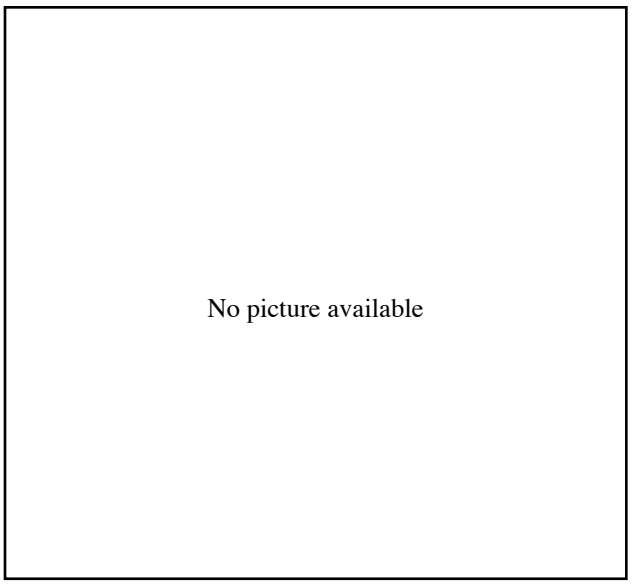
He holds a masters degree in International Affairs from George Washington University and an honorary doctorate in humane letters from Fisk University.

## Summary of Significant Career Events

(1) Honor Graduate, Navy Test Pilot School.

(2) First Naval Aviator to fly Mach II in Navy airplane.

(3) Member of team that conducted Navy preliminary evaluation of the F-4 and F-8U3 aircraft.




## Bruce G. Leighton, Captain, USNR

(Naval Aviator #40)

Bruce Gardner Leighton was born in Tunkhannock, Pennsylvania, on June 18, 1892, son of Mr. and Mrs. James G. Leighton. Appointed to the U. S. Naval Academy, Annapolis, Maryland, from Pennsylvania, he entered on June 26, 1909, and was graduated with distinction and commissioned Ensign on June 6, 1913. He resigned his commission as Lieutenant Commander on November 20, 1928, and accepted a commission in the same rank in the Naval Reserve in March of the following year. When called to active duty during World War II he was promoted to the rank of Captain to date from March 17, 1943. He was placed on the Retired List on August 1, 1946, having been relieved of all active duty on May 7, 1946.

After graduation from, the Naval Academy in June 1913. He was assigned to the USS *North Dakota*, operating with the Atlantic Fleet, and in 1914 was with the Fleet landing force at Vera Cruz during the Mexican Campaign. For two years thereafter he served first as a repair officer in the submarine divisions of the Atlantic Fleet at Norfolk, Virginia, and later as Engineer Officer of the submarine tender *Tallahassee*. In 1916-1917 he was a student aviator at the Naval Aeronautic Station, Pensacola, Florida, where he qualified as Naval Aviator #40 in April 1917. He remained on duty at Pensacola until January 1918, when he reported for brief temporary duty in the Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

During the latter months of World War I, he served as Executive Officer of the Naval Air Station, Killingholme, England, the largest naval air unit in the North Sea Area, engaged in anti-submarine operations. In April 1919, following the Armistice, he returned to the United States for duty on the USS *Shawmut*, a unit of Squadron One, Mine Detachment, Atlantic Fleet, and from March 1920 he served as her Gunnery Officer. The *Shawmut* later served as flagship of Commander Air Detachment, Atlantic Fleet, and while on duty as her Gunnery Officer, he organized and commanded patrol plane squadrons of the U. S. Fleet. This was the first organized aviation unit to operate continuously as an integral part of the Battle Fleet, and pioneered the early development of joint surface fleet and air operations,

In November 1920 he returned to the Navy Department to serve for four years, first in the Bureau of Engineering, later in the Bureau of Aeronautics as Chief of the Power Plant Design Division. In the latter assignment he had additional duty as Navy Representative on the Power Plants Committee of the National Advisory Committee for Aeronautics.

In June 1924 he reported as Aide on the Staff of Commander Light Cruiser Divisions (USS *Richmond*), and in that duty organized and simultaneously commanded Observation Plane Squadron 3, the first squadron to operate regularly from shipborne catapults on extended fleet maneuvers.

In April 1925 he was transferred to the staff of Commander, Scouting Fleet, (USS *Wyoming*) and served for more than a year as Aide and Fleet Aviation Officer. In August 1926 he returned to the Navy Department for a tour of duty as Aide to the Secretary of the Navy for Aeronautics. During that period he pioneered the development of dive-bombing tactics and their adoption as a major tactic of fleet air forces. In 1927 he was assigned duty as Chief of the Plans Division, Bureau of Aeronautics, with additional duty in the War Plans Division of the Office of the Chief of Naval Operations. He served there until his resignation, effective November 30, 1928.

As a civilian he continued in the aeronautical field from 1928 to 1937 with Curtiss Wright, first as Vice President of Wright Aeronautical Corporation, Curtiss A. and M. Company, Curtiss Wright Export Corporation, and from 1933 to 1936 represented his firm's interests as European representative, in contact with civil-military aircraft developments throughout Europe. Early in 1937 he was engaged in aircraft manufacture and the training of Chinese engineers and factory personnel as an executive of the Intercontinent Cooperation and the Central Aircraft Manufacturing Company.

After the Japanese invasion of Shanghai in 1937, his factory was forced out of Hankow. He reestablished it at Loiwing in Yunman Province near the Burma border in 1938 with the entry through Rangoon and Burma. With the fall of Canton this avenue was the sole entry for aircraft into China. During 1937-1938 he operated auxiliary mobile repair and maintenance units for the Chinese Air Forces in several of the larger cities and was in active personal charge of his firm's Chinese operations until the end of 1939.

He returned to the United States in 1940 to operate a subsidiary. manufacturing company in Miami, Florida. At the request of the Secretary of the Navy, he actively participated in 1941, in recruiting and aiding in the transportation to China of pilots and mechanics for Naval Reserve Aviation

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units commanded by General Claire Chennault. On leave from the Intercontinent Cooperation from August 1942 to March 1943, he was Assistant Deputy Director of the Aircraft Production Division of the War Production Board, and also served in liaison activities with the Bureau of Aeronautics, Navy Department.

Recalled to active duty on March 20, 1943, and promoted to the rank of Captain, to date from March 16, 1943, he served as Production Executive of the Office of the Bureau of Aeronautics General Representative, Western District, organizing and supervising activities of the Bureau of Aeronautics field offices in the control of aircraft production programs for the Navy in all plants in the Western half of the United States. He was ordered relieved of active duty on May 7,1946, pending his retirement on August 1, 1946.

Captain Leighton received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of the Navy "For especially commendable service from May 17, 1945 to September 15, 1945, as a member of the Inter-Departmental Ad Hoc Committee to study and make recommendations on what to do to control Germany's power and capacity to make war in the future. He also has the World War I Victory Medal, Overseas Clasp; the American Campaign Medal, and the World War II Victory Medal.

Captain Leighton was married to Mrs. Ethel Major Leighton. They had a son, Bruce G. Jr., and a daughter, Janet Leighton.

Chronological List of Duty Stations

| | |
|---|---|
| 6/09-7/13 | U. S. Naval Academy, Annapolis, MD. |
| 6/7/13 | Commissioned Ensign. |
| 7/13-2/15 | USS *North Dakota*. |
| 2/15-8/15 | Receiving Ship Norfolk, Virginia. |
| 8/15-3/16 | USS *Tallahassee*. |
| 3/16-1/18 | Naval Aeronautic Station, Pensacola, FL. |
| 1/18-4/18 | Naval Operations, Washington, D. C. |
| 6/18-11/18 | Naval Air Station 14 & 15 (S.D.B.S.) |
| 12/18-2/19 | Naval Operations, Washington D. C. |
| 2/19-11/19 | USS *Shawmut*. |
| 12/19-8/21 | Bureau of Engineering, Washington. D. C. |
| 9/21-6/24 | Bureau of Aeronautics, Washington. D. C. |
| 6/24-4/25 | Observation Plans Squadron THREE. |
| 4/25-7/26 | Scouting Fleet (USS *Wyoming*). |
| 7/26-6/27 | Office of Assistant Secretary of Navy for Aeronautics, Washington D. C. |
| 6/27-11/28 | Bureau of Aeronautics. |
| 11/30/28 | Resignation from U. S. Navy. |
| 3/19/29 | Accepted appointment as LCDR, USNR. |
| 10/1//41 | Placed on the Honorary-Retired List. |
| 4/43 | Office General Inspector of Naval Aircraft Western District, Los Angeles, California. |
| 3/44 | Aircraft Resources Central Office, San Diego, California. |
| 3/44-5/45 | Bureau of Aeronautics, Western Division |
| 5/45-6/46 | Naval Operations, Washington, D. C. |
| 8/1/46 | Placed on the Retired List. |


1942


1996

## William N. Leonard, Rear Admiral, USN (Ret.)

"Bill"

Date of Designation: January 1941 NA # 6953

Dates of Active Duty: June 1934 - July 1971

Total Flight Hours: 4,087

Carrier/Ship Landings: Fixed wing: 329 Rotary: 7

Approximate Flight Hours:
Jet: 1,326 Prop: 2,761 VF/VA: 2,600
VT: 150

Combat Tours:

WW II: VF-42/VF-3, USS *Yorktown* (CV-5), Dec. 1941 - Jun. 1942. Atlantic and Pacific Fleets - Gilbert Islands, Papua, New Guinea, Coral Sea and Midway.

WW II: VF-11, Aug. 1942 - Aug. 1943. Hawaii, Fiji and Guadalcanal.

WW II: Staff, Commander Task Force 38, Nov. 1944-Nov. 1945. Philippines, South China Sea, Taiwan, Okinawa and Japanese home islands: Kyushu to Hokkaido.

Total Missions - 170 (approximate - Log Book #1 sank with the USS *Yorktow*n on 6 June 1942). Planes - F4F-3/4, F6F-3/5, F4U-1/4.

Aviation Commands:

CO, VF-171 (FH-1, F2H-1 and F2H-2), Jul. 1948-Oct. 1950

CAG-17 (F2H-2, F4U-4/5, F2H-1, AD-4 and 4Q), Oct. 1950 - Feb. 1951.

CO, VX-5 (F2H-3, F7U-3, F9F-8, F3D-2 and AD-6), Jul. 1954 - Jul. 1955.

CO, USS *Range*r (CVA-61), May 1961 - May 1962, WestPac deployed from 8/61 - 3/62.

Commander, Carrier Division Fourteen, Jul. 1965 - Jul. 1966. Atlantic Fleet.

Combat Awards:
2 Navy Crosses (Coral Sea and Midway battles)
3 Legion of Merit, 1 with Combat "V" device (TF-38)
Distinguished Flying Cross (Guadalcanal)
Bronze Star with Combat "V" device (TF-38)
5 Air Medals (Guadalcanal)

### Duty Assignment Chronology

| | |
|---|---|
| 6/34-6/38 | Midshipman, U. S. Naval Academy. |
| 6/38-6/39 | USS *Honolulu* (CL-48). Watch, Division Officer. |
| 6/39-6/40 | USS *Arkansas* (BB-33). 12" Turret Officer. |
| 6/40-1/41 | Flight training, NAS Pensacola, FL., and NAS Opalocka, FL. |
| 1/41-5/42 | VF-42 Pilot, USS *Ranger* (CV-4), USS *Wasp* (CV-7) and USS *Yorktown* (CV-5). Atlantic and Pacific Fleets, New Guinea, Solomon Islands and Coral Sea battle. |
| 5/42-6/42 | XO and Pilot, VF-3, USS *Yorktown*, USS *Enterprise* (CV-6), USS *Hornet* (CV-8). Midway battle. |
| 8/42-8/43 | VF-11 Pilot, Hawaii, Fiji and Guadalcanal. |
| 8/43-11/44 | Staff, Commander Fleet Air West Coast, Fighter Squadron Training Officer. |
| 11/44-11/45 | Staff, Commander Task Force 38. Philippines, South China Sea, Taiwan, Okinawa, Japanese home islands (Kyushu and Hokkaido). |
| 12/45-7/48 | Naval Air Test Center (NATC), Patuxent River, MD. - Tactical Test. |
| 7/48-10/50 | CO, VF-171 (CV-41, 42, 43, 47). Atlantic fleet operations. |
| 10/50-2/51 | Commander, Carrier Air Group 17. Mediterranean Sea. |
| 2/51-7/53 | Office of Secretary of Defense, Weapons Systems Evaluation Group. |
| 7/53-7/54 | XO, Air Development Squadron 3 (VX-3). |
| 7/54-7/55 | CO, Air Development Squadron 5 (VX-5). |
| 7/55-4/56 | XO, USS *Bon Homme Richard* (CVA-31) |

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| | |
|---|---|
| 5/56-6/58 | OPNAV (OP-55) - Air Warfare. |
| 6/58-6/59 | National War College - Student. |
| 7/59-7/60 | CO, USS *Salamonie* (AO-26). LANTFLT. |
| 7/60-4/61 | Staff, COMNAVAIRLANT (Readiness and Operations), Norfolk, VA. |
| 5/61-5/62 | CO, USS *Ranger* (CVA-61). WestPac deployment. |
| 6/62-10/63 | Staff, SACLANT, Operations Officer. |
| 10/63-7/65 | Staff, CINCLANT/CINCLANTFLT - Operations. |
| 7/65-7/66 | Commander, Carrier Division 14. LANTFLT. |
| 8/66-1/68 | OSD, Defense Research and Engineering, Director of Operational Test and Evaluation. |
| 1/68-7/70 | OPNAV (OP-07), Assistant Deputy CNO for Development. |
| 7/70-7/71 | Commander, U.S. Naval Safety Center, Norfolk, VA. |
| 7/71 | Retired from active duty. |

## Summary of Significant Career Events

(1) Flew fighters from carriers 1941-45. Carrier qualified in F4U-1-4, F4F-3/4 and F6F-3-5. Operated in combat areas from CV-1, CV-3, CV-5, CV-6, CV-8, CV-14, CV-18, CV-19 and CV-38. For evaluation and demonstration, flew Japanese Zero A6M-1 (Type 21) and A6M-5 (Type 52) in adversarial flights with squadrons in training status.

(2) As a pilot in Tactical Test Division, NATC Patuxent River, 1945-1948, flew projects in some 20 aircraft types including, P-59, P-80, P-51, RAF Mosquito, F6F, F7F, F8F, F4U, F2G, F8B, F15C, FH, FJ, XBT2D, AM, TBM, SB2C, PV, PBJ and PB4Y.

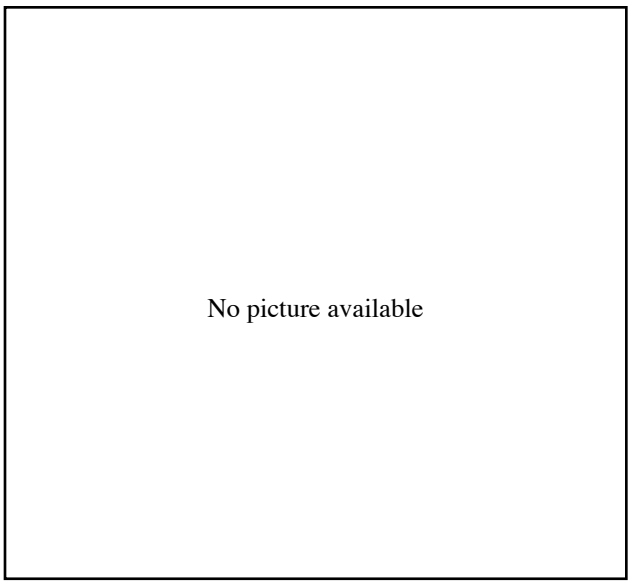
(3) As CO, VF-171, 1948-50, took Navy's first deployable jet squadron to sea and thereafter on numerous operations/deployments until September 1950. Deployed in USS *Coral Sea* (CVB-43) to Mediterranean Sea in reaction to Korean conflict. Fleeted up to command of Air Group 17, completing deployment in February 1951. Carrier qualified F2H-2 (night), F4U-4/5 and AD-4.

(4) As CO, VF-171 on TAD to OPNAV (OP-23), assisted (then) Captain Arleigh A. Burke present the Navy's case to Congress during the B-36 Controversy in fall of 1949. Showed during committee hearings that interceptors - Navy "Banshees" or Russian equiv alents could expose the B-36 to sure destruction. This and other testimony put a halt to Army and Air Force attempts to replace Naval Aviation and its carriers with strategic bombers.

(5) As XO of VX-3 and later CO of VX-5, was in the thick of pioneering flight operations to advance carrier capabilities, exploiting new equipment, aircraft, and weapons systems round the clock in all-weather and to greater combat ranges with in-flight refueling. Carrier qualified in F2H-3/4 and F9F-7.

(6) While serving in OPNAV (OP-55), in 1956, was responsible for developing the military requirements docu-ment that brought into existence the A-6 all-weather attack airplane.

(7) While serving in the Office of the Secretary of Defense (Research and Engineering), worked with a small group that exposed flaws in the F-111 and F-111B of such severity that the Secretary of Defense cancelled the Navy's F-111B and permitted then the development of the F-14 "TOMCAT" in its place.




## Maxwell F. Leslie, Rear Admiral, USN

Maxwell Franklin Leslie was born in Spokane, Washington, October 24, 1902, son of the late W. F. and Inez (Maxwell) Leslie. He graduated from Holmes grade school and North Central High School, Spokane, Washington, and attended the University of Washington at Seattle, before entering the U. S. Naval Academy, Annapolis, Maryland, from the Fifth District of his native state in 1922. He joined Phi Gamma Delta fraternity at the University. As a Midshipman he played on the baseball team for four years and later continued active interest in this sport as playing-manager of the teams of several ships in which he served. Throughout his career he played in numerous Navy golf tournaments. He was commissioned Ensign on June 3, 1926, and subsequently promoted to attain the rank of Captain, dating from August 1, 1943. He was advanced to the rank of Rear Admiral upon his retirement on July 1, 1956, based on combat awards.

During the three years following his graduation, he served successively in the USS *Procyon*, training ship USS *McDermut*, destroyer; and USS *Colorado*, battleship. Ordered ashore in November 1929 he received flight training at the Naval Air Station, Pensacola, Florida, and was designated a Naval Aviator on June 6, 1930. After a three year assignment with Observation Squadron THREE, attached to the USS *Oklahoma*, operating in the Pacific, he was ordered to Patrol Squadron FOUR, based at Pearl Harbor, where he served for two years. While in that assignment he received a special letter of commendation for participation in the search in December 1934, for Flight Lieutenant T. P. Ulm.

Between May 1935 and June 1938 he was attached consecutively to Fighting Squadron FIVE, based on the USS *Lexington*, later on the USS *Ranger*, and Cruiser Scouting Squadron FOUR, attached to the USS *Pensacola*. He next had duty at the Naval Air Station, San Diego, California, and in May 1940 was ordered to Bombing Squadron THREE. He was serving as Executive Officer of that squadron, based on the USS *Saratoga*, when the United States entered World War II, December 8, 1941, and later commanded that unit, operating from the USS *Yorktown* in action against the Japanese during the Battle of Midway. He flew with his squadron which operated from USS *Enterprise* while escorting USS *Hornet* for the Doolittle raid on Tokyo, April 17, 1942. "For extraordinary heroism (in the Battle of Midway) on June 4, 1942...he was awarded the Navy Cross. The citation further states in part:

"Leading his squadron in a vigorous dive-bombing assault against Japanese naval units, Commander Leslie, in the face of concentrated anti-aircraft fire and powerful fighter opposition, pressed home his attack with courageous aggressiveness and utter disregard for his own safety. His capable initiative and inspiring leadership contributed to the high state of combat efficiency which enabled his squadron to score at least five direct hits on an enemy aircraft carrier, one on a battleship and one on a light cruiser..." Captain Leslie, then Lieutenant Commander, had the distinction among our carrier pilots of leading his squadron in making the first effective attack by carrier based planes, during the Battle of Midway, against Japanese carriers. This attack occurred at 1225 June 4, 1942 and the large Japanese carrier *KAGA*, is believed to have been the one which received the brunt of the attack. It is known that it later sank. Furthermore, it is believed that this attack was the one which first influenced the enemy to seriously consider that their mission to capture Midway Island might be a failure. He was forced to ditch his plane in the open sea because of fuel exhaustion and was recovered by our forces after a short time in a rubber boat.

Upon return to Hawaiian area he flew as Commander Air Group SIX then in USS *Enterprise* for the initial attack August 9, 1942 against Japanese held Guadalcanal.

Returning to the United States, he had brief duty with the Air operational Training Command at Jacksonville, Florida, during November and December 1942, after which he served as first Commanding Officer of the Naval Air Station, Daytona Beach, Florida. He was ordered, in March 1943, to Hollywood, Florida, to command the Naval Air Gunner' School until November of that year when he was detached to duty at the Army-Navy Staff College, Washington, D. C., for instruction. Completing the course in March 1944, he became an Instructor at the Command and General Staff School, Fort Leavenworth, Kansas.

In June 1944 he joined the staff of Commander Garrison Air Forces, Western Carolines (Task Force Group FIFTY NINE POINT SIX) as Operations officer. "For meritorious service...(in that capacity)...during the period from July 25, 1944 to December 15, 1944..." he was awarded the Bronze Star Medal, with Combat "V," The citation follows in part:'

"Captain Leslie efficiently directed the staging of...aircraft squadrons from various points in the United States and the South and Southwest Pacific Areas to the target area in the Western Carolines. In addition...he planned, coordinated and executed strikes and missions against enemy aircraft

- Continued -

and installations in that area, repeatedly accompanying the strikes to gain information for use in future aerial assaults. Coordinating his forces with others, he assisted in executing heavy strikes against the Philippines. By his professional skill and devotion to duty, he contributed materially to the neutralization of enemy strongholds in the Western Carolines Area..."

In August 1944 he reported as Operations Officer on the staff of the Commanding General, Second Marine Aircraft Wing, Fleet Marine Force, and following brief duty in December of the same year, in connection with air support on the staff of Commander Air Force, U. S. Pacific Fleet, he became Officer in Charge of an Air Support Control Unit, Amphibious Force, Pacific. In the later capacity he participated in the invasions of Okinawa and Iwo Jima. He received a Letter of Commendation, with authorization to wear the Commendation Ribbon, for meritorious service during the assault and capture of Okinawa from April 1, to June 11, 1945.

Following temporary duty with Amphibious Group TWELVE, Pacific Fleet, he reported in August 1945 as Officer in Charge of Air Support Control Unit EIGHT, Amphibious Forces, Pacific Fleet. He continued to serve in that capacity until October 1945, after which he was in command of Air Support Control Units, Amphibious Training Force, Pacific Fleet. The next month, November 1945, he assumed command of the USS *Windham Bay*, and when detached from that vessel in March 1946, he became Officer in Charge of the Naval Air Reserve Training Unit, Miami, Florida.

Between January and August 1947 he was Commanding Officer of the Naval Air Station, Miami, Florida, after which he had duty as an Instructor at the Armed Forces Staff College, Norfolk, Virginia. In June 1949 he joined the staff of Commander Fleet Air, Quonset Point, Rhode Island, as Chief of Staff and in August of the next year war assigned to the Material Control Division, Office of the Chief of Naval Operations, Navy Department, Washington, D. C., where he served until July 1952 as Head, Shore Establishment and Aviation Branch.

He was then given overseas duty and he assumed command on 19 August as Commanding Officer, Naval Air Station, Barber's Point, Oahu, Territory of Hawaii. He held this command until detached 13 September 1955 when he was ordered as a member of the Naval Examining Board and the Physical Disability Appeal Board, Navy Department. He was serving in that capacity when relieved of all active duty pending his retirement, effective July 1, 1956. He was advanced to the rank of Rear Admiral on the Retired List on the basis of combat awards.

In addition to the Navy Cross, Bronze Star Medal with Combat "V," and the Navy Commendation Ribbon, Rear Admiral Leslie has the Ribbon for and facsimile of, the Presidential Unit Citation to the USS *Enterprise*; the American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal; World. War II Victory Medal; and the National Defense Service Medal.

He was married to the former Elizabeth Harris Black of Flintridge, Pasadena, California, and they had two sons, Lieutenant (jg) Maxwell F. Leslie, Jr., USN (USNA 1951) and Midshipman William N. Lesiie (USNA 1957), a member of the varsity football squad and Art Editor of the academy magazine Splinter.


1918


1957

**Robert R. Lester, LTJG, USNR**
**and Businessman**
"Robert"

Date of Designation: 1918 NA # 1473

Dates of Active Duty: 1918 - July 1919

Total Flight Hours: Unknown-All flight time was in trainers

Aviation Commands:
CO, Training Squadron 11, NAS Key West, FL.

## Duty Assignment Chronology

1918 - When duty allotments were handed out, greatly to my disappointment, I drew an assignment to lighter-than-air; that is balloons and dirigibles. I had always been interested in airplanes (heaver-than-air (HTA)). Fortunately, word was passed that those who disliked their assignments would be permitted to exchange if they located someone who preferred the other service. I was fortunate and switched to HTA, a step I never regretted. On a cold Saturday afternoon, clad in heavy olive drab wool uniforms, our flight training group boarded the train in Boston and headed south to Key West.

Key West Naval Air Station had only been opened a relatively short time, since December 1917. I finished ground school and took to flying like a duck to water, and soloed after four hours. When I was ready to be graduated and sent to Pensacola for the next stage of flying, I was asked if I would like to be commissioned immediately, and stay at Key West as an instructor (eliminating Pensacola). I was willing, and I immediately became a non-commissioned instructor awaiting the arrival of my commission. I never regretted my decision, but for the time being it did put me in a difficult position. All the other instructors were commissioned. I lived in the cadet barracks, messed with the cadets, took shore leave with the cadets - in fact I was still a cadet. In time my own student class moved on without me. I was neither cadet nor officer. This lasted for several weeks until my commission finally arrived.

There were plenty of planes and everyone was encouraged to spend as much time in the air as possible. At this time, no one really knew much about the potential of the airplane. Senior Officers, even if pilots, knew very little more than subordinates. This meant that a great deal was left to individual initiative and imagination.

There were two school squadrons on the base, numbers 11 and 12, each with 18 active planes. In each squadron six planes were assigned to six instructors per watch with about six students each. Each squadron had a CO, and either he or a check pilot passed each student from one stage to the next. Our school plane at that time was a Burgess-built N-9; a straight-winged, single float bi-plane, powered by an OXX motor (I believe this was a souped version of the OXS of Army Jenny fame), carrying one fairly heavy pontoon. This plane was underpowered with the OXX and would spin quickly and suddenly from a climbing left turn. On very still days it was hard to get off the water. Any wind helped, not only because it boosted the plane's relative speed, but because the choppy waves tended to break the pontoon loose from the water. Later we would have these same planes powered by Hispano-Suiza motors, which gave splendid performance. Powered in this way, I believe they were known as the V2. We also had a few Aeromarines and F-boats.

In March of 1918 when the Germans made a successful penetration of the Western Front, in Key West we heard little about these events. There were no newspapers, radio and of course, no TV. We were busy training pilots and flew from sunrise to sunset, and the mechanics worked all night to keep the planes up. When we arrived at the beach in the morning, the crews would have the first planes in the water and the motors turning over idling, ready for the student and instructor to take off as soon as the first morning half-light made the water visible. We flew until it was too dark to be safe for students to be in the air. On glassy summer days it was difficult for even an experienced pilot to locate the exact surface of the water. I have seen students make a perfect

- Continued -

"three-point landing" fifty feet in the air, and then drop a wing and spin in; or I have seen him go straight into the ocean without even breaking his glide.

When the flag came down at dark, the officers in command of the squadron checked paper work and the maintenance work going on in the hangar before going ashore. It would probably be ten or after before I reached my room, and it was 4:00 to 5:00 a.m. when I left it.

In these days of intercom systems and all sorts of electronic aids, it is interesting that our only communication with a student was by hand signal. Because of the noise it was necessary to develop formal and generally understood signals. It was convention that the instructor's hands must be always in sight of the student, resting each one on the edge of the cockpit cowling. In that position the instructor made small hand motions -- two hands to show that the nose was too high or too low--one hand signaling to lift a wing--tapping the cheek to show a skid or a slip--pointing to another plane in the air to avoid a collision. If it was necessary to suddenly take controls from the student, the instructor's hands disappeared from the student's sight and the dual controls were shaken, signaling that the instructor was taking over and the student should remove his hands and feet from the controls.

This went on day after day, from morning to night, in the hot summer weather. Our uniform, without exception, was flying helmet, goggles, a khaki shirt, a pair of khaki trousers, and sneakers. No underwear, and no uniform insignia of any kind. Even that many clothes was a concession to the civilized life of the school. Sometimes members of the Patrol Squadron returned from a long day's patrol in the hot summer weather wearing nothing but their tennis shoes. The rudder was hard on bare feet!

Sometime at the end of the summer, I was placed in command of Squadron 11. I don't know why I was selected to take charge of this squadron, but I suspect it was because I showed initiative in turning out many students. I developed the practice of scheduling my students, and insisted that the next student up must always be standing on the beach, with helmet and goggles in hand, when I came up with his predecessor. If you were instructing for half a day, and limiting each flight to approximately 30 minutes, which is about all a new student could assimilate, a great deal of time could be lost sending for a student who was, perhaps, shooting craps on the ground floor of the tower.

In addition to our regular duties, we so-called senior officers, although we were still at the time all Ensigns, would experiment. One must again recall that in those days not very much was known about flying. The modern aviator would, I suspect, be horrified to learn that I once deliberately flew into a black thundercloud at about 6,000 feet, just to find out what would happen. I did! I was whirled around and thrown upward and sideways, completely out of control, and finally ejected from the black mass of boiling currents with my flying wires loose and my wings actually flapping. Those old bi-planes were meant to take punishment which would tear the wings off a modern small plane. They were little more than flying box kites with sturdy vertical struts (wood) connected at the top and bottom with a double pair of "landing wires" and "flying wires" making a cross in each bay, and thus a cantilever truss out of the wings. The wires were galvanized cable, kept covered with grease to retard corrosion by salt water. The wings, of course, were fabric over wooden spars and framing. The wires and struts could be pulled out of shape, but I never knew a wing to collapse except when it was caused by a collision. I once came down through 12,000 feet of violent turbulence, and never really worried about my wings.

We tried everything. In the very early days out skipper had insisted that we fly in bad weather, saying that the Navy was not paying to train "fair weather pilots". This was wartime days when the skies were filled with students. His policy turned out to be impractical, as after a passing squall, the water would be spotted with downed or wrecked airplanes, and very often, one or two students would be missing, only to be discovered on a strange island, or drifting at sea. We never lost one.

The final test of the student pilot was to make a "dead stick landing" to a mark. Out in the North Bay of Key West was a buoy. The student must cut his engine (we had no self-starters in those days) at least 2,000 feet altitude and land as close as possible to the buoy. Since precision was so much prized, some of the instructors started exercising their talents on other marks. At last I thought I was so good that I decided to land at the crowded beach with a "dead stick". Since the beach was usually lined with float planes resting nose against the concrete while they were being refueled or embarking students, this called for not only accurate judgement of angles, but of speed and momentum, with absolutely no last minute chance for a correction. I approached on a glide into the wind, parallel to the beach, then turned at right angles to make a landing. Normally one landed on the water off the beach and then turned and taxied into the designated spot. I made my glide, made my turn just off the water in the air, and started for my slot. Unfortunately, I had miscalculated momentum, and hit the beach at such speed that I skipped up the beach on my pontoon, across the concrete apron, and partly into the hangar, while mechanics scurried for their lives, and my colleagues whooped with glee. In the course of my wild ride on land, I damaged two other planes, as well as my own. I well remember the skipper's words in his office the next morning. "Mr. Lester, we like to see young pilots show imagination and initiative, but if anything more like this happens, I am afraid you will be too expensive for the Navy, and we will have to go outside and find somebody to buy planes for you to experiment with!"

## Summary of Significant Career Events

(1) One of five Kansas citians who founded Kansas City's first commercial airport in 1922.



**Percival F. Lewis, Lieutenant, USNR**

Lieutenant Percival Frederick Lewis was born in Chicago, Illinois in August 1896, the son of George R. and Effie Hyde Lewis. He attended Milwaukee public schools and the University of Wisconsin (Class of 1920) for two years. While attending school he played football, basketball and was a member of the swimming team, He married Mrs. Emily Hausmann of Milwaukee, Wisconsin on May 12, 1928. They had a son James Frederick Lewis and a daughter Patricia Ann Lewis.

After leaving the University of Wisconsin in 1920, he entered the insurance business in Milwaukee and southern Wisconsin and operated an insurance agency. In 1921 he was Chairman in charge inflation and starting a balloon race (with 13 entrants) from Milwaukee. He entered Naval aviation from 1918-1919, earned his wings and was stationed in Pensacola, Florida, Akron, Ohio, Massachusetts Institute of Technology at Cambridge, Massachusetts, and at Rockaway Beach, Long Island. He later became Executive Officer at a Navy Naval Air Station Flight Instrument School in West Lexington (??). Also, for two years he was active in forming squadrons of cadets in the V5 program in Milwaukee and other parts of Wisconsin.



1965


1979

## James B. Linder, Rear Admiral, USN (Ret.)

"Jim"

Date of Designation: 25 October 1950

Dates of Active Duty: 5 May 1943 - 1 September 1979

Total Flight Hours: 4,920

Carrier/Ship Landings: Fixed wing: 930 Rotary: 20

Approximate Flight Hours:
Jet: 4,500 Prop: 400 Helo: 20 VF/VA: 4,295
VR/VP: 140 HS/HU: 20 VS: 30 VT: 435

Combat Tours:
Korea: VF-112, USS *Philippine Sea,* Dec. 1951-Jul. 1952;
VF-112, USS *Kearsarge,* Jun. 1953-Dec. 1953.
Vietnam: VA-76, USS *Enterprise,* Dec. 1965-Jul. 1966;
CVW-15, USS *Coral Sea,* Aug. 1967-Feb. 1968
Total combat missions flown: 455

Aviation Commands:
CO, VA76, Oct. 1965-Oct. 1966
COMCVG-15, Feb. 1967-May 1968
CO, USS *Sylvania* (AFS-2), Jun. 1971-Sep. 1972
CO, USS *Forrestal* (CVA-59), Oct. 1972-May 1974
COMCARGRU-4, Jul. 1975-Jul. 1977
Commander, U.S. Taiwan Defense Command, Jul. 1977-Apr. 1979

Combat Awards:
Navy Cross
Distinguished Service Medal
4 Silver Stars
4 Legion of Merit
7 Distinguished Flying Crosses
Bronze Star
24 Air Medals
2 Navy Commendation Medals
Navy Unit Commendation (CAG 15)

## Duty Assignment Chronology

| | |
|---|---|
| 6/49-9/49 | USS *Franklin D. Roosevelt* (E Division Junior Officer). |
| 9/49-12/50 | Flight Training, Pensacola & Corpus Christi. |
| 1/51-5/51 | FASRON-7, San Diego, (Duty Involving Flying). |
| 5/51-4/54 | VF-112, (Navigation Officer, Av. Equip Survival Officer, Legal Officer, Asst. Admin.) |
| 4/54-3/57 | NAS Willow Grove, PA. (Comm. Officer, Av. Safety Officer , Flight Training Officer). |
| 4/57-9/57 | NAS Glynco, GA. (Student). |
| 9/57-7/59 | CVA-42 (CCA (23) , Asst CICand Operations Department Assistant). |
| 8/59-6/60 | Naval War College (Student). |
| 7/60-12/60 | VA-44, NAS Jacksonville, FL. (RAG Training). |
| 12/60-6/62 | VA-172, NAS Cecil Field, FL. (Operations Officer and XO). |
| 7/62-8/63 | BUPERS (A22), Legislative Branch. |
| 8/63-7/64 | BUPERS (Aide to Chief of Naval Personnel). |
| 8/64-12/64 | VA-43, NAS Oceana, VA. (RP/RAG Training) |
| 12/64-10/66 | VA-76, (X0 and CO from 10/65-10/66). |
| 10/66-2/67, | CVW-12 (RAG Training). |
| 2/67-5/68 | CVW-15 (Air Wing Commander). |
| 7/68-9/69 | BUPERS (Pers-B1), Pers DST Officer and Aviation Captain Detailer. |
| 9/69-3/71 | Asst. Secretary of Navy, Manpower & Reserve Affairs (Executive Assistant, Senior Naval Aide). |
| 6/71-9/72 | CO, USS *Sylvania* (AFS-2). |
| 10/72-5/74 | CO, USS *Forrestal* (CVA59). |
| 5/74-6/75 | OPNAV (Asst VCNO/Dir of Naval Admin.) |
| 7/75-7/77 | Commander, Carrier Group FOUR. |
| 7/77-4/79 | COMUSTDC (Commander). |
| 5/79-7/79 | CINCPAC ( Asst to CINC) |
| 9/1/79 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) Married Miss Patricia Weir from Mt. Pleasant, Iowa on 9 June 1949. Our daughter lives in Las Vegas, NV and our son hails from Houston, TX.

(2) Designated Naval Aviator October 1950 then to duty in VF-112.

(3) Flew 68 strike/escort missions over North Korea from the decks on USS *Philippine Sea* (1952-53). Combat sorties included strikes on the Chosin hydroelectric power complex, truck parks, rail yards and troop concentrations .

(4) In 1953, while deployed on USS *Kearsarge,* partici pated in a scheduled team aerial gunnery "shoot out" between Pacific Theatre Navy and Air Force fighter pilots at Meho AFB in western Japan. The event was canceled by the Air Force command when the Navy team's high gunnery scores were reported during the workup phase. We had to pack our bags and fly back to the carrier without the trophy.

(5) Assigned to NAS Willow Grove to conduct jet transition training for WW II fighter pilots in four squadrons. This tour was exciting and challenging! (1954-1957).

(6) Carrier duty on USS FDR as CATTC officer and Assistant Operations Officer. (1957-1959).

(7) Naval War College, Newport. (1960).

(8) Operations Officer in VA-172 with Med deployment on board FDR. Participated in recovery operations involving John Glenn's Mercury space flight in 1962. Leader of flight assigned to return all information and data associated with the recovery to Patrick AF base. (1960-1962).

(9) Participated in shakedown cruise of the Navy's first nuclear carrier USS *Enterprise* off Guantanamo, Cuba. (1962)

(10) Deployed as CO, VA 76 on USS *Enterprise,* Tonkin Gulf ('65/'66). Flew 145 combat sorties from her decks.

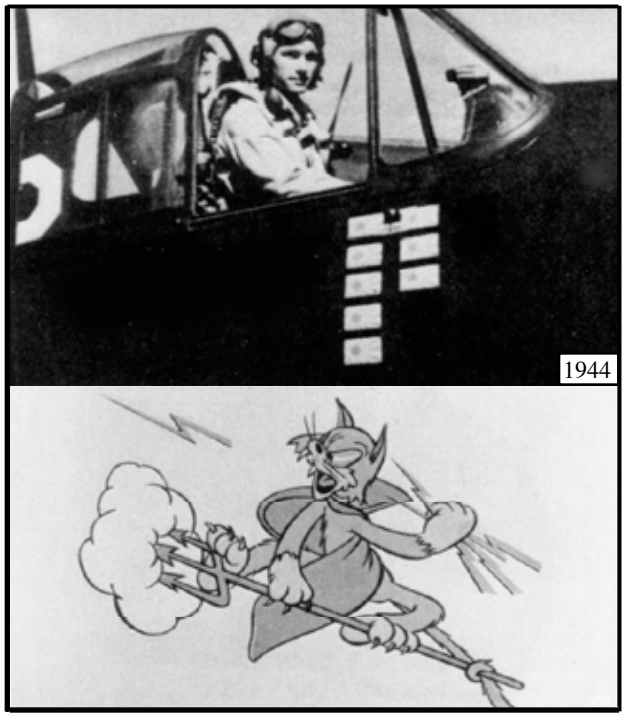
(11) Returned as CAG-15 on board USS *Coral Se*a ('67/'68) to complete 232 additional combat sorties in Vietnam. Targets included SAM sites, bridges, rail terminals, power plants, truck parks and joint Air Force/Navy combined strikes against Phuc Yen airfield.

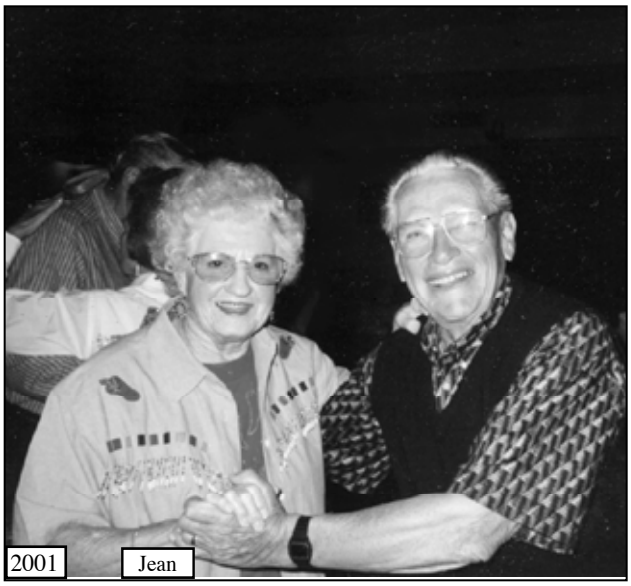
(12) Assumed command USS *Forrestal* (CVA-59) in 1972. Awarded Admiral Flatley safety award for years 1973 and 1974.

(13) While deployed in the Med, *Forrestal* and CVW-17 conducted extensive rescue and logistic support operations in Tunisia, North Africa. During their severe flood in 1973, the ship and air wing rescued over 700 civilians who were stranded and in grave danger.

(14) Assumed command of CARGRU4. While embarked in USS *America,* played a significant role in planning and conducting the evacuation of Americans from Lebanon during a crisis in the mid seventies. The numerous Soviet guided missile ships surrounding our forces posed a serious threat but they did not intervene in the operation.

(15) As Commander, US Taiwan Defense Command, my role included the evaluation of the military posture of the Republic of China and submitting recommendations to their high command regarding their air and sea defense posture. My command also supervised and executed the withdrawal of all US military personnel and their dependents from the island in 1979.




**Elvin L. Lindsay, LCDR, USN (Ret.)**
"Lin"

Date of Designation: January 1941

Dates of Active Duty: 1941-1947

Total Flight Hours: 3,224

Carrier/Ship Landings: Fixed wing: 71

Combat Tours:
WW II: Pilot in VF-19, 1943 in Pacific. Shot down 8 Japanese planes. Led flight attacking Japanese carrier fleet in second battle of the Philippine Sea.

Aviation Commands:
CO, VF-19 Nov 1944 - Jan 1945
CO, VBF-19 Jan 1945 - Aug 1945
O-in-C, Printers School NATTC, Memphis, Tenn.

Combat Awards:
Navy Cross
2 Silver Stars
Distinguished Flying Cross
Navy Commendation Medal (USS *Lexington*)

## Duty Assignment Chronology

| | |
|---|---|
| 1940 | Student at the University of Idaho. Learned to fly primary and advanced under the Civilian Pilot Training program. |
| 1941 | Designated an Aviation Cadet and went to Pensacola, FL for training. |
| 1941 | Designated an Ensign Naval Aviator and went to instructor school, then to Chevalier Field NAS Pensacola, FL. as an instrument flight instructor for 2 years. |
| 8/15/43 | Sent to newly commissioned Air Group 19 as a fighter pilot. We trained in gunnery, bombing and carrier qualification before going aboard the USS *Lexington* CV-16. |
| 7/5/44 | The next several months were spent strafing enemy positions on Guam, Saipan and Iwo Jima. |
| 8/5/44 | As flight leader, I tried to bring a rescue vessel in to rescue my downed wingman in an enemy harbor. I landed beside the sub after receiving damage and spent 25 days aboard the USS *Gato* before landing at Midway and returning to the carrier. |
| 9/18/44-11/23/44 | Delivered strafing and bombing attacks on Formosa, the Philippines and Okinawa. My four plane division was the first allied planes to attack Lipa Airfield which was loaded with over 50 Betty bombers and many single-engine planes in the revetments. How do I know I was the first to attack ? - because the parked twin engine Betty bombers were undamaged. We four strafed and burned at least 30 before we ran out of ammo. When I returned to the carrier, Adm. Mitscher wanted to know all about Lipa Airfield which was a threat to the Leyte Island landing. |
| 10/24/44 | Shot down 2 bomb-carrying Zekes near the Philippines. |
| 10/25/55 | Led fighter bomber attack on enemy carrier force off Northern Philippines. Our Air Group was credited with sinking the *Zuikako* which had taken part on the attack on Pearl Harbor. This sea action was later called the 2nd Battle of Philippine Sea. Fifteen (15) Navy crosses went to fighter pilots in VF-19. |
| 11/6/44 | Led a fighter sweep of 6 F6F Hellcats in the Manila area, where we caught 15 enemy |

- Continued -

## Duty Assignment Chronology continued

planes unaware. We shot down 13 of the 15 15 without loss to U.S. A kamikaze hit our ship, the *Lexington*, this date causing loss of life and great damage to radar and radio. We operated one more day and then headed for Ulithe Atoll.

11/23/44 Relieved to go home for Christmas.



1943

1/26/45- Designated CO of VBF-19 as Lieutenant Commander, USNR.

10/26/45 flying F4U-1s and then F4U-4s and later F8Fs. At age 25, I was told I was the youngest squadron CO in the Navy.

8/45 End of war, we were in Hawaii on our second trip. I requested inactive duty to collect a war bonus.

8/2/46 Requested a return to active duty. Was immediately recalled to LT CMDR USN, and designated CO of the Printers' School NATTC, Memphis, Tenn.

11/5/46 An offer by a private businessman was too good to pass up so I resigned my commission.

1946 Became operator of a large wheat ranch.

1946 Renewed Commercial pilot rating.

1950-1953 Elected to two terms as member of the board of directors of Palouse Grange Supply, a large petroleum and fertilizer supplier.

1960-1972 Became partner in an agricultural spray business flying Stearmans, Grumman AgCats, Piper Cubs and Call Air. Flew a Cessna 206 as an air taxi.

1962 Developed an allergy to weeds. Qualified for a job as office manager for the ASCS, U. S. Dept. of Agriculture.

1975 Elected to the Board of Directors of the Federal Land Bank, Spokane, Washington.

1981 Elected to two terms as member of the Board of Directors of Palouse Producers, a large petroleum and fertilizer supplier.

1985 Retired from the agricultural business and sold the ranch.

1985 Became active in the American Fighter Aces Association and elected to its, Board of Directors.

1991 Served two years as Chairman of the American Fighter Aces Museum Foundation located at Falcon Field, Mesa, Arizona.

1991 Joined the Legion of Valor.

2001 Elected Commander of the Arizona Chapter, Legion of Valor.

Was widowed in 1973 and later married a widow lady. In our combined families, we have five children, eight grandchildren and two great grandchildren.



VA-42 AD squadron - 1957



1999 Evelyn

## Robert N. Livingston, Captain, USN (Ret.)

"Bob"

Date of Designation: 15 December 1954

Dates of Active Duty: 8 September 1952 - 31 May 1983

Total Flight Hours: 5,024

Carrier/Ship Landings: Fixed wing: approximately 900

Approximate Flight Hours:
Jet: 3,000 Prop: 2,000 VF/VA: 2,985 VS: 1,000
Other: 1,072 (VT, VX-5, NATC, Ships Company)

Combat Tours:
Vietnam: VA-55 (A4), Jul. 1964-Oct. 1964, - 10 missions (recce, tanker, strike).
Vietnam: USS Ticonderoga (C1), 1965 and 1966, Ships Company (numerous utility flights into various places in-country).
Vietnam: VA-147 (A7A), 1969, - 5 missions (strike).
Vietnam: VA-147 (A7E), 1970, - 79 missions (strike).
Vietnam: USS *Constellation*, 1972-1973 Operations Officer.

Aviation Commands:
CO VA-147, 15 Feb. 1970 - 29 Jan. 1971
CO VA-122, 28 Nov. 1973 - 7 Feb. 1975
CO VX-5, June 1975 - May 1977
CO NAS Beeville, TX, 2 Mar. 1979 - July 1979
Commander Training Air Wing Three, 2 Mar. 1979 - 6 Mar. 1981

Combat Awards:
Legion of Merit (2)
Bronze Star
Air Medal (10)
Defense Meritorious Service Medal
Meritorious Service Medal

## Duty Assignment Chronology

| | |
|---|---|
| 8/52-5/53 | Boot Camp, ANP School, AT School. |
| 5/53-12/54 | Flight Training. |
| 12/54-6/56 | VS-36, NAS Norfolk. |
| 6/56-2/59 | VA-42, NAS Oceana. |
| 2/59-10/59 | TPS, NATC Patuxent River. |
| 10/59-2/62 | Service Test, NAS Patuxent River. |
| 2/62-10/64 | VA-125 RAG then VA-55, NAS Lemoore and Vietnam. |
| 10/64-5/66 | USS *Ticonderoga* (Nuclear Weapons Technical Supervisor) San Diego and Vietnam. |
| 5/66-6/68 | U. S. Naval Post Graduate School, Monterey. |
| 6/68-2/69 | VA-127 (Instruments) and VA-122 (A7 training), NAS Lemoore. |
| 2/69-1/71 | VA-147 (XO and CO), NAS Lemoore and Vietnam. |
| 1/71-1/72 | ComNavAirPac Staff, North Island, A7 Training Officer. |
| 1/72-6/73 | USS *Constellation*, (Operations Officer) San Diego and Vietnam. |
| 6/73-2/75 | CO VA-122, NAS Lemoore. |
| 2/75-5/77 | CO VX-5, NWC China Lake. |
| 5/77-2/79 | DDT&E Pentagon (Director of the TASVAL joint test). |
| 2/79-3/81 | Commander Training Air Wing Three, NAS Beeville, TX. (Was also CO). |
| 3/81-5/83 | Headed a highly classified project under the Director of Naval Intelligence. |
| 5/31/83 | Retired from active duty. |

## Summary of Significant Career Events

(1) Attended the U. S. Navy Test Pilot School 1959, graduating in Oct. and was assigned to the Service Test Division. Was chief project pilot on the S2F-3. Participated in the NPE for that aircraft and subsequently conducted the BIS service suitability trials. Flew the airplane across the Atlantic to the 24th International Air Salon at LeBorget airfield in Paris, France. Demonstrated the airplane at the air show and

- Continued -

Summary of Significant Career Events continued

subsequently toured England and Germany for further demos. Was the assistant Project Pilot for the WF2 BIS trials including the all-weather work. Participated in a project to test sidearm controllers at high G loads on the centrifuge at Johnsville, Pa. This was in connection with the Apollo Capsule design.

Was a project pilot on the Fulton Sky Hook (an aerial retriever that picked up a load from the ground with a fixed wing aircraft. In this case a P2V-5F.) project

Flew the following aircraft while at TPS and the Test Center: AD, T-28, SNB, T2V, TV-1, T2J, F9 series, F11F, F4D, FJ, F8, A4, S2F-3, WF-2, P2V.

(2) While deployed with VA-55 in Ticonderoga in 1964, participated in the first air strike into North Vietnam after the PT boat attacks on the USS *Madox* and USS *Turner Joy.*

(3) CO of first A7E squadron, VA-147, 1970. Dropped the first bomb in Vietnam from the new airplane.

(4) CO of VA-122, A7E Replacement Air Group (RAG) 1973-75. Squadron won the Safety Award and the Lemoore Bombing Derby under my guidance.

(5) CO of VX-5, China Lake, 1976-77. Squadron had numerous weapons projects, including Condor, laser guided bombs, shrike, and standard arm. Did verification tests on A7 and A6 software. Did initial evaluation of the FLIR pod.

(6) While assigned to DDT&E, Dept. of Defense, 1978, I was designated the primary project officer on a joint test called TASVAL which was to evaluate the effectiveness of the USAF A10s and USA attack helicopters against a simulated Soviet armored brigade. The test used an elaborate laser system to keep track of the players. I did the airborne tests of the system prior to installing it in the test machines.

(7) Commander Training Air Wing Three, 1979-80.

(8) Was appointed as Head of Special Projects, in Naval Intelligence, 1981-83. Headed up a select team of scientists and engineers to evaluate information of a highly classified nature. Worked in total secrecy until I retired in May of 1983.





**William H. Livingston, RADM, USN (Ret.)**
"Tag"

Date of Designation: 2 January 1943 NA # J-726

Dates of Active Duty: 9 April 1942 - 30 June 1974

Total Flight Hours: 4,800

Carrier/Ship Landings: Fixed wing: 317

Approximate Flight Hours:
Jet: 1,215 Prop: 3,500 VF/VA: 3,000
Other: 1,720

Combat Tours:
WW II: VC-40 (SBDs), May 1943 - Apr. 1944, Solomon Islands, - 38 combat missions.
WW II: AG-16, VF(N) (F6F-5Ns), USS *Randolph* (CV-15)
Jun. 1945 - Sep. 1945, Japanese Homeland Campaign - 21 combat missions.
Vietnam: CO, USS *Ranger* (CVA-61), Mar. 1968 - May 1969, Vietnam, (Tonkin Gulf).

Aviation Commands:
CO, VF-41 (F2H-3s), Jun. 1955 - Jun. 1957.
Director, U. S. Naval Test Pilot School, Jun. 1958 - Dec. 1960.
CO, VX-4, Jan. 1961 - Mar. 1962.
CO, USS *Ranger* (CVA-61), Mar 1968 - Jun. 1969.

Combat Awards:
Legion of Merit
3 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 4/42-2/43 | Flight Training (NAS Atlanta and NAS Jacksonville). |
| 2/43-3/43 | Operational Training, VB, NAS Daytona Beach, FL. Carrier qualified USS *Wolverine*, Lake Michigan, March 27, 1943. |
| 5/43-8/43 | ComSoWestPac, Noumea, New Caledonia - Pool Pilot. |
| 9/43-5/44 | VC-40 (SBD's), Combat Operations, Solomon Islands Campaign. |
| 6/44-10/44 | Operational Training, VF and VF(N), NAS Vero Beach, FL. |
| 11/44-3/45 | Operational Training, VF(N), NAAF's Westerly and Charlestown, R.I. |
| 4/45-5/45 | Operational Training VF(N), NAS Barber's Point, HI. |
| 6/45-10/45 | VF(N) pilot (F6F-5N), USS *Randolph* (CV-15), Combat Operations, Japanese Homeland Campaign. |
| 11/45-5/46 | VF(N) Instructor, NAS Vero Beach, FL. |
| 6/46-7/47 | ATU-4, Instructor, NAS Jacksonville, FL. |
| 8/47-5/49 | U. S. Naval Postgraduate School (Student), Annapolis, MD. |
| 6/49-8/49 | Flight Test Division, Naval Air Test Center, Patuxent River, MD. (Project Pilot). |
| 9/49-6/50 | Princeton University, Princeton, NJ (Graduate Student). |
| 7/50 | FAWTULANT, NAS Key West (Refresher Training). |
| 8/50-7/52 | VF-22, (F9F-2/F2H-2), NAS Cecil Field, FL. (Maintenance Officer). |
| 8/52-2/53 | U.S. Naval Test Pilot School (USNTPS), NATC Patuxent River (Student). |
| 3/53-3/55 | Flight Test Division, NATC Patuxent River, (Project Pilot). |
| 4/55-6/55 | XO, VF-82, (F2H-4), NAS Oceana, VA. |
| 7/55-6/57 | CO, VF-41, (F2H-3), NAS Oceana, VA. |
| 7/57-6/58 | Naval War College, Newport, RI. (Student) |
| 7/58-12/60 | Director, U. S. Naval Test Pilot School, NATC Patuxent River. |
| 1/61-4/62 | CO, VX-4, NAS Pt. Mugu, CA. |
| 5/62-5/63 | USS *Hancock* (CV-19, (Operations Officer and Executive Officer). |
| 6/63-2/66 | Weapons Systems Evaluation Group, DDR&E, Pentagon, Washington, D. C. |
| 3/66-3/67 | CO, USS *Aucilla* (AO-56). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 4/67-1/68 | Deputy Superintendent, U. S. Naval Postgraduate School, Monterey, CA. |
| 3/68-6/69 | CO, USS *Ranger* (CVA-61). |
| 8/69-8/70 | Deputy Commander, Field Command, Defense Atomic Support Agency, Sandia Base, Albuquerque, NM. Commander, Joint Task Force Eight. |
| 9/70-8/73 | OPNAV (OP-982), Director, Air, Surface and Electronic Warfare Division, Pentagon. |
| 9/73-6/74 | U.S. Defense Attache, Naval Attache and Naval Attache for Air, United Kingdom, London, England. |
| 6/30/74 | Retired from active duty |

## Summary of Significant Career Events

(1) Married Margaret Ellen Bazler, Vero Beach, Florida in 1944. Have four daughters, four grandchildren.


Margaret

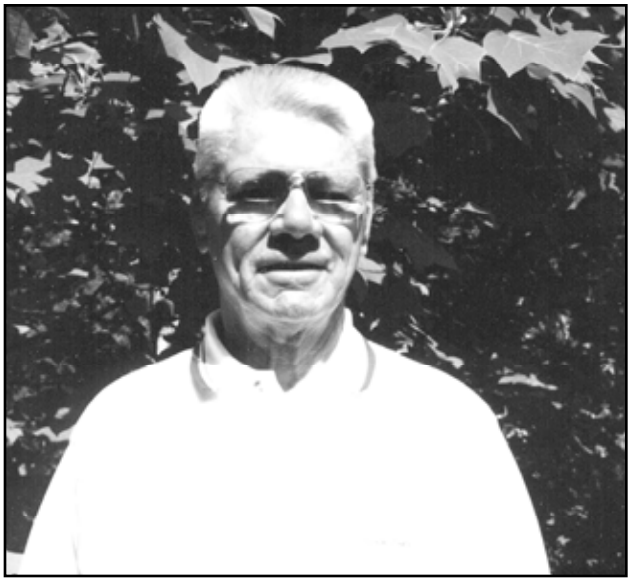
(2) Outstanding Student Award, Class Nine (9) USNTPS, 1953.

(3) First Navy Preliminary Evaluation F11F, 1954.

(4) U.S. Member. Advisory Group For Aeronautical Research and Development, NATO, 1958-1960.

(5) U. S. Member, NATO Naval Armaments Group, 1970-1973.





## Herbert H. Long, Colonel, USMC (Ret.)

"Herb"

Date of Designation: 19 November 1941 NA # 9755

Dates of Active Duty: 15 Mar 1941 - 30 June 1968.

Military Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 240 (218 prop, 22 jet).

Combat Tours: Total Combat Missions - 173
World War II: Guadacanal
VMF-121 (F4F), 12/23/42 - 1/30/43
VMF-122 (F4F), 4/10/43 - 4/25/43
VMF-122 (F4U), 6/13/43 - 7/23/43

USS *Bunker Hill* (CV- 17)
VMF-451 (F4U), 2/10/45 - 5/11/45

Aviation Commands:
CO, VMF-114 (8/2/45 - 3/1/46), Santa Barbara, and Cherry Point, NC.
CO, VMF-114 (3/1/47 - 7/15/48), Cherry Point and USS *Salerno Bay.*
CO, VMF-451 (7/1/56 - 5/1/57), Atsugi, Japan.

Combat Awards:
2 Purple Hearts
17 Air Medals
8 Distinguished Flying Crosses
Legion of Merit with Combat "V" (Vietnam)

## Summary of Significant Career Events

(1) WW II, Destroyed 10 enemy aircraft. Member of the American Fighter Aces Association.

(2) 3 - 5" Hvar Rocket hits on Japanese aircraft carrier Ryuho at Kure Naval Base, Inland Sea, Japan.

(3) Exchange pilot with British night fighter Squadron 809 and Carrier Trials Unit, RNAS Ford. Participated in the sea trials of new aircraft carrier "*Eagle*." Flew to and operated from RNAS Halfar, Malta.

(4) Led "pathfinder" flight from MCAS Kaneohe to Naval Station Midway and return, 16 August 1958, in FJ-4 aircraft. (A "first" for naval aviation single engine and single seat jet aircraft). Data from this flight contributed to the successful TransPac of VMF-212 and VMF-214 from MCAS Kaneohe to MCAS Atsugi in response to the Que Moy-Matsu Crisis, 5-8 October 1958.



**Theodore C. Lonnquest, Rear Admiral, USN**

Theodore Clayton Lonnquest was born in Lynn, Massachusetts, on April 10, 1894, son of David E. T. and Carrie Belle (Thurston) Lonnquest. He received his education in the public schools of his native city and Dartmouth College, Hanover, New Hampshire, where he was graduated as a Phi Beta Kappa scholar with a Bachelor of Science degree in June 1917. Shortly after graduation he enrolled on July 30, 1917 in the U. S. Naval Reserve Force, and on October 1 of that year was commissioned Ensign in the USNRF. He was promoted successively to Lieutenant (jg), and Lieutenant during the war period. Transferred to the Regular Navy on November 30, 1921, he subsequently progressed in rank, attaining that of Rear Admiral, to date from July 4, 1943. On May 1, 1956 he was transferred to the Retired List of the U. S. Navy.

Called to active duty with the Naval Reserve Force in July 1917, he served throughout World War I at the Naval Air Station, Chatham, Massachusetts, He was attached to the Naval Air Station, Akron, Ohio, in August and September 1919, when he was transferred to the-Naval Air Station, Pensacola, Florida. He is one of the few Naval officers to receive designations as a Naval Aviator for both LTA (dirigibles) and HTA (airplanes). In June 1922 he reported for instruction in aeronautical engineering at the Postgraduate School, Annapolis, Maryland, and from July 1923 until May 1924 continued the course at the Massachusetts Institute of Technology, Cambridge from which he received the degree of Master of Science in 1924.

During October and November 1924 he served in the USS *Langley* and in December joined Observation Squadron TWO. In March 1925 he reported as Senior Aviator with Observation Squadron ONE) attached to the USS *Pennsylvania*, and in September 1926 assumed further duty in connection with engineering with that squadron. After his return to the United States in July 1927, he served for three years in the Bureau of Aeronautics, Navy Department, Washington, D. C., first in the Scientific Section, later in the Design Section of the Material Division, in charge of instrument and propeller development. He was responsible for the Navy's program to develop flight instruments of greatly improved versatility and reliability, standardized with those of the Army and replacing the aircraft instruments of World War I. The program included the use of molded phenolic material for instrument cases, one of the Navy's early service utilization of plastics which was to become so common a generation later,

In July 1930 he returned to sea as Executive Officer of Torpedo Squadron TWO-B. based on the USS *Saratoga*, flagship of Aircraft Squadrons, Battle Fleet. During the period July 1931-November 1932 he was Force Engineering Officer on the staff of Commander Aircraft, Battle Force, and for five months thereafter was in command of Scouting Squadron TWO-B, still based on the *Saratoga*. He was then called to Washington, D. C., to become Director of the Power Plant Design Section, Bureau of Aeronautics, where during a four-year tour of duty, he pioneered in the Navy's program to perfect the two row radical aircraft engine and the mechanically driven multistage supercharger. Both of these developments subsequently proved their merit as the foundation of the Navy's combat aircraft engine program of World War II.

Between March 1937 and February 1941, he had duty as Assembly and Repair Officer at the Naval Air Station, Norfolk, Virginia, Designated for Aeronautical Engineering Duty Only, by Act of June 25, 1940; he returned to the Bureau of Aeronautics to serve throughout World War II as Deputy Director and later as Director of Engineering. This assignment included service in the Pacific Area, in connection with the introduction of new aircraft developed under his direction.

He was awarded the Legion of Merit and cited in part as follows: "For exceptionally meritorious conduct...as Assistant Director, and later Director of the Engineering Division, Bureau of Aeronautics from February 1941 to October 1945. Responsible for the engineering of combat aircraft and equipage of constantly improved quality, Captain Lonnquest was instrumental in the revolutionary advances which have made this nation the greatest naval air power in the world. Displaying extraordinary understanding of the problems involved, he supervised the widely divergent programs which provided aircraft with increased firepower, higher performance engines, additional armor protection, new electronic weapons and other improvements resulting in greater combat efficiency and safety in flight...(His) foresight, sound administrative policies and devotion to duty were major factors in the effective functioning of naval airpower and materially contributed to the successful prosecution of the war." - Continued -

He is entitled to the Ribbon for, and a facsimile of, the Navy Unit Commendation awarded the USS *Wasp*, for service from May 19, 1944 to August 15, 1945.

In January 1946 he was designated Special Assistant to the Chief of the Bureau of Aeronautics. As such, he was the representative of that Bureau on the staff of the Commander, Joint Task Force ONE, during Operation CROSSROADS - the atomic bomb test at Bikini Atoll. He received a Letter of Commendation with Ribbon, from the Secretary of the Navy for outstanding performance of duty as Officer-in-Charge of the Bureau of Aeronautics Group on the staff of the Director of Ship Material, Joint Task Force ONE, during Operation CROSSROADS from January 21 to October 14, 1946. (He) had complete charge of all planning, preparation and inspection in connection with aircraft and other Bureau of Aeronautics equipment and materials exposed for the two atomic bomb tests. In addition, he supervised several Bureau of Aeronautics projects, the most important of which was the Navy Drone program and further, rendered outstanding service as Head of an Initial Boarding Team which boarded target vessels for inspections immediately after the two explosions...obtaining extremely important test information and contributing materially to the success of the history-making operation.

Upon his return from Bikini, he had duty in connection with aviation applications of atomic energy, in the Office of the Chief of Naval Operations, Navy Department. In January 1947 he was transferred to the Office of the Secretary of the Navy for duty with the Atomic-Energy Commission. In that assignment he was a Member of the Military Liaison Committee and the Atomic Energy Sub-Committee of the Joint Research and Development Board. He became Assistant Chief of the Bureau of Aeronautics for Research and Development in June 1947, with additional duty as Technical Assistant to the Deputy Chief of Naval Operations (Air). The same month, he was appointed by the President to be a member of the National Advisory Committee for Aeronautics and in 1948 received from the National Air Council the Navy award for outstanding achievement in aviation research and experiment during that year,

In April 1949 he became Deputy Chief and Assistant Chief of the Bureau of Aeronautics, Navy Department, and continued to serve in that capacity until September 1952. On October 28, he reported as Bureau of Aeronautics General Representative, Central District, Wright-Patterson Air Force Base, Dayton, Ohio, and was later assigned additional duty on the staff of the Commander Eastern Sea Frontier and was Interim Deputy Chief of the Bureau of Aeronautics under the Catastrophe Plan. He was relieved of all active duty pending his retirement effective May 1, 1956.

In addition to the Legion of Merit, the Commendation Ribbon, and the Navy Unit Commendation Ribbon, Rear Admiral Lonnquest has the Victory Medal (World War I); the American Defense Service Medal; the American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; and the National Defense Service Medal. He also has the Expert Pistol Shot Medal.

In 2923 he married Miss Marie Alice Born of Pensacola, Florida. They had two children, son, Lieutenant T. 0. Lonnquest, Jr., USN (USNA, Class of 1945), and a daughter, Mrs. Dorothy Elaine Rickard.

He was a Member of Phi Beta Kappa and Lambda Chi Alpha fraternities, the Cosmos Club, Washington, D. C., and Masonic orders. He' was a Fellow of the Institute of Aeronautical Sciences, Past President and Honorary Member of the American Society of Naval Engineers, and American Delegate to the Federation Aeronautique Internationale. In 1952 he received the Distinguished Citizen's Award awarded by the City of Lynn, Massachusetts.

No picture available

**Robert A. Lovett, LCDR, USNRF**

(Deputy Secretary of Defense)

Robert Abercrombie Lovett was Born on September 14, 1895, Huntsville, Texas, the son of Judge Robert S. Lovett and Mrs., L. A. Lovett of New York City, NY. He attended high school at the Hill School in Pottstown, PA from 1909-1914 and attended Yale University from 1914-1918. He was appointed, Ensign, U. S. Naval Reserve Force on March 24, 1917 and was promoted to Lieutenant (jg) October 29, 1917; to Lieutenant, June 18, 1918, to rank from march 23, 1918; and to Lieutenant Commander on April 15, 1919. He entered flight training and was designated Naval Aviator, July 31, 1917. His Naval service included the following assignments:

| | |
|---|---|
| 6/17-8/17 | Huntington Bay, Long Island, NY. |
| 8/17-11/17 | Aviation duty with U. S. Naval Attache, Paris, France. |
| 11/11-12/17 | Assigned to Naval Aviation Forces, Foreign Service, Paris, France. |
| 12/17-1/18 | U. S. Naval Forces operating in European waters, with headquarters in London, England. |
| 1/18-6/18 | Returned to Naval Aviation Forces, Foreign Service, France. |
| 6/18-11/18 | Northern Bombing Group. Helped form and command this group, which was the Navy's first night bomber squadron in Europe. For this service he was awarded the Navy Cross. |
| 11/18-1/19 | Naval Air Station, Hampton Roads, Virginia |
| 1/6/19. | Released from active duty. |
| 10/18/28 | Honorably discharged - Expiration of term of service. |

For his World War I service he was awarded the Navy Cross with citation as follows:

NAVY CROSS: "For distinguished service in the line of his profession in connection with the organization of the Northern Bombing Group, and for active and daring raids over the enemy line in Belgium against submarine bases at Ostend and Seebrugge, and for raids made in cooperation with the allied armies during the retirement of the enemy on the Belgium front during October and November, 1918."

After leaving the Navy, Mr. Lovett became a partner in the Wall Street banking firm of Brown Brothers, Harriman and Company

Robert Lovett later returned to government service. He was special assistant and Assistant Secretary of War for Air from 1940 to 1945 and was a prime advocate of the "big bomber" program. When General George C. Marshall was named by President Truman as Secretary of Defense, the president also appointed Robert A. Lovett as Deputy Secretary of Defense and Chirf of Staff to General Marshall.

Robert Lovett was married to Mrs Adelle Brown Lovett and they had one daughter Evelyn Lovett.



Korea 1951



1968 Bob Jr. Vietnam Bob

**Robert M. Lurie, 2nd LT USMC (Ret.)**
"Bob"

Total Flight Hours: 28,582

Carrier/Ship Landings: Fixed wing: 87 F4U

Approximate Flight Hours:
Jet: 7,200 Prop: 10,116 VF/VA: 4,900
Helo: 416 Other (Civilian): 10,850 jet as corporate pilot.

Combat Awards:
Silver Star (Vietnam)
Distinguished Flying Cross
38 Air Medals (33 Vietnam and 5 Korea)
Purple Heart (Vietnam)
Navy Commendation Medal with combat "V" (Vietnam)

## Summary of Significant Career Events

(1) Received his Wings of Gold while serving as a Master Technical Sergeant in the Marine Corps during WWII. Flew Corsairs in several carrier based squadrons. Commissioned an officer then reverted back to Master Sergeant Naval Aviation Pilot (NAP) in order to continue flying.

(2) Selected by Marion Carl to become a pioneer jet pilot in the first Marine Corps jet squadron, VMF-122, flying the FH-1 Phantom and the F2H Banshee. Flew in the Marine jet aerobatic team at air shows nationwide.

(3) Went to Korea with the Marines first jet combat squadron, VMF-311, flying 116 missions in the F9F-2 as a flight leader of several future Marine general officers.

(4) Member FMFPAC Instrument Flight Board and instructor pilot for Marines transitioning to jets.

(5) Assigned as a VIP aircraft commander to fly various dignitaries, administration officials, Ambassadors and their staffs worldwide to 58 world capitals and countries including Alaska, Argentina, Europe, Asia, Africa, Australia, Sumatra, Borneo, Greenland, Iceland and other Polar regions.

(6) Staff pilot for NATO Task Group Commander flying from north of the Arctic Circle to eastern Mediterranean.

(7) Along with Col. Luther S. (Sad Sam) Moore flew the first U.S. Marine Corps airplane over the North Pole training navigators in polar grid navigation from Bodo, Norway over the geographic pole to Thule, Greenland then from Thule over the magnetic pole to Alaska.

(8) Flew 2,100 hours during 25 continuous months in combat zone with MAG-12 at Chu Lai, MAG-36 VMO-6 at Ky Ha, and MAG-16 VMO-2. Flew low altitude night flare missions in the R4D-8 and the UH1E gunship and medevac missions in support of ground forces. Flew several TACA missions.

(9) Flew with his son 1st Lt. Robert M. Lurie as a father-son combat team. His son Bob Jr., affectionately known throughout Marine Corps Aviation as "Little Bob", flew as his copilot on flare drops and logistical flights and then he proudly flew as his son's copilot on UH1E gunship missions in VMO-2.

(10) After debriefing a mission at An Hoa Combat Base was wounded by enemy ground fire along with the radio operator on 21 July 1967 fifteen miles south of DaNang en-route to Chu Lai.

(11) One year later exactly to the day, after debriefing a mission at An Hoa Combat Base, his son Bob Jr. was en-route to Marble Mountain in a UH1E when he encounter heavy enemy ground gunfire in exactly the same location fifteen miles south of DaNang, was hit and shot down. There were no survivors. Bob was airborne at the time and just a few miles from the scene.

- Continued -



1970

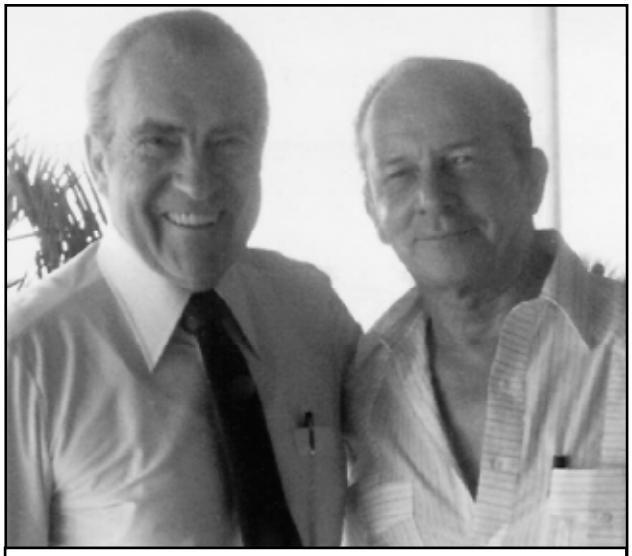
(12) Norm Anderson, Jay Hubbard, Les Brown Paul Fontana (all Golden Eagle Generals) and General Lew Walt convinced a devastated Marine father that he needed to stay with his Marine Corps friends during that time of grief and to keep flying for the Marines.

(13) Assigned to FMFLANT as staff pilot for numerous General Officers and Flags flying R5D, HU-16, and one of the Marine Corps three Convairs. Flew support for HQMC.

(14) Chosen to participate in the Marine Corps procurement of their first jet transport. Designed and installed avionics package to equip T-39 as a VIP transport.

(15) NATOPS Officer and primary VIP pilot for CMC, ACMC, SecNAv, Senior Officers, Members of Congress and foreign dignitaries.

(16) Flew such dignitaries as Richard Nixon, Hubert Humphrey, Philippine President Ramon Magsaysay, SecNav John Chafee, former Commandant General A.A. Vandegrift, and serving Commandants General Chapman and General Cushman.



1975 Former President Nixon Bob

(17 After flying over 17,600 hours in 30 different aircraft from open cockpit bi-planes to sophisticated jets with more than 40 of the Golden Eagles retired in April 1973 as the last Sergeant to fly as a designated aircraft commander in the Marine Corps.

(18) After retirement from the Marine Corps flew an additional 10,850 jet hours as the Chief Pilot, Vice President and Director of Flight Operations of a multinational corporation.

(19) Hung up his helmet, scarf and goggles and kicked off his flight boots in 1996 after receiving a Silver Star, the Distinguished Flying Cross, five individual Air Medals and the numeral 35, the Purple Heart, a Navy Commendation Medal with combat "V", an Army Commendation Medal, the Vietnam Cross of Gallantry all for aerial combat and having been recommended twice for the Navy Distinguished Service Medal.

(20) One of his most treasured possessions is a book sent to him by former President Richard Nixon inscribed, "To Bob in appreciation for your service to the nation beyond the call of duty".



**John J. Lynch, Rear Admiral, USN**

John Joseph Lynch was born in Boston, Massachusetts, on October 21, 1911, son of the late Patrick and Nora Scanlon Lynch. He attended Boston College High School, 1925-1929; Boston College, 1929-1933; and Boston College Law School in 1933. While in college, from 1930, he was a correspondent for the Boston Globe, and later, 1939-1940 was a Civil Aeronautics Authority Inspector in the St. Louis, Missouri, Office.

Appointed Aviation Cadet on July 12, 1935, after Elimination Flight training at the Naval Reserve Aviation Base, Squantum, Massachusetts, he had flight training at the Naval Air Station, Pensacola, Florida, from July 1935 until September 1936, when he was designated Naval Aviator and commissioned Ensign in the U. S. Naval Reserve, to date from September 1, that year. Through subsequent advancement and his transfer from the Naval Reserve to the U. S. Navy, he attained the rank of Rear Admiral, USN, to date from October 1, 1964.

As a Naval Aviator he was first assigned to Bombing Squadron TWO, and served with that squadron, based at the Naval Air Station, San Diego, later embarked on the USS *Saratoga*, USS *Lexington* and USS *Ranger*, from October 1936 until July 1939, during which period his squadron was redesignated VB-3, later VB-4. From August 1939 until November 1940 he served with Reserve Squadrons based at the Naval Air Stations, Anacostia, D. C., and St. Louis, Missouri, and during the next eight months was Chief Flight Instructor at the Naval Reserve Aviation Base, St. Louis.

In August 1941 he joined Bombing Squadron EIGHT, based on the USS *Hornet*, and during the early period of World War II he served as Material Officer, Flight Officer and Executive Officer of that squadron. For heroism and outstanding achievement while attached to Bombing Squadron EIGHT, he was awarded the Navy Cross, the Distinguished Flying Cross and the Air Medal and Gold Star in lieu of a second Air Medal. Citations follow, in part:

Navy Cross, “For extraordinary heroism and outstanding devotion to duty as a pilot in Bombing Squadron EIGHT in action against enemy Japanese forces in the Battle of Midway on June 6, 1942. With utter disregard for his own personal safety and in the face of intense antiaircraft fire. Lieutenant Lynch participated in determined and effective bombing and strafing attacks on fleeing enemy Japanese forces, obtaining a successful hit on one of the enemy ships. His courageous action on this occasion contributed materially to the victory achieved by our forces...”

Distinguished Flying Cross: “For heroism and extraordinary achievement as Pilot of a Bombing Plane during action against enemy Japanese forces in the Solomon Islands on September 6, 1942. Sighting an enemy submarine on the surface, Lieutenant Lynch, with cool courage and utter disregard for his own personal safety, launched an immediate attack and, as a result of his quick thinking, prompt action, and accurate bombing, contributed to the destruction of the vessel..."

Air Medal: “For meritorious achievement while participating in aerial flight as leader of a flight of scout bombers of the USS *Hornet* Air Group during action against enemy Japanese forces near Santa Cruz Islands, October 26, 1942. In a bold flight, opposed by enemy anti-aircraft fire, Lieutenant Lynch pressed home a determined attack, scoring a direct hit on an enemy heavy cruiser. His skillful and courageous conduct reflects great credit upon the U. S. Naval Service.”

Gold Star in lieu of Second Air Medal: “For meritorious, achievement...as leader of a division and pilot of a scout-bomber airplane during a raid on enemy Japanese forces in the Guadalcanal and Rekata, Bay Area on October 16, 1942. In spite of heavy anti-aircraft fire, (he) led his division in a bold and determined attack which resulted in the destruction of twelve Japanese float seaplanes and enemy shore installations consisting of gasoline dumps...”

He next served as Commanding Officer of Composite Squadron THIRTY-THREE, based on the USS *Coral Sea*, January 1943 to February 1944, and during the remainder of 1944 was operations Officer on the Staff of Commander Carrier Division TWO attached to the flagships USS *Yorktown*, USS *Wasp*, USS *Franklin* and USS *Enterprise*. He is entitled to the Ribbon for the Navy Unit Commendation awarded the USS *Enterprise*, for heroic service in the Pacific Area, and was personally awarded the Legion of Merit, with citation, in part, to follow:

Legion of Merit: “For exceptionally meritorious conduct....while serving as Operations Officer on the Staff of a Carrier Task Group Commander against enemy Japanese

- Continued -

forces in the Western Pacific Area from May 20, 1944 to December 7, 1944. Drawing from a wealth of experience and sound tactical knowledge. Commander Lynch planned the Task Group combat aircraft operations against the enemy ...(and) contributed materially to, the success of carrier air attacks on the enemy..."

During the latter months of hostilities and until May 1946 he served as Plans Officer on the Staff of Commander Fleet Air, West Coast, and the next year was a student at the General Line School, Newport, Rhode Island. He served from June 1947 to September 1948 as Commander Air Group THIRTEEN, then had a tour of duty as Air Member, Air Defense Board, in the Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

After eighteen months' service as Assistant for General Plans on the Staff of the Commander in Chief, Atlantic Fleet, he joined the USS *Lake Champlain* in July 1952. He received a Letter of Commendation, with Ribbon and Combat "V," from the Commander SEVENTH Fleet, "For meritorious service as Executive Officer and Operations Officer of the USS *Lake Champlain* during combat operations against enemy North Korean and Chinese Communist forces In the Korean Theater from June 13, 1953 to July 27, 1953..."

Detached from the *Lake Champlain* in May 1954, he was a student at the Naval War College the next year, and in July 1955 assumed command of the Naval Auxiliary Air. Station, Whiting Field, Milton, Florida. He continued in that command until April 1957 and, after briefing in the Office of the Chief of Naval Operations, Navy Department, reported as U. S. Naval Attaché and U. S. Naval Attaché for Air, Moscow, USSR. Continuing in that assignment until December 1958, he commanded the USS *Manatee* (AO-58) from January through October 1959, then served on the Staff of the Commander in Chief, Pacific Fleet, as Assistant Chief of Staff for Operations.

In December 1960 he assumed command of the USS *Coral Sea* (CVA-43), and in November became Chief of Staff and Aide to Commander Carrier Division SEVEN. Assigned from January 1963 until July 1964 to the Office of the Chief of Naval Operations, Navy Department, he served as Assistant Director of the Politico-Military Policy Division, after which he commanded Carrier Division EIGHTEEN. In June 1965 he reported as Chief of Naval Air Basic Training, with headquarters in the Naval Air Station, Pensacola, Florida, and for "exceptionally meritorious service from September 1965 to March 1967..." in that capacity, he was awarded a Gold Star in lieu of the Second Legion of Merit. The citation further states in part:

"Exercising outstanding leadership and professional competence in the fields of military management and community relations, (he) markedly improved the operational readiness and training efficiency of his command, and enhanced the prestige and objectives of the United States Navy within the local community..."

In April 1967 he became Deputy Commander of the Naval Striking and Support Forces, Southern Europe and in December 1968 reported as Chief of Staff to the Commander in Chief, United States Strike Command, headquartered at MacDill Air Force Base, Florida. "For exceptionally meritorious service...(in that capacity) from December 1968 through June 1970..." he was awarded the Distinguished Service Medal, The citation further states in part:

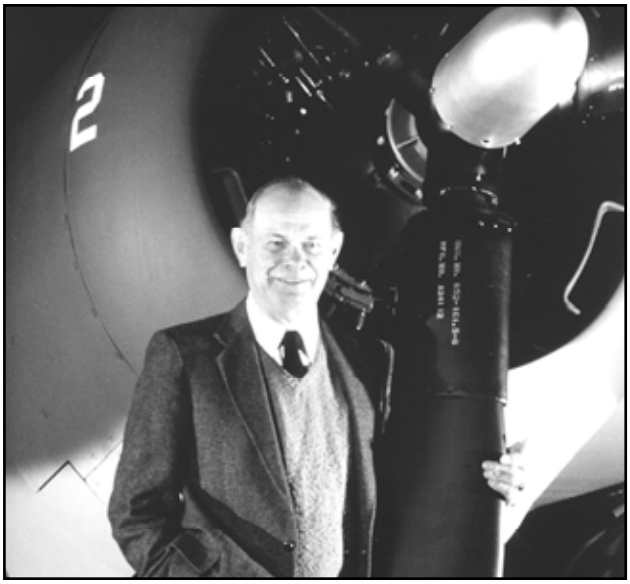
"...Rear Admiral Lynch has been responsible for the development and refinement of diverse staff activities and procedures which greatly enhanced the operational readiness of the command. His professional skill and sound judgment were highly instrumental in establishing an administrative level of excellence in the accomplishment of personnel, intelligence, operations, plans, logistics, communications, and military assistance program responsibilities. He skillfully implemented, controlled and coordinated vitally significant functions relative to the joint training of combatant teams of land, sea and air forces, demonstrating unique competence for handling unusual and complex problems. In addition to his expertise in naval affairs, (he) constantly displayed an acute awareness of the joint concept in handling multilateral problems and became a wise and respected counsel in Army, Air Force and Marine Corps matters..."

On July 1, 1970 he was transferred to the Retired List of the U. S. Navy.

In addition to the Navy Cross, the Distinguished Service Medal, the Legion of Merit with Gold Star and Combat "V," the Distinguished Flying Cross, the Air Medal with Gold Star, the Commendation Ribbon and Navy Unit Commendation Ribbon, Rear Admiral Lynch has the American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal with two silver stars and one bronze star (eleven engagements); World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; National Defense Service Medal with bronze star; Korean Service Medal with one star; United Nations Service Medal; and the Philippine Liberation Ribbon with two stars. He also has the Korean Presidential Unit Citation Badge.

He was married to the former Virginia Boutelle of LaJolla California, Rear Admiral Lynch had a stepson, Lieutenant Commander Byron Charles Gwinn, II, MC, USNR.





**John B. Maas, Jr., Colonel, USMC (Ret.)**
"Jack"

Date of Designation: 9 January 1942 NA # 11015

Dates of Active Duty: 5 May 1941 - 28 June 1968

Total Flight Hours: 5,425

Carrier/Ship Landings: Fixed wing: 62

Approximate Flight Hours:
Jet: 1,800 Prop: 3,600 VF/VA: 4,000

Combat Tours:
WW II: VMF-112 (F4F & F4U), Nov. 1942 - Jul. 1943
Guadalcanal - 82 combat missions.
WW II: VMF-322 (F4U), Apr.45 - Jun. 1945, Okinawa -
39 combat missions.
Korea: VMF-115 (F9F), Jul. 1952 - Feb. 1953 -
77 combat missions.

Aviation Commands:
CO, VMF-155 (Jun. 1945 - Oct. 1945).
CO, VMF-115 (Jul. 1952 - Feb. 1953).
CO, MGCIS-3 (Mar. 1953 - May 1953).
CO, MARTD, NAS Squantum/S.Weymouth (Jul. 53-Jul. 55)
CO, VMA- 332 (Jun. 1958 - 0ct. 1960).
CO, MAG-31 (Apr. 1962 - Jun, 1963).

Combat Awards:
3 Distinguished Flying Crosses (1-Guadalcanal, 1-Okinawa and 1-Korea).
Bronze Star with Combat "V" (Korea)
9 Air Medals (WW II and Korea)

## Duty Assignment Chronology

| | |
|---|---|
| 6/41-1/42 | Flight Training NAS Pensacola & NAS Miami |
| 2/42-3/42 | MCAS Quantico,VA. |
| 4/42-5/42 | Fighter Director School, NAS Norfolk, VA. |
| 6/42-8/42 | Advanced Carrier Training Group, NAS North Island, California. |
| 9/42-7/43 | VMF-112, Camp Kearney & Guadalcanal. |
| 8/43-12/43 | Fighter Instructor, MCAS El Toro, CA. |
| 1/44-1/45 | VMF-451, MCAS Mojave, CA. |
| 2/45-6/45 | VMF-322, New Hebrides & Okinawa. |
| 7/45-10/45 | CO, VMF-155, Kwajalein. |
| 11/45-6/46 | VMF-912, MCAS Cherry Point, NC. |
| 7/46-7/48 | Assistant Naval Attache, U. S. Embassy, Caracas, Venezuela. |
| 8/48-6/49 | Marine Corps Schools, Quantico (Under Instruction). |
| 7/49-10/50 | XO,VMF-115, Edenton/Cherry Point. |
| 11/50-12/51 | XO, MGCIS-7 (Radar), MCAF New River. |
| 1/52-6/52 | Marine Corps Schools, Quantico - Student. |
| 8/52-2/53 | CO, VMF-115, K-3 Korea. |
| 3/53-6/53 | CO, MGCIS-3 (radar), Korea. |
| 7/53-8/55 | CO, MARTD, NAS Squantum/South Weymouth, MA. |
| 9/55-5/ 56 | Staff of CG, MCAS Cherry Point, NC. |
| 6/56-5/58 | XO, O&R Dept., MCAS Cherry Point, NC. |
| 6/58-10/60 | CO, VMA-332, Cherry Point/Iwakuni, Japan. |
| 11/60-9/61 | Airfield Operations Officer, MCAS Beaufort. |
| 10/61-3/62 | XO, MCAS Beaufort, SC. |
| 4/62-6/63 | CO, Marine Aircraft Group-31, MCAS Beaufort, SC. |
| 7/ 63-7/66 | G-3, Marine Air Reserve Training Command, Glenview, IL. |
| 8/66-6/68 | Staff, CG, FMFLANT, Norfolk, VA. |
| 6/28/68 | Retired from active duty |

## Summary of Significant Career Events

(1) Was with first group of pilots to carrier qualify aboard the USS *Wolverine* in Lake Michigan in September, 1942 flying F4F's.

(2) Designated a "Fighter Ace" in May 1945 having destroyed four (4) enemy aircraft at Guadalcanal (1942-1943) and one and a half (1 1/2) enemy aircraft at Okinawa (May 1945).




## Marion M. Magruder, Colonel, USMC (Ret.)

Dates of Active Duty: July 1936 - September 1961

An honor graduate of the University of Kentucky where he received a Bachelor of Arts Degree, he was commissioned a Marine second lieutenant in July, 1936.

He attended Basic School in Philadelphia, PA., and was transferred to the Marine Barracks, Navy Yard, Washington, D.C., where he served for 11 months. His additional duty consisted of being the Social Aide to the White House.

In July, 1938, he attended flight school at Pensacola, FL., and in October, 1939, was attached to Marine Fighter Squadron ONE as a pilot and Squadron Material Officer.

In October, 1941, he reported to the Division of Aviation, Headquarters, Marine Corps, Washington, D. C., serving as the Assistant Material Officer until February, 1943, when he was sent to England to study and train in night fighter tactics with the Royal Air Force, thus to answer an urgent need as a result of the devastating enemy night bombing attacks on Guadalcanal for which we had no defense.

In May, 1943, he returned to Marine Night Fighter Group 53 at MCAS Cherry Point, NC.,where he served as Night Fighter Training and Operations Officer. In October, 1943, he organized and became Commanding Officer of Marine Night Fighter Squadron 533, which he took overseas in April 1944. For the first year overseas his squadron maintained the Night Air Defense of Eniwetok, then took his squadron to Okinawa in April, 1945, to bolster the air defense against intensive, nightly enemy bombing attacks. His squadron received the Presidential Unit Citation and the Combat Legion of Merit for establishing a World War II Theater squadron record for shooting down 36 enemy aircraft at night during this last campaign of the war.

In September, 1945, he returned from overseas and assumed command of Marine Aircraft Group 53 at Eagle Mountain Lake, Texas. He was later the Executive Officer and Commanding Officer of Marine Aircraft Group 31, at MCAS Miramar, CA., until June, 1947. Colonel Magruder decommissioned MAG-31 and took command of Marine Fighter Squadron 542 at the MCAS El Toro, CA. In August, 1947, he was transferred to Maxwell Air Force Base, Montgomery, AL., where he attended the Air War College.

In July, 1948, he served as instructor in the Aviation Section, Marine Corps School, Quantico, VA., until June, 1950, when he served with the Plans Branch of the Commander in Chief, European Theater Command in Heidelberg, Germany.

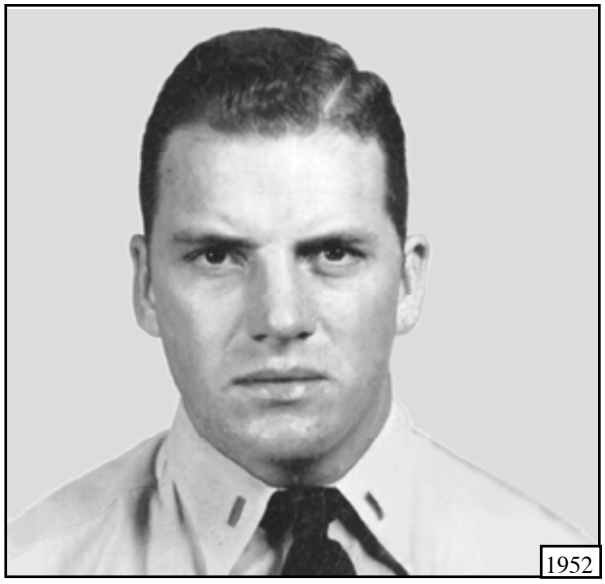
He was transferred to Headquarters, U. S. Maine Corps in 1952 to serve as the Assistant Operations Officer, Division of Aviation, and in 1954, he attended the National War College in Washington, D. C.

In July, 1955, he assumed command of Marine Aircraft Group 11 in Atsugi, Japan, where he remained until July, 1956, when he arrived at Camp H. M. Smith to serve as Assistant Chief of Staff, G-4, Fleet Marine Force, Pacific.

He was named Deputy Chief of Staff, Headquarters FMFPAC in December, 1957. He retired from active duty in September, 1961.

Colonel Magruder's decorations and awards include the: Combat Legion of Merit; Air Medal with two gold stars in lieu of second and third awards; Presidential Unit Citation; American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal with one star; World War II Victory Medal; National Defense Service Medal and the European Campaign Medal with one star.

He is the son of Mr. and Mrs. William M. Magruder of Lexington, KY. He was married to the former Miss Martha Anne Kelly of Lexington, KY. The Magruder's had four boys, Marion M. , Jr., Michael D., Mark A., and Marshall K.







**Robert C. Mandeville, RADM, USN (Ret.)**
"Mandy"

Date of Designation: 23 January 1952 NA # T-2032

Dates of Active Duty: 2 June 1950 - 1 August 1981

Total Flight Hours: 5,366

Carrier/Ship Landings: Fixed wing: 722

Approximate Flight Hours:
Jet: 4,300 Prop: 1,066 VF/VA: 5,366

Combat Tours:
Vietnam: CO, VA-65 (A-6A), Jun. - Nov. 1966.
104 combat missions.

Aviation Commands:
CO, VA 65 (A-6A) May 1966 - Jun. 1967.
Commander, Carrier Air Group THREE, Nov. 1968 - Dec. 1969.
CO, NAS Oceana, Jul. 1972 - Jul. 1974.
COMLATWINGPAC, Jul. 1978 - Aug. 1980.

Combat Awards:
6 Distinguished Flying Crosses
Bronze Star
13 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/50-11/50 | USS *Coral Sea* (CVB-43), Communications Watch Officer. |
| 11/50-4/52 | Naval Air Training Command, Pensacola and Corpus Christi (Flight Student). |
| 5/52-7/55 | VF-742 (redesignated VF-82), Flight Officer/ Training Officer. |
| 7/55-7/56 | Bureau of Aeronautics, Washington, D. C., Assistant, Officer Personnel Assignment. |
| 7/56-8/58 | U. S. Naval Postgraduate School (USNPGS), Monterey, CA., Student - Aeronautical Engineering. |
| 9/58-7/59 | USNPGS at Princeton University, Princeton, NJ., Student - MS Degree, Aeronautical Engineering. |
| 7/59-12/59 | VA-43, NAS Oceana, Student A-4 RAG |
| 12/59-7/61 | VA-83, Operations Officer. |
| 7/61-12/61 | XO, VA-64. |
| 12/61-3/63 | COMNAVAIRLANT, Assistant, Officer Personnel Assignment. |
| 3/63-5/65 | VA-42, Operations Officer. |
| 5/65-6/67 | XO/CO, VA-65 (A-6A). |
| 7/67-6/68 | COMOPTEVFOR, Head, Air Warfare Division. |
| 7/68-11/68 | Replacement Training Wing FOUR, Student F-4 and A-7 RAG. |
| 11/68-12/69 | Commander, Carrier Air Wing THREE. |
| 1/70-7/72 | NAVAlRSYSCOM, PMA-234 (A-6/EA-6 Program Manager). |
| 7/72-8/74 | CO, NAS Oceana, Virginia Beach, VA. |
| 8/74 -7/78 | OPNAV, Head, Aircraft and Weapons Requirements (OP-506) and Director, Aviation Plans and Programs Division (OP-50). |
| 7/78-7/80 | Commander, Light Attack Wing Pacific, NAS Lemoore, CA. |
| 7/80-8/81 | Naval Material Command, Deputy Commander for Logistics. |
| 8/1/81 | Retired from active duty. |

## Summary of Significant Career Events

(1) Dec. 1952 - Jan. 1953: As fleet representative fly ing an F9F-5 (CAG-8, VF- 82), was directed to NATC Pax River to participate with Carrier Suitability Team in evaluation of carrier landings on the canted deck (as it was originally known) that had been constructed on the USS *Antietam* (CVA 36). Followed up by participation with CAG-8 in GTMO OP area in further evaluation of *Antietam's* canted-deck Jan. - Mar. 1983.



**Lewis K. Marshall, Captain, USNR**

(Naval Aviator #384)

Lieutenant Commander Lewis Keith Marshall was born on February 18, 1898 in East Walpole, Massachusetts. He was the son of Lewis C. and Marie McCullough Marshall, and attended Walpole High School, Moses Brown School in Providence, RI., and Harvard University where he received a B.S. and M.S. degree in Mechanical Engineering. While at Harvard, he was President of the University Band; earned his Letter "H" in track (1922 and 1923); was a member of the second football squad (1922 and 1923); and a member of College Clubs Pi Eta and the Varsity Club. He married Phebe Hyatt of Flint Michigan on October 4, 1930. They had no children

While at Harvard University, Lewis Marshall was a member of the Harvard ROTC from October 1916 to July 1917. He then joined the Navy as a USNR student pilot at M.I.T, Hampton Roads and Pensacola, Florida from July 1917 to February 1918. He qualified as Naval aviator #384 and was commissioned Ensign on February 1918. He was assigned to flying duty in France on coastal patrol until November 1918. He was then assigned to duty for advanced training at Moutchile-Alcaneau, France and later to submarine patrol duty at l'Aberbrach . Subsequently, he was assigned to Naval Headquarters at Brest on communication duty. He was promoted to Lieutenant (jg) in March 1919 and was transferred to inactive duty in June 1919. He remained in the USNR until 1924 when his enrollment expired. He then re-enrolled in 1925 and assisted in organization of the U. S. Naval Reserve Aviation Base at Gross Ile, Michigan.

Lewis Marshall started with General Motors Corporation in 1923 as a draftsman and designer in their research laboratories at Dayton, Ohio. In 1925, he became Head, Technical Data Section and Secretary of General Motors New Devices Committee. From 1927-1928 he was a Technical Engineer for Buick Motor Company at Flint, Michigan. From 1928-1932 he was Technical Service Manager for Pontiac Motor Company, Pontiac, Michigan. From 1932-1933 he was Supervisor of Product Information, Buick-Olds-Pontiac Sales Company in Detroit. Then in 1933 he transferred back to Pontiac Motor Division of General Motor Division as General Service Manager, which position he held until reporting to active duty with the Navy on January 8, 1942. During World War II he was assigned as Deputy Director of the Production Division, Bureau of Aeronautics and the Officer Separation Center, Washington, D. C. He retired from active duty as a Captain on January 1, 1955 with a Designator of 1319.



## William I. Martin, Vice Admiral, USN

Vice Admiral William I. Martin a retired Naval pilot did early testing of all-weather and night flying techniques. Admiral Martin flew a record 440 night landings on carriers during service in the Pacific during World War II, when he also commanded bomber and fighter squadrons from the USS *Hornet* and USS *Enterprise*. After the war, he was a test pilot at the Naval Air Station Patuxent River, Maryland and lectured and demonstrated flying techniques.

He commanded a flight training carrier and was Executive Assistant to Adm. Arleigh Burke, Chief of Naval Operations. During the latter assignment, while maintaining his night flying proficiency, he had to ditch his fighter plane in the Potomac River when it developed engine problems over Alexandria, Virginia.

Adm. Martin also served as Commander of the Atlantic Barrier Forces and of carrier divisions, as Deputy Chief of the Military Assistance and Advisory Group in Bonn, Germany , Chief of Naval Air Reserve Training and Assistant Chief of Naval Operations (Air). He was Commander of the 6th Fleet in the Mediterranean during the mid-1960s and retired as Deputy Commander in Chief, U.S. Atlantic Fleet and Chief of Staff of the Atlantic command

After he retired, he was a consultant with Grumman Aerospace Corporation.

Adm. Martin was a native of Ava, Missouri. He attended the University of Oklahoma and the University of Missouri, and he graduated from the U.S. Naval Academy in 1934.

His military honors included three Distinguished Service Medals, a Silver Star, the Legion of Merit, three Distinguished Flying Crosses and three Air Medals.

Adm. Martin was chairman of the Navy Advisory Council for the National Air and Space Museum and was technical adviser on the aviation film shown at the museum, "To Fly". He was an honorary fellow of the Society of Experimental Test Pilots and was elected to the Hall of Fame in the Carrier Aviation National Memorial at the USS *Yorktown* in Charleston, S.C. He was also a member of the National Press Club, Naval Institute, Navy League, Test Pilot Association, Lions Club and the Masons.

In 1986, he was named by the Association of Naval Aviation as one of the top five individuals who has contributed the most to carrier aviation.

He died of cardiac arrest March 29 at his home in Alexandria. Services in the Naval Academy Chapel was followed by interment in the U.S. Naval Academy Cemetery.

Survivors include his wife, Friedel Opasinski Martin of Alexandria; two sons from his first marriage, Richard I. Martin of Aptos, Calif., and WilIiam David Martin of Monterey, Calif.; a daughter from his second marriage, Inge Martin-Nix of Fresno, Calif., and six grandchildren.



## Charles Perry Mason, VADM, USN

Date of Designation: 26 June 1917 NA #52

Dates of Active Duty: June 1912 - 1 April 1946

Combat Awards:
Navy Cross

### Duty Assignment Chronology

Charles Perry Mason was born in Harrisburg, Pennsylvania, on January 12, 1891, son of William Charles and Gertrude Rider Mason. He attended high school in Columbia, Pennsylvania, before his appointment to the U. S. Naval Academy from his native state on June 29, 1908. While a midshipman he won his class numerals in football, baseball and track. Graduated and commissioned Ensign in June 1912, he subsequently progressed in grade, attaining the rank of Rear Admiral to date from May 16, 1942. He was transferred to the Retired List of the Navy, and advanced to the rank of Vice Admiral, on April 1, 1946.

After graduation from the Naval Academy, he served consecutively in the USS *Connecticut*, the USS *Chester*, and the USS *North Carolina* until June 1916 when he reported to the Naval Air Station, Pensacola, Florida, for flight training. Designated Naval Aviator #52 on June 26, 1917, during the early period of World War I, he remained on duty as an instructor at the Pensacola Air Station until the fall of 1917. He assumed command of the Naval Air Station at Bay Shore, Long Island, New York, serving briefly in that assignment. In December 1917 he reported to the Office of the Chief of Naval Operations, Navy Department,, Washington, D. C., where he had duty until the following April.

In June 1918 he reported for duty as Officer in Charge of Inspection and Test of Airplanes at the U.S. Naval Air Station in Paulliac, France. While, in this duty he flew the first American built seaplane powered with single and twin engined Liberty motors delivered to the U. S. Naval Air Forces in Europe. In November 1918 immediately after the Armistice, he was assigned to Naval Headquarters, London, England, and during that tour of duty served as a member for U. S. Naval Aviation, Heavier than Aircraft, in the first Armistice Commission to inspect German air stations. Commended by the British Admiralty for his World War service, he also received a Letter of Commendation from the Secretary of the Navy for meritorioug service “as an Airship Pilot attached to the United States Naval Aeronautical Forces abroad....”

Following his return to the United States in January 1919, he commanded the Naval Air Station, Key West, Florida, until October of that year. While serving in that command, he qualified as a lighter-than-air-pilot. From November 1919 until May 1921 he was attached to the USS *Aroostook*, flagship of Air Detachments, Pacific Fleet. During that period of duty, he organized the first seaplane patrol squadron of the Pacific Fleet. The outstanding achievement of that Squadron was a successful flight from San Diego, California, to Panama, Canal Zone, and return in January-March, 1921.

In May 1923 he returned to the Naval Air Station, Pensacola, where he had duty until November 1923, serving as Superintendent of Training Schools during the latter part of that assignment. In December 1923 he reported to the Naval Air Station, Anacostia, D. C., for duty in connection with organizing Scouting Plane Squadron 3. He commanded that squadron, attached to the USS *Wright*, flagship of Air Squadrons, Scouting Fleet, until the spring of 1925 when he joined the USS *Langley* at Pensacola, to serve as head of her Aviation Department until June 1926.

He was on duty in the Bureau of Aeronautics, Navy Department, Washington, D. C., from July to September 1926, when he reported to the American Brown Boveri Electric Company, Camden, New Jersey, where the USS *Saratoga* was fitting out. Laid down as a battle cruiser she was converted during construction into a carrier, by provisions of the Washington Treaty for the Limitations of Armament. He served aboard that aircraft carrier from her commissioning, November 16, 1927, until the spring of 1928 when he again returned to the Pensacola Air Station for duty until June 1931. Planes from that Station responded to calls for assistance in 1929, dropping food, clothing and medicine to refugees in Florida and Southern Alabama where flood waters from overflowing rivers had completely isolated a number of towns from all communications except by air.

From June 1931 until June 1932 he was Aide on the staff of Commander, Aircraft, Scouting Force, (USS *Wright* flagship) and the following year served as Executive Officer of the carrier *Langley*. Between June 1933 and July 1935, he was Executive Officer of the Naval Air Station, Naval Operating Base, Norfolk, Virginia. During that period a squadron of patrol planes (P2Y-l) flew in September 1933 from Norfolk to Coco Solo, Canal Zone, a distance of 2,159

statute miles, the longest formation flight on record at that time.

In August,1935 he reported for duty in connection with fitting out the USS *Yorktown* at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. He served as Executive Officer of that aircraft carrier from her commissioning, September 30, 1937, until June 1939. He then assumed command of Patrol Wing 1, based in San Diego, California, and remained in command for a year. Following duty in the Bureau of Aeronautics, Navy Department, Washington, D. C., from June to August 1940, he had duty in connection with the establishment of the Naval Air Station, Jacksonville, Florida, commanding that Station from its commissioning in September 1940, until May 1942.

On June 15, 1942, he assumed command of the USS *Hornet*. During the period of his command, that aircraft carrier had a narrow escape when in September 1942 a torpedo, launched from an enemy submarine and speeding toward her hull, was deflected by a depth charge from one of her torpedo bomber planes. Early in the following month the Hornet launched an attack on the Buin-Faisi Area, scoring hits-on a tanker, a light cruiser, and two cargo ships, shooting down several enemy planes, and bombing the Kahili airfield. She also made another raid at Kekata Bay where two beached transports were hit and burned, landing barges and supplies fired, fuel dumps and anti-aircraft installations destroyed, and 12 seaplanes shot down.

The climax of the *Hornet's* career came in the Battle of Santa Cruz Islands, October 26, 1942, where she made the Japanese pay dearly for her sinking. Planes of her Air Group 8 scored four 1,000 pound bomb hits on an enemy carrier, three torpedo hits on a heavy cruiser, and bombed two heavy cruisers and a destroyer in the first attack. The *Hornet* suffered a direct bomb hit and was set on fire by an enemy bomber which dived into her stack. Fires were extinguished in two hours, but while delivering a dive bomb attack, she received two torpedo hits which disrupted her power and communications. This was followed by three more bomb hits and another suicide plane crash which started more fires. After the eleven minute attack, the Hornet was dead in the water, with many fires aboard, and a decided list. She was taken in tow by the Northhampton, but again attacked by torpedo and dive bombers, she had to be abandoned and sunk by our own forces. All but 129 of her complement of 2900 men were rescued by other surface Vessels.

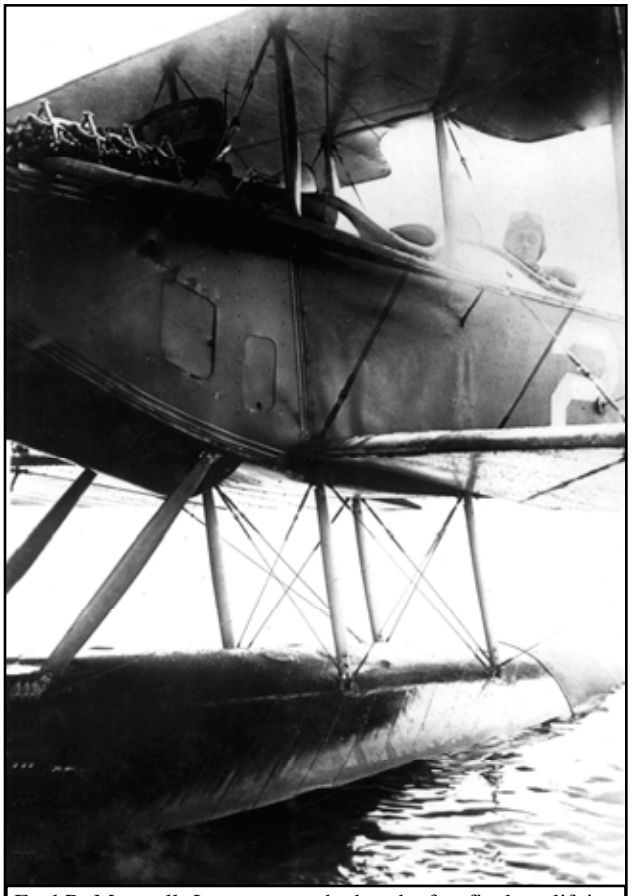
"For extraordinary heroism and outstanding courage as Commanding Officer of the USS *Hornet* during the engagement with enemy Japanese forces near Santa Cruz islands on October 26, 1942..." Vice Admiral Mason was awarded the Navy Cross. The citation continues in part: "...Subjected to violent attack by overwhelming numbers of Japanese fighters, dive and torpedo bombers, (he) directed the fighting of his ship with cool and aggressive determination. The air forces under his command succeeded in severely damaging and possibly sinking a large number of enemy warships (and) a total of seventy Japanese planes was destroyed, the guns of the *Hornet* accounted for twenty-six of them. The notable record achieved by the units under (his) efficient and inspiring command reflects great credit upon the United States Naval Service."

Following the loss of the *Hornet*, Vice Admiral Mason commanded a Task Group from December 1942 until February 1943, when he returned to the United States for hospitalization. On July 12, 1943, he reported for duty as Commander, Naval Air Training Center, Corpus Christi, Texas; and on December 30 of the same year, was designated Chief of the Naval Air Intermediate Training Conuaand, Naval Air Station, Pensacola, Florida, with additional duty in command of the Naval Air Training Center at Corpus Christi. During the summer of 1944 he also had temporary additional duty as Chief of the Naval Air Training Command at Pensacola.

On September 15, 1944, he was designated Commander, Naval Air Training Bases, Corpus Christi, Texas. In May 1945 he was transferred to duty as Commander, Naval Air Bases, Fourteenth Naval District, Pearl Harbor, T.H., and remained in that assignment until relieved of all active duty pending his retirement on April 1, 1946.

In addition to the Navy Cross, Vice Admiral Mason has the Mexican Service Medal (USS *Connecticut*); the Victory Medal, Overseas Clasp; the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Campaign Medal; and the World War II Victory Medal. He also holds the Brazilian Order of the Southern Cross; the decoration Al Merito, rank of Grand Officer, presented him by the Republic of Chile; and the Order of Military Merit, First Class, awarded Military Merit, First Class, awarded by the Government of Mexico.

He was married to the former Ralphine Flisher of Pensacola, Florida.



Fred R. Maxwell, Jr. returns to the beach after final qualifying flight in N-9 aircraft #218. NAS Pensacola. January 9, 1918.

## Fred R. Maxwell, Jr., Captain, USN

Date of Designation: 1918 NA # 265 1/2

### Summary of Significant Career Events

At the time of his death in 1988 at 99 years of age, Captain Fred R. Maxwell was the oldest naval aviator in the United States. He won his wings as a World War I reserve officer at the Naval Air Station in Pensacola, Florida in 1918, just 15 years after the Wright brothers flew the first heavier-than-air machine at Kitty Hawk, NC.

Aside from his family, Maxwell had two great loves - the University of Alabama and naval aviation. He was happily able to serve both.

In 1917 when he went to enlist in the U. S. Navy with degrees in both mechanical and electrical engineering, he thought he would be working on a ship as an engineer. But a recruiter gave him a form that had just come in for a newly created position in naval aviation. The wartime demand for naval aviators was so great that graduation from Annapolis was no longer required. He was among the first 12 reservists to be sent to the training program at Pensacola. The war ended in 1918, leaving him hooked on aviation.

Between WW I and WW II, Maxwell became a professor of electrical and mechanical engineering at the University of Alabama and in 1923 inaugurated an aeronautical engineering department, now designated aerospace engineering. He was instrumental in the development of three Tuscaloosa, Alabama, airfields, including the one still in operation. During this time he had oak trees planted in Tuscaloosa as memorials to World War I servicemen and again after World War II.

In January of 1941, almost a year before Pearl Harbor, he was called back into the Navy. He was then 52 years old, too old to be on active flight duty so he served for five years as Officer-in-Charge of the Cadet Ground School in Pensacola.

Maxwell was a founding member of the Early and Pioneer Naval Aviators Association, known as the Golden Eagles. He was a charter - and life member of the Association of the U.S. Naval Aviation Museum in Pensacola. In 1985, Maxwell was named to the Alabama Aviation Hall of Fame.

Sixty-four years after he received his wings in Pensacola, he pinned the wings on his grandson, Karl Elebash, a Marine Corps helicopter pilot, at Whiting Field in Pensacola.



June, 1982


1945


1957

## David McCampbell, Captain, USN

Combat Awards:
Congressional Medal of Honor
Navy Cross
Legion of Merit with Combat "V"
Silver Star
3 Distinguished Flying Crosses and the Air Medal

## Duty Assignment Chronology

David McCampbell was born in Bessemer, Alabama, on January 16, 1910, son of Andrew Jackson and LaValle Perry McCampbell. He attended Staunton (Virginia) Military Academy and had a year at Georgia School of Technology, Atlanta, Georgia, before his appointment to the U. S. Naval Academy by Senator P. Trammell of Florida, in 1929. As a Midshipman he qualified as an expert rifleman, and was active in athletics (baseball and swimming). He was AAU Diving Champion, Mid-Atlantic States in 1931, and was Eastern Intercollegiate Diving Champion in 1932. Upon graduation on June 1, 1933, due to Congressional legislation limiting commissions in the U. S. Navy that year, he was honorably discharged from the U. S. Navy and the same day was commissioned Ensign in the U. S. Naval Reserve. During the following year, while in inactive status in the Naval Reserve, he was employed as a construction company in Alabama, and as an assembly mechanic with the Douglas Aircraft Corporation. On June 14, 1934, he was transferred from the Naval Reserve to the U. S. Navy, and was commissioned Ensign to rank from May 29, 1934. Through subsequent advancement he attained the rank of Captain, to date from July 1, 1952.

Upon recall to active duty, he joined the USS *Portland* in June 1934, and in July 1935, was assigned to duty as Aircraft Gunnery Observer with Scouting Squadron 119 aviation unit of that cruiser. He was detached in June 1937 to report to the Naval Air Station, Pensacola, Florida, for flight training, and was designated Naval Aviator on April 23, 1938. For two years thereafter he served with Fighting Squadron 4, based on the aircraft carrier USS *Ranger,* and in May 1940 he was sent to Norfolk, Virginia, for duty with the USS *Wasp's* Air Group. He subsequently served as Landing Signal Officer aboard the USS *Wasp* early in World War II, until that carrier was lost in enemy action in the South pacific on September 15, 1942.

During his period of service aboard the *Wasp*, that carrier rescued the crew of the schooner George E. Klenck, which was foundering in heavy gales off Cape Hatteras in March 1941, carried planes to the British Forces on the Island of Malta in the summer of 1942; and participated in scattered actions in the Pacific to keep open the supply lines to Guadalcanal following the Battle of the Eastern Solomons in August 1942. After his return to the United States, he had consecutive duty at the Naval Air Stations in Jacksonville and Melbourne, Florida, from November 1942 until August 1943.

After fitting out Fighting Squadron 15, he commanded that Squadron from September 1943 until February 1945 assuming command of Air Group 15, based on the USS *Essex* on February 8. In addition to his duties as Air Group Commander of "fabled Fifteen," he became the Navy's high scoring pilot with a total of 34 airborne enemy planes destroyed, the greatest number ever shot down by an American pilot during a single tour of combat duty. His feat of destroying nine in one flight was unequaled in the annals of combat aviation. He was credited with the destruction of 20 grounded planes

Under his leadership Air Group 15 ranged from the Central to the Far Western Pacific; participated in campaigns and attacks in the Marianas, Iwo Jima, Palaus, Philippines, and Formosa; took part in the First Battle of the Philippine Sea, when Task Force 58, under command of Vice Admiral Marc A. Mitscher, USN, conducted the now famous "Marianas Turkey Shoot" and destroyed over 400 planes in one battle, and continued its exploits up to and including the Battles of Leyte Gulf.

During the seven months and more than 20,000 hours of operations before it was returned to the United States for a rest period, Air Group 15 destroyed more enemy planes (315 airborne and 348 on the ground) and sank more enemy shipping (296,500 tons sunk and over half a million tons damaged and or probably sunk) than any other Air Group in

the Pacific War. Among the major combat ships sunk was the battleship MUSASHI (a 45,000 ton sister-ship to the YAMATO), 3 carriers, and a heavy cruiser. Additional ships damaged included 3 battleships, a carrier, 5 heavy cruisers, 4 light cruisers, and 19 destroyers.

For his brilliant record in command of Air Group 15, Captain McCampbell was awarded the Medal of Honor, the Navy Cross, the Legion of Merit with Combat "V," the Silver Star Medal, the Distinguished Flying Cross with two Gold Stars in lieu of the second and third similar award, and the Air Medal. The citations follow, in part:

MEDAL OF HONOR: "For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Commander, Air Group FIFTEEN during combat against enemy Japanese aerial forces in the First and Second Battles of the Philippine Sea...(He) led his fighter planes against a force of eighty Japanese carrier-based aircraft bearing down on our Fleet on June 19, 1944...(and) personally destroyed seven hostile planes during this single engagement in which the outnumbering attack force was utterly routed and virtually annihilated. During a major Fleet engagement with the enemy on October 24, Commander McCampbell, assisted by but one plane, intercepted and daringly attacked a formation of sixty hostile land-based craft approaching our forces...(and) shot down nine Japanese planes, completely disorganizing the enemy group, forced the remainder to abandon the attack before a single aircraft could reach the Fleet...."

NAVY CROSS: "For distinguishing himself by extraordinary heroism and skill in operations against the enemy in the vicinity of Luzon, Philippine Islands, while serving as Target Coordinator for the combined aircraft of three Task Groups on 25 October 1944. His coolness, quick thinking, superior judgment and outstanding leadership resulted in the sinking of one medium aircraft carrier, one light cruiser, two destroyers, and the damaging of one battleship. By his outstanding performance not only was the maximum damage inflicted on the enemy but our own losses were kept at a minimum..."

SILVER STAR MEDAL: "For distinguishing himself conspicuously by gallantry and intrepidity in action while serving as a pilot of a carrier-based fighter plane in an attack against the enemy in the Central Philippine Islands on 12 September 1944. When he so ably led the attack group as to cause maximum damage and destruction to the enemy and he did, personally, engage and destroy four enemy airplanes in aerial combat and, in the face of anti-aircraft fire, did strafe and cause serious damage to an enemy merchant ship..." LEGION OF MERIT: "For exceptionally meritorious conduct...while attached to the USS *Essex*, during action against enemy Japanese forces in the Philippine Islands from November 11 to 14, 1944...(He) directed the operations of several attack groups during this period, skillfully deploying the forces under his command to strike at the enemy with devastating speed, power and precision in perfectly coordinated raids which resulted in maximum damage inflicted on hostile shipping and vital harbor facilities and in the complete destruction of a large Japanese troop convoy..."

DISTINGUISHED FLYING CROSS: "For distinguishing himself by heroism while participating in an aerial flight...as Commander of an air group in operations against the enemy. He led his group against the strong fortifications on Marcus Island on 19 May 1944 and early in the action was hit by anti-aircraft fire which seriously damaged the after fuselage and controls, and set fire to the auxiliary gasoline tank. Despite this heavy damage to his own plane, he remained to direct operations of his group until all ammunition was expended, then led them back to their carrier..."

GOLD STAR in lieu of the second DFC: "...while participating in an aerial flight against enemy forces on 13 June 1944. As Commander of a carrier-based Air Group, he led component parts of his group in an outstanding attack against an enemy convoy in the vicinity of the Marianas Islands... (resulting) in the destruction. of upwards of fifty thousand tons of enemy merchant shipping, at least one enemy destroyer and three escort vessels, and damage to numerous others..."

GOLD STAR in lieu of the third DFC: "For distinguishing himself by heroism and extraordinary achievement while participating in an aerial flight as pilot of a carrier-based fighter plane on 13 September, 1944. When, as leader of a fighter assigned to a mission against the enemy in the Central Philippines, he did engage and destroy in aerial combat three enemy planes and did, in the face of anti-aircraft fire, destroy two more planes on the ground by strafing..."

From March 1945 to January 1947 he was on duty at the Naval Air Station, Norfolk, Virginia, as Chief of Staff to Commander Fleet Air Quonset Point, and as Commander Carrier Air Groups, Hampton Roads, Virginia. He was next assigned to the Armed Forces Staff College, Norfolk, Virginia, first as a student and later as a member of the Staff (Intelligence Division). After attending Language School at Anacostia, D. C., he was sent to Buenos Aires, Argentina, as the Senior Naval Aviation Advisor to the Argentine Navy, and remained there from October 1948 to January 1951.

In February 1951 he Joined the USS *Franklin D. Roosevelt* (CVE- 42) as Executive Officer, and from March 1952 until July 1953 was Planning Officer on the Staff of Commander Aircraft Atlantic, with Headquarters at the Naval Air Station, Norfolk. In July 1953 he assumed command of the Naval Air Technical Training Center at Jacksonville, Florida, and a year later became Flight Test Coordinator,. Naval Air Test Center, Patuxent River, Maryland.

In June 1956 he joined the Staff of the Commander SIXTH Fleet, in the Mediterranean, and in January 1958 was detached for duty as Commanding Officer of the USS *Severn* (AO-61). He commanded the USS *Bon Homme Richard* from February 1959 until May 1960, when he was assigned to the Joint Staff Office, Joint Chief's of Staffs, Washington, D. C. He later served briefly in the Bureau of Naval Personnel, Navy Department, and in September 1960 became Assistant Deputy Chief of Staff for Operations, to the Commander Chief, Continental Air Defense Command, with headquarters at Colorado Springs, Colorado. He remained there until relieved of active duty pending his retirement, effective, July 1, 1964. Captain and Mrs. McCampbell, the former Sara Jane Heliker of West Palm Beach, FL, have three children, David Perry, John Calhoun, and Frances McCampbell.






**William R. McClendon, RADM, USN (Ret.)**
"Bill"

Date of Designation: 1 June 1942 NA # 12377

Dates of Active Duty: 1 July 1941 - 31 August 1977

Total Flight Hours: 3,500

Carrier/Ship Landings: Fixed wing: 230

Approximate Flight Hours:
Jet: 300 Prop: 3,200 VF/VA: 1,500
Other: Miscellaneous to include SNB, TBM, SNJ

Combat Tours:
WW II: VF-29, USS *Santee*, Oct. - Nov. 1942. North Africa invasion - 20 combat missions
WW II: VC-10, May - Oct. 1944, Western Pacific/Landing Signal Officer (LSO) aboard USS *Gambier Bay* (CVE-73). Sunk off Leyte

Aviation Commands:
CO, VF-173 (first FJ-3 squadron), Jul. 1954 - Jan. 1956.
CO, USS *Bon Homme Richard* (CVA-31), Nov. 1964 - Dec. 1965.
COMCARDIV NINE. Aug. 1969 to Sep. 1970.
CTF-77/COMCARDIV FIVE. Feb. 1973 - Jun. 1974

Combat Awards:
None for flying. Bronze Star and 3 Legion of Merit for Command Performance during Vietnam war.

## Duty Assignment Chronology

| | |
|---|---|
| 7/41-6/42 | Flight training NAS Dallas, NAS Jacksonville, and NAS Corpus Christi. |
| 6/42-8/42 | Advanced VF training at ACTG Norfolk, VA. |
| 8/42-6/43 | VF-29. Covered invasion of North Africa aboard USS *Santee*. |
| 6/43-1/44 | LSO training at NAS Jacksonville and NAS Green Cove Springs. |
| 1/44-10/44 | LSO with VC-10 and aboard USS *Gambier Bay* (CVE-73). |
| 1/45-2/46 | Fleet Air West Coast training staff as LSO. |
| 2/46-6/47 | CVEG-1 as LSO. |
| 6/47-6/49 | VF-11A. Operations Officer (1 year) and Executive Officer (1 year). |
| 6/49-6/50 | Navy General Line School, Newport. RI. Student. |
| 6/50-2/53 | OPNAV, (OP-53) Flight Safety Branch from Jun. 50-Dec. 51 and Naval Aviation Safety Activity, Norfolk, VA., Dec 51 - Feb 53. Same job, split location. |
| 2/53-6/54 | USS *Wasp* (CVA-18). Air Operations Officer and Assistant Operations Officer. |
| 6/54-1/56 | CO, VF-173. NAS Jacksonville and deployed in USS *Intrepid*. |
| 2/56-7/58 | Office of Naval Intelligence, Estimates Branch, OPNAV. |
| 7/58-6/59 | Naval War College. Student. |
| 7/59-10/60 | USS *Bennington* (CVA-20). Air Officer. |
| 10/60-6/62 | Staff, Commander Carrier Division SEVEN. Assistant Operations and Plans. |
| 6/62-6/63 | U. S. Naval Postgraduate School, Monterey, CA. Student |
| 7/63-6/64 | CO, USS *Firedrake* (AE-14). |
| 7/64-11/64 | TDY, COMNAVAIRPAC, San Diego, CA. |
| 11/64-12/65 | CO, USS *Bon Homme Richard* (CVA-31). |
| 2/66-6/67 | Chief of Staff, COMCARDIVE ONE. |
| 6/67-3/68 | Deputy Director for Operations, National Military Command Center, Washington. Office of Joint Chiefs of Staff (OJCS). |
| 3/68-7/69 | OJCS, Operations Directorate, J-34. |
| 8/69-9/70 | Commander, Carrier DIVISION NINE. |
| 9/70-2/73 | OPNAV, (OP-51) 3 months and (OP-05B) for 25 months. |
| 2/73-6/74 | Commander Attack Carrier Striking Force/ Commander Carrier Division FIVE. Seventh Fleet. |

- Continued -

Duty Assignment Chronology continued.

6/74-8/77 CINCPAC. Director for Plans, J-5.
8/31/77 Retired from active duty.

## Summary of Significant Career Events

(1) As LSO and occasional pilot, helped introduce the Ryan Fireball (FR-1) to the fleet in 1945-46-47. One of a kind airplane, recip forward and small jet engine aft (I-16) and tricycle landing gear. Was a poor carrier aircraft and the Navy had only one such squadron equipped - VX-66 later VF-1E.

(2) Commanded the first FJ-3 squadron (VF-173) and with nine other fleet pilots did some of the Service Test testing/evaluation at Test Pilot Center at NAS Patuxent. Made first deployment aboard USS *Intrepid* (CVA-11) which was to the Med.







**E. Scott McCuskey, Captain, USN**
"Scott"

Date of Designation: 1 September 1939 NA # 6109

Dates of Active Duty: September 1938 - August 1965

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed wing: 400

Approximate Flight Hours:
Jet: 3 Prop: 5,997 VF/VA: 5,047
VR/VP: 400 VS: 500 VT: 50

Combat Tours:
WW II: Gilbert Islands, 31 Jan. 1942 - 1 mission.
Battle of Coral Sea, May 7-8, 1942 - 2 missions.
Battle of Midway, June 4, 1942 - 2 missions
Palau, Hollandia, Truk, Guam, Iwo Jima, Leyte,
Clark Field, Formosa, Luzon and Battle of the
Philippine Sea, March 30-October 18, 1944.

Aviation Commands:
CO, VS-22, 1950

Combat Awards:
2 Navy Crosses
5 Distinguished Flying Crosses
12 Air Medals



1963



1996 Tommie

## David L. McDonald, Admiral, USN (Ret.)

"Dave"

Date of Designation: 1931 NA # 3851

Dates of Active Duty: July 1924 - 1 August 1967

Combat Tours:
WW II: USS *Ranger* (CV-4), Oct. 1941 - Jun. 1942.
USS *Essex* (CV-9), Mar. 1944 - Jun. 1945, Air Officer and XO.

Aviation Commands:
CO, USS *Mindora*, Aug. 1951 - Jul. 1952
CO, USS *Coral Sea* (CVS-45), Dec. 1954 - Oct. 1955
COMCARDIV 6, Nov. 1960 - Jul. 1961
COMSIXTHFLT, Jul. 1961 - Jul. 1962
CINCUSNAVEUR, Jul. 1962 - Jul. 1963
CNO, Aug. 1963 - Aug. 1967

### Duty Assignment Chronology

Admiral David L. McDonald was born in Georgia in 1906 and graduated from the United States Naval Academy in 1928. He was designated a Naval Aviator in 1931.

At the beginning of World War II he was aboard the aircraft carrier USS *Ranger* (CV-4) in the Atlantic. Shortly thereafter he was ordered to the Staff of Admiral A. B. Cook at NAS Jacksonville to help establish the Naval Air Operation Training Command of which Mayport was a part. He was later ordered to the Pacific Area where he served as Air Officer and later as Executive Officer of the carrier USS *Essex* (CV-9).

Following World War II his main assignments were; Commanding Officer of the carrier USS *Mindora,* Commanding Officer of the carrier USS *Coral Sea* (CVA-43), as Division Officer of Naval Aviation Requirements in the Pentagon, as Senior U. S. Naval Officer on the staff of the Supreme Commander Allied Forces Europe and as Commander Carrier Division Six. He was promoted to three stars and given command of the Sixth Fleet, and later promoted to four stars and sent in Command of U. S. Naval Forces Europe. From there he was called to the Pentagon by President Kennedy and on 1 August 1963, was given a two year assignment as Chief of Naval Operations and Navy member of the Joint Chiefs. In 1965, he was given an additional two year appointment by President Johnson.

Retiring in 1967, he and his wife, the former Catherine Thompson of Rochester, New York, came to Ponte Vedra Beach. They lived there continuously until 1995 when they moved to their present location of Fleet Landing, Atlantic Beach, FL. His family consists of his wife (known as Tommie), two children, two grandchildren and six great-grandchildren.

### Summary of Significant Career Events

(1) The CNO, Admiral Jay L. Johnson, presided at the dedication of the airfield at the Navy Base Mayport, Florida, which was named the Admiral David L. McDonald Airfield.






## Wesley L. McDonald, Admiral, USN (Ret.)

"Wes"

Date of Designation: 21 June 1950

Dates of Active Duty: 5 June 1946 - 1 December 1985

Combat Tours:

Vietnam: XO/CO, VA-56. Led initial strike on North Vietnam, USS *Ticonderoga*.

Vietnam: COMCVG-15, USS *Coral Sea* and USS *Constellation*.

Aviation Commands:

CO, VA-56, Mar. 1964-Mar. 1965
COMCVG-15, Jul. 1965-Jul. 1966
CO, USS *Hermitage* (LSD-34), Jul. 1969-Sep. 1970
CO, USS *Coral Sea* (CVA-34), Sep. 1970-Sep. 1971
COMCARDIV 3 (COMCARGRU 3), Sep 1972-Jan. 1974
Chief, Naval Air Training, May 1974 - August 1975

Combat Awards:

2 Distinguished Flying Crosses
Bronze Star Medal
4 Air Medals
Navy Unit Commendation with combat "V"

## Duty Assignment Chronology

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|---|---|
| 6/43-6/46 | U. S. Naval Academy (Midshipman). |
| 7/46-10/48 | USS *Philippine Sea* (CVA-47). Operation HIGHJUMP, South Pole Expedition. |
| 10/48-6/50 | NAS Pensacola, FL. Flight training. |
| 6/60-8/50 | Jet Transitional Training Unit ONE. |
| 8/50-11/50 | Fighter Squadron ELEVEN. Assistant Maintenance Officer. |
| 11/50-1/53 | Fighter Squadron TWELVE. Material Officer, Assistant Maintenance Officer and Flight Commander. two Med deployments (F2B-2 Banshees). |
| 1/53-3/54 | SEVENTY-SECOND Fighter Bomber Squadron. USAF Exchange Duty, George Air Force Base, California (F86F Sabre). |
| 3/54-6/57 | ATU-200/ATU-212, NAS Kingsville, Texas. Safety, Asst. Training, Standardization Officer. |
| 6/57-7/60 | Naval War College, Newport, RI (Command and Staff Course). |
| 7/60-8/62 | Staff, COMCARDIV THREE, Aide and Flag Secretary. |
| 8/62-1/63 | VA-125, A-4 refresher training. |
| 1/63-3/65 | XO/CO, VA-56, USS *Ticonderoga*. Led initial strike on North Vietnam, Port of Vinh and flew cover for USS *Maddox* and USS *Turner Joy* on previous night. |
| 3/65-7/65 | Carrier Air Wing TWELVE, Operations Officer. |
| 7/65-7/66 | Commander, Attack Carrier Air Wing FIFTEEN, USS *Coral Sea* and *Constellation* (Vietnam). |
| 7/66-7/68 | BUPERS, Aviation Commander Assignments Officer. |
| 7/68-6/69 | National War College, Fort McNair, Washington, D. C. MS (International Affairs, GWU). |
| 7/69-9/70 | CO, USS *Hermitage* (LSD-34). |
| 9/70-9/71 | CO, USS *Coral Sea* (CVA-34). |
| 10/71-9/72 | Commandant, Thirteenth Naval District with ADDU from 7/72 as COMFAIRWHIDBEY. |



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|---|---|
| 9/72-1/74 | Commander, Carrier Division THREE (later redesignated Carrier Strike Group THREE). |

| | |
|---|---|
| 1/74-4/74 | COMNAVAIRPAC Representative. |
| 5/74-8/75 | Chief of Naval Air Training, NAS Corpus Christi, TX. |
| 8/75-7/77 | Deputy Chief BUPERS/CNO, Assistant DCNO (Manpower) (OP-01B). |
| 7/77-7/79 | Commander SECOND Fleet. |
| 7/79-10/82 | CNO, DCNO, Air Warfare (OP-05). |
| 10/82-10/85 | Commander in Chief, Atlantic and Atlantic Fleet /Supreme Allied Commander, Atlantic (SACLANT). |
| 12/1/85 | Retired from active duty |



**Edward O. McDonnell, Vice Admiral, USNR**

Edward Orrick McDonnell was born in Baltimore, Maryland, on November 13, 1891, son of Eugene and Ann Chilton McDonnell. He attended Loyola High School and Baltimore Polytechnic Institute before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from his native state in 1908. As a Midshipman he was active in athletics, winning crew numerals in 1910, the orange "N" in lacrosse for three years, and the bronze medal as Special-weight Boxing Champion his First Class year. Graduated and commissioned Ensign in the U. S. Navy on June 8, 1912, he progressed in rank to that of Lieutenant Commander, to date from September 21, 1918. He resigned his commission in the U. S. Navy on January 11, 1920, and was commissioned Lieutenant Commander in the U. S. Naval Reserve from January 20, 1920. Through subsequent promotions, he attained the rank of Rear Admiral, from December 7, 1942, and upon retirement on December 1, 1951, was advanced to the rank of Vice Admiral on the basis of combat citations.

Upon graduation from the Naval Academy in June 1912, he was ordered to the USS *New Jersey*, and during the next two years also served in the USS *Montana* and USS *Florida*, with temporary additional duty in the USS *Montgomery* under instruction in torpedoes. In March 1914 he joined the USS *Prairie*, and was awarded the Medal of Honor with the following citation: "For extraordinary heroism in battle, engagements of Vera Cruz, April 21 and 22, 1914; posted on the roof of the Terminal Hotel and landing; established a signal station there and day and night maintained communication between the troops and the ships. At this exposed post he was continually under fire. One man was killed and three wounded at his side during the two days' fighting. He showed extraordinary heroism and striking courage and maintained his station in the highest degree of efficiency. All signals got through, largely due to his heroic devotion to duty."

Detached from the *Prairie* in December 1914, he had two months, instruction in aeronautics at the works of the Wright Company, Dayton, Ohio, before reporting on February 1, 1915, to the Naval Air Station, Pensacola, Florida, for flight, training. He was designated an "actual flyer of heavier than aircraft," January 15, 1915, and Naval Aviator on March 22, 1915. He was appointed Navy Air Pilot No. 16 on October 14, 1915, and on January 19, 1918, became Naval Aviator No. 18.

During his service at Pensacola, after completing flight training, he was an instructor and conducted flying tests for officers under his command to determine their qualification as naval aviators. In June 1917 he continued duty as an instructor of fledgling aviators at Huntington, Bay, Long Island, and New London, Connecticut, and during that three months period of duty in the early part of World War II he commanded the first Yale Aviation Unit.

On September 14, 1917, he reported to the Office of the Chief of Naval Operations, Navy Department, Washington, D. C., and was assigned duty in charge of the Naval Aviation Detachment, Hampton Roads, Virginia. He remained there until December 1, 1917, when he proceeded to London, England, to report to the Commander, U. S. Naval Forces Operating in European Waters. During 1918 he was in active air combat in France and Italy, and engaged in bombing German submarine bases at Bruges, Ostend and Zeebrugge. For his World War I service, he was awarded the Navy Cross, with the following citation: "For distinguished and heroic service as a pilot attached to U. S. Naval Aviation Forces Abroad. Took an important and valuable part in organizing U. S. Northern Bombing Group. Made several extremely hazardous flights over the Alps, in, machines which were known to be structurally imperfect."

Detached from the Northern Bombing Group in November 1918, he had brief duty at U. S. Naval Headquarters, London, England, in connection with the installation and delivery of aircraft for the USS *Texas* and duty on board that battleship in December 1918. Upon his return to the United States he reported for duty in connection with aircraft in the Bureau of Navigation and the Office of Naval Operations, Navy Department. At the end of a year there he tendered his resignation, because of physical condition, which became effective January 11, 1920. Later that month he accepted appointment as Lieutenant Commander in the U. S. Naval Reserve Force (Aviation).

During August 1920 and in December 1922 he had active training duty at the Naval Air Station, Rockaway Beach,

- Continued -

Long Island, New York, and the Naval Air Station, Pensacola, Florida, and in July 1923 had active temporary duty on board the USS *Wright*, Flagship of Commander Aircraft Squadrons, Scouting Fleet. He had periods of training duty at the Naval Reserve Air Station, Fort Hamilton, New York, and the Naval Air Station, Pensacola, in 1924, and other periods in the years to follow.

During August and September 1940 he acted as Naval Observer on the first flight of Pan American Airways to New Zealand, Australia and the Dutch East Indies. In October of that year he reported to the Chief of the Bureau of Aeronautics, Navy Department, for active duty, and subsequently had refresher courses at the Pensacola and Miami, Florida, Naval Air Stations. From January to March 1941 he served as Assistant U. S. Naval Attaché and Naval Attaché for Air at the American Embassy, London, England, and in May and June of that year had similar duty at the American Embassy, Peiping, China, where he was also a naval member of the United States Mission to China. He was awarded the Air Medal, with citation to follow: "For meritorious achievement in aerial flight as a Member of the First Air Mission to China. May and June of 1941. As naval member (of that mission), Commander McDonnell participated in numerous hazardous flights in Chinese Air Force planes over enemy Japanese-held territory despite intense opposition from hostile forces and thereby gained information of great value in establishing a better understanding between the military air forces of China and the United States. His outstanding professional knowledge, unwavering devotion to duty and gallant conduct throughout this vital mission reflect the highest credit -upon Captain (then Commander) McDonnell and the United States Naval Service."

Returning to the United States in July 1941, he assumed command of the Naval Air Station, New York, N. Y., and of the Naval Reserve Aviation Base there in August. A month later he was relieved of command of the Reserve Base and assigned additional duty as District Aviation Officer for the Third Naval District, Headquarters in New York. N. Y. On February 25, 1943, he was detached from the latter duty with orders to Headquarters, Eastern Sea Frontier, for duty as Air Officer.

On June 20, 1943, he reported as Chief of Staff and Aide to the Commandant, Naval Air Training Center, Corpus Christi, Texas, and from February to May 1944 he also served as Chief of Staff and Aide to the Chief of Naval Air Intermediate Training Command, at Corpus Christi. On May 7, 1944 he was detached to Headquarters, Twelfth Naval District, San Francisco, California, thence to the USS *Long Island* (CVE-1) for duty as Commanding Officer. He commanded that vessel in the Pacific Area from July to December 1944, when. he was transferred to command of the USS *Nehenta Bay*. He was awarded the Bronze Star Medal, with Combat "V," and the following citation: "For heroic service as Commanding Officer of the USS *Nehenta Bay* during a series of fueling operations in support of the THIRD Fleet attacks on enemy Japanese forces in the South China Sea, January 9 to 20, 1945. operating as a part of a screening force in a high speed fueling and plane replacement group, Captain McDonnell directed his ship in supporting the first penetration of the South China Sea by United States surface forces since the early days of the war. Although the success of the mission was endangered on several occasions by hostile aerial attacks in which three Japanese planes were destroyed by Combat Air Patrol over the fueling groups and others shot down outside of visual range of the formation', Rear Admiral McDonnell (then Captain) by his professional skill, initiative and leadership, effectively executed the many complex details of his assignment not only to insure the safety of his ship but also to render the logistic support essential to the success of the operations, His conduct throughout this period was in keeping with the highest traditions of the United States Naval Service."

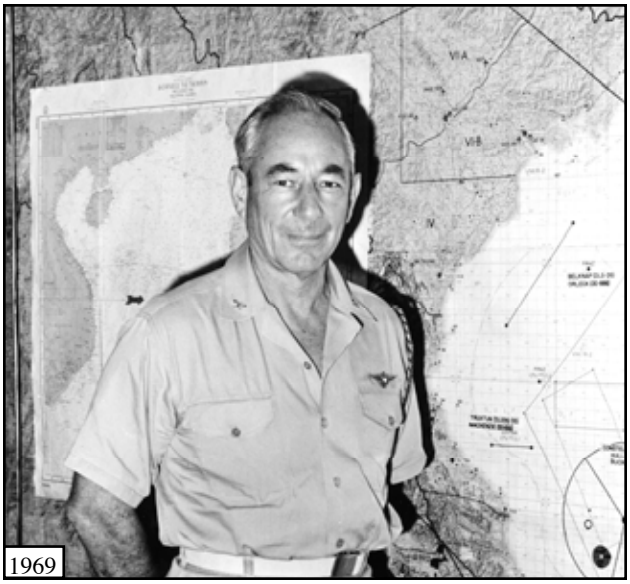
He returned to the United States and, ordered to the Navy Department, Washington, D. C., served from November 8 to December 18, 1945, as Special Assistant to the Flight Pay Board, in the Office of the Deputy Chief of Naval Operations (Air). He then reported to Naval Officers Separation Center, where on December 27, 1945, he was relieved of all active duty. His transfer from the Naval Reserve Inactive List to the Naval Reserve Retired List became effective December 1, 1951.

Admiral McDonnell was killed in the crash of a National AirLines plane (DC-6) on January 6, 1960, near Bolivia, Brunswick County, North Carolina. He is survived by his wife, Helen Fisher McDonnell, to whom he was married in 1915, and two daughters Mrs. Donald M. Kendall of Oyster Bay, Long Island, New York and Mrs. Arthur R. Barry, of Annapolis, Maryland. A son, Second Lieutenant Edward 0. McDonnell Jr., AAF, USA, was killed in action in 1942. Mrs. McDonnell's present address is P. O. Box 222, Hobe Sound, Florida,

In addition to the Medal of Honor, the Navy Cross, the Bronze Star Medal, the Air Medal, the Italian War Cross, awarded by the Government of Italy for his service there in World War I, Vice Admiral McDonnell had the Mexican Service Medal; the Victory Medal, Aviation Clasp; American
Defense Service Medal; Asiatic-Pacific Campaign Medal; American Campaign Medal; and the World War II Victory Medal. He also held the Naval Reserve Medal with Bronze Star for twenty years' honorable service in the Naval Reserve.

A destroyer escort vessel., the USS *Edward McDonnell* (DE-1043) has been named to honor Admiral McDonnell. Launching date at Avondale Shipyards, Inc., Westwego, Louisiana, was February 15, 1964.


1962


1969

**Norman K. McInnis, Captain, USN (Ret.)**
"Norm"

Date of Designation: 16 September 1942

Dates of Active Duty: 14 February 1942 - 31 July 1970

Total Flight Hours: 5,500

Carrier/Ship Landings: Fixed wing: 350

Approximate Flight Hours:
Jet: 1,500 Prop: 4,000 VF/VA: 4,500

Combat Tours:
WW II: VB-5, USS *Yorktown* (CV-5), Central Pacific Campaigns - Marcus Islands, Jan. 1943 - May 1944.
Korea: October 1953 - July 1954.

Aviation Commands:
CO, VAH-11
CO, VAH-123, Dec. 1959 - Jul 1961
CO, USS *Mattiponi* (AO-41), Mar. 1967 - Aug. 1968
CO, USS *Ticonderoga* (CVS-14), Sep. 1968 - Oct. 1969

Combat Awards:
Distinguished Flying Cross
Legion of Merit
5 Air Medals

## Duty Assignment Chronology

Navy flight training, Pensacola, Florida. Graduated and designated Naval Aviator on 16 September 1942. Completed advanced training as a dive bomber pilot in November 1942, and carrier qualifications in December 1942.

Reported to VS-3 in El Centro, CA., in January 1943. VS-3 later became VB-5, the bombing squadron in Air Group-5. We deployed aboard USS *Yorktown* (CV-5) to Pearl Harbor and commenced the Central Pacific Campaign. Our first engagement was a raid on Marcus Island on 31 August 1943. During this cruise *Yorktown* became known as THE FIGHTING LADY. The film THE FIGHTING LADY was the combat action of Air Group Five. We completed this cruise in May 1944.

After arriving in the states, I was assigned to the training command at NAS Cecil Field, FL. We trained replacement pilots for the fleet.

In July 1945 I received orders to VB-75 in Chincoteague, VA. VB-75 was the bombing squadron of Air Group-75, which was the initial Air Group assigned to USS *Franklin D. Roosevelt* (CVB-42). We made two deployments to the Mediterranean Sea and one to South America. In July 1948 I received orders to General Line School in Newport, RI., completed this school in June 1949, and was ordered to The Aeronautical Rocket Laboratory, Lake Denmark, Dover, New Jersey, as the project officer in charge of the engineering test of the first Navy liquid propelled rocket engines. I completed this assignment November 1950.

In December 1950 I was ordered to light attack squadron VA-3B in Air Group 4, temporarily stationed at NAS Cecil Field Jacksonville, FL. Air Group 4 was assigned to USS *Oriskany* (CV-34). We made a cruise to the Mediterranean Sea in 1951.

In early 1952 I was ordered to Albuquerque, New Mexico, to attend Special Weapons School in preparation for my assignment into the Special Weapons delivery squadron - VC-6.

I completed two deployments to West PAC during the Korean War. On the second deployment I was the Officer-in -Charge of the Unit. We operated from the decks of the deployed carriers in the Sea of Japan during this time. After completing this deployment, I returned to NAS North Island

- Continued -

and was ordered to the Navy War College in Newport, Rhode Island. I reported to the Navy War College in June 1954, completed the course in May 1955 and was then assigned to the Joint Staff, Air Force, Navy and Army Target Intelligence Unit in Washington D. C. I completed this assignment in October 1957.

I then received orders to VAH-9 in Sanford, FL., flying the A3D heavy attack aircraft. In 1958 we deployed to the Mediterranean and participated in the Lebanon crises. Then we returned to the States. I immediately received orders as Commanding Officer of VAH-3 there in Sanford. This assignment lasted a very short time because there became an immediate demand for a squadron commander at Whidby Island Washington and I was ordered there to take Command of VAH-123. I assumed command in mid-December.

I held this command until mid-July 1961, when I was ordered to the USS *Hornet* (CVS-12) as Operations Officer. I later became Executive Officer. We made one Western Pacific deployment and then I received orders to The Imperial Defense College in London, England. Reporting date in late December 1963, I occupied the Navy's seat there for the year 1964.

In January I was assigned to CNO's Staff as head of Flag Plot (OP-333), one of the toughest jobs in the Pentagon. During this tour we went through the Dominican Republic crises, the start of the Vietnam War, then execution of our Navy's important role in this fight.

The Secretary of the Navy, (Mr. Nitze) gave me an additional task of supervising and being responsible for the building of a River Boat for Market Time Forces that were fighting in the Mekong River Delta. This boat had to have high speed, be very maneuverable and have plenty of fire power. I had to complete this project immediately. This project completed ahead of schedule and was designated PBR River Boats. The success of this boat speaks for all who helped build it, train the crews, get them on station and give them the logistics they needed in combat. The Sailor Men who fought in these PBR's were the real heros.

Upon my departure from Flag Plot I was awarded The Navy Commendation Medal which I wore with pride.

In March 1967 I received orders to my deep draft ship as Commanding Officer of USS *Mattiponi* (AO-41). I took *Mattiponi* through overhaul, underway training and deployed to the Western Pacific into the Tonkin Gulf and serviced the Navy combat ships operating in that area. Upon returning to the states I received orders to USS *Ticonderoga* (CVS-14) as Commanding Officer in September 1968. After doing the normal things such as, completing our training, going through our underway readiness inspection with flying colors, we departed for the Tonkin Gulf to bomb hell out of the Vietcong in Vietnam. That we did. The *TICO* set several combat records during our time on station in the Tonkin Gulf. I was relieved of *Ticonderoga* in October 1969.

In late November 1969, I received orders to Carrier Division THREE staff as Chief of Staff in the Tonkin Gulf. We operated in Tonkin Gulf until March 1970 and returned to the states.

I received orders to Commander Naval Forces Atlantic Fleet to be Commander Fleet Air Force Norfolk with head quarters at NAS Oceana Virginia. I assumed command in April 1970.

The new admirals list had been published in the spring and I wasn't selected. My wife Sal and I evaluated our options and concluded that I should retire. I loved the Navy and it was awfully good to me and I was not going to lay around and cry in my beer. We have three very bright children and now they became more primary. They were not going to get their education like I did. Besides I had places to go, things to do, goals to accomplish and mountains to climb. Therefore, I retired as of 31 July 1970. I retired on Friday and went to work on Monday for McDonnell-Douglas in Long Beech, California. I worked there very successfully for ten years.

In 1980, a boyhood friend of mine in Louisiana was in trouble with a Commuter Air Line--he couldn't make it work. He asked me to come home and help him. I accepted the challenge, went to Shreveport, LA., and went to work. Four years later he had a thriving airline. I took the airline public, paid all the debt, and put a substantial amount in the company's bank, tipped my hat and gently walked away.

During these four years with Royale, I built an outstanding reputation in the Commuter Air Line business. I continued for eight years fixing Commuter Airlines and reached all my goals except the one I retired from.

**Family**:
My daughter Molly is a Missionary in Singapore with a Masters Degree. Daughter Mary is a Lawyer in New York, and son Norman Jr., is a Lawyer in New York/Los Angeles.

**Education**:
Ouachita Parish High School, Monroe, LA.
Louisiana State University, Baton Rouge, LA (1940-1442).
Navy General Line School, Newport, RI.
Naval War College, Newport, RI
Imperial Defense College, London, England.
B. S. Degree, University of Maryland, College Park, MD.
A. A. Degrees, Business Administration, Real Estate, Auto Mechanics, Santa Ana College, Santa Ana, CA.





**Edwin D. McKellar, Jr., Captain, USN (Ret.)**
"Ed"

Date of Designation: 15 December 1950

Dates of Active Duty: June 1949 - May 1980.

Total Flight Hours: 4,610

Carrier/Ship Landings: Fixed wing: 561

Approximate Flight Hours:
Jet: 3,750 Prop: 860 VF/VA: 3,150

Combat Tours:
Korea: VC-61, Oct. 51 - Mar. 52 - 65 combat missions
VC-61, Nov. 52 - Apr. 53 - 54 combat missions
Vietnam: VA-192, Nov. 66 - Apr. 67 - 147 combat missions
ACAW-8, Jun. 70 - Nov. 70 - 96 combat missions

Aviation Commands:
CO, VA-192 (A-4 Squadron), 1966 - 1967.
CAG-8 (A-4, F-8, A-1), 1970.
CO, NAS Alameda, 1974 - 1976.

Combat Awards:
2 Silver Stars
2 Legions of Merit
3 Distinguished Flying Crosses
2 Bronze Stars
2 Navy Commendation Medals
30 Strike/Flight Air Medals

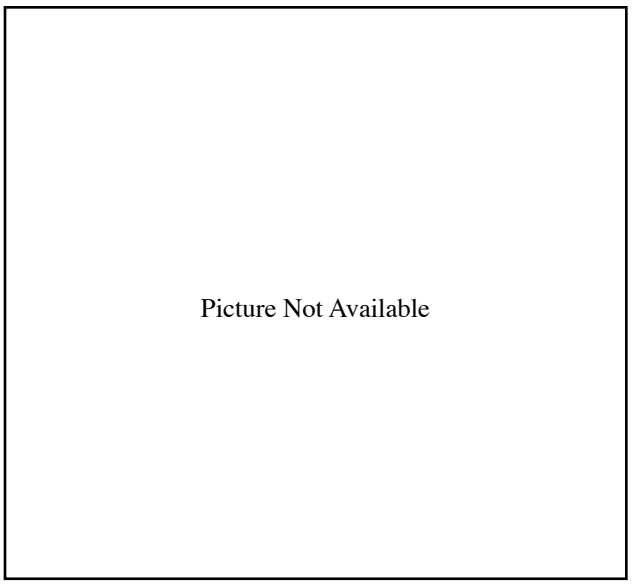
## Duty Assignment Chronology

| | |
|---|---|
| 6/49-12/50 | Flight training NAS Pensacola and NAS Corpus Christi. |
| 1/50-4/54 | VC-61, NAS Miramar - Two Korean Combat Cruises. |
| 5/54-4/57 | Blue Angels Flight Demonstration Team. |
| 5/57-6/59 | Catapult Officer, USS *Franklin D. Roosevelt*. |
| 7/59-8/61 | VA-76, NAS Oceana - Two Med deployments. |
| 9/61-6/62 | Naval War College, Command & Staff course. |
| 7/ 62-9/62 | Aide, Chief Bureau of Naval Weapons. |
| 11/62-7/64 | Aide, Commander Naval Air Forces, U.S. Pacific Fleet. |
| 8/64-8/65 | VA 125 Training Officer and then Operations Officer. |
| 9/65-12/67 | XO then CO, VA 192, two combat cruises to Vietnam, deployed in USS *Ticonderoga*. |
| 1/68-1/69 | Executive Assistant, Deputy Chief of Naval Materiel. |
| 2/69-2/70 | San Diego State University Degree program. |
| 3/70-12/70 | Commander, CVW-8 deployed to Vietnam in USS *Shangri La*. |
| 1/71-5/72 | Operations Officer, CTF-77. |
| 6/72-6/74 | Executive Assistant to Deputy Chief of Naval Operations (Air Warfare). |
| 7/74-7/76 | CO, NAS Alameda, CA. |
| 8/76-12/79 | Chief of Staff, Cruiser-Destroyer Group Three. |
| 12/79-5/80 | On medical hold - then retired May 1980. |
| 6/80-Present | Executive Director, San Diego Aerospace Museum. |

## Summary of Significant Career Events

(1) Blue Angles Demonstration Team.

(2) 362 combat missions in Vietnam and Korea.




**Edward Hyslop McKitterick, Commander, USNR**
(Naval Aviator #39)

Edward Hyslop McKitterick was born in Sissiton, Indian Agency, (South) Dakota, on September 23, 1889. He entered the U. S. Naval Academy, Annapolis, Maryland, on appointment from the State of Iowa on June 14, 1907, and was graduated and commissioned Ensign on June 8, 1912. He resigned his commission, in the rank of Lieutenant Commander, effective November 26, 1919, and the next day accepted an appointment in the U. S. Naval Reserve Force, being honorably discharged on November 24, 1923. He accepted an appointment in the Naval Reserve on December 13, 1941, a few days after the United States entered World War II, and served until January 11, 1944, in the rank of Commander.

Following graduation from the Naval Academy in June 1912, he had sea duty until April 1914 successively in the USS *Kansas*, a unit of the Fourth Battleship Division, Atlantic Fleet; the USS *Montgomery*, torpedo practice ship assigned to Special Service at Newport, Rhode Island; and again in the USS *Kansas*. Duty from April to October 1914 at the Naval Training Station, Great Lakes, Illinois, preceded further sea duty until March 1916 aboard the USS *Eagle*, surveying ship, and the USS *North Carolina*, first aviation training ship, based at Pensacola, Florida.

On March 19, 1916, he reported for aviation instruction at the Aeronautic Station at Pensacola, and before his detachment in July 1917 was designated Naval Aviator #39. For the next six months he was with the Naval Aviation Detachment, Massachusetts Institute of Technology, Boston, Massachusetts. From January to June 1918 he had duty at the Naval Air Station, Chatham, Massachusetts, and during the last six months of World War I, he was with the U. S. Naval Aviation Forces Abroad, Londonderry and Lough Foye, Ireland.

Returning to the United States in December 1918, he served for three months at the Naval Air Station, Bay Shore, Long Island, New York, and from April until November 1919, had duty afloat as Navigator of the USS *Frederick*, operating with Division 2, Cruiser Force. His resignation from the U. S. Navy was effective November 26, 1919, and from November 27, of that year, until November 24, 1923, he had regular periods of training and instruction as an officer in the U. S. Naval Reserve.

Called to active duty immediately after accepting a commission in the U. S. Naval Reserve following the Japanese attack on Pearl Harbor, on December 7, 1941, he reported to Headquarters, Third Naval District, New York, New York, On August 23, 1943, he was transferred to the Navy Department, Washington, where he remained on duty in the Office of Procurement and Material until detached on January 7, 1944, as Officer in Charge of the Industry Cooperation Division.

Commander McKitterick is entitled to the Victory Medal, Aviation Clasp; the American Campaign Medal; and the World War II Victory Medal.

A son of Dr. and Mrs. N. McKitterick, Commander McKitterick and his wife, the former Mary Chase, had two children: Nathaniel M. and Gertrude McKitterick.


1972


1997

## William H. McLaughlin, RADM, USN (Ret.)

Date of Designation: February 1947

Dates of Active Duty: June 1944 - May 1979

Total Flight Hours: 3,800

Carrier/Ship Landings: Fixed wing: 300 Rotary: 5

Approximate Flight Hours:
Jet: 10 Prop: 3,700 Helo: 100

Combat Tours:
WW II: Surface Officer, USS *San Juan* (CLAA-54), Sep. 1944 - Sep. 1945. Five campaigns in Pacific.
Vietnam: Vietnam Service and Campaign, USS *Bennington* (CVS-20). No combat (No subs), 1962 - 1964.

Aviation Commands:
CO, VS-38, 1962 - 1963.
CO, CVSG-59, 1963 - 1964.
CO, USS *Ticonderoga* (CVS-14), Oct. 1969 - Dec. 1970.
COMASWWING-4, Oct. 1972 - Feb. 1973

### Duty Assignment Chronology

| | |
|---|---|
| 6/41-6/44 | Midshipman, U.S. Naval Academy. Graduated USNA Class of '45. |
| 9/44-11/45 | USS *San Juan* (CLAA-54) - 5 Pacific campaigns. |
| 12/45-7/47 | Navy Flight Training. |
| 7/47-12/49 | VP-26, NAS Pax River and New Foundland. |
| 1/49-12/49 | VP-26, Port Lyautey, French Morroco. |
| 1/50-1/52 | Photo training. Photo School and then Staff, Pensacola. |
| 1/52-5/54 | Photo Officer (ETC), Port Lyautey. |
| 6/54-6/56 | Yale NROTC Professor, New Haven, CT. |
| 7/56-6/57 | Naval War College (Student), Newport, RI. |
| 7/57-6/59 | VS-23, NAS Los Alamitos and USS *Princeton* |
| 6/59-6/61 | Staff, COMFAIRWESTPAC, Atsugi, Japan. |
| 7/61-1/62 | XO, VS-29, NAS North Island, CA. |
| 1/62-5/63 | CO, VS-38, NAS North Island and USS *Bennington.* |
| 6/63-8/64 | COMSVCG-59, NAS North Island, CA. |
| 8/64-6/67 | BUPERS, Washington, D. C. |
| 7/67-6/67 | Industrial College of the Armed Forces (Student), Washington, D. C. |
| 7/68-8/69 | USS *Vermillion* (AKA), Little Creek, VA. |
| 9/69-12/70 | CO, USS *Ticonderoga* (CVS-20). |
| 12/70-12/71 | Chief of Staff, COMCARDIV 4. SIXTHFLT and SECONDFLT deployments. |
| 1/72-10/72 | Chief of Naval Education and Training, Executive Assistant and Aide. |
| 10/72-3/73 | COMASWGRU 4, Quonset Point, RI. |
| 3/73-9/73 | Deputy COMSECONDFLT. |
| 9/73-12/76 | Deputy for Operations and Command and Control, CINCLANT/CINCLANTFLT and SACLANT. |
| 1/77-5/78 | COMFAIRMED. |
| 5/78-5/79 | Deputy OP-94, Command and Control/ Communications, OPNAV, Washington, D. C. |
| 6/1/79 | Retired from active duty. |

### Summary of Significant Career Events

(1) VP-26, Port Lyautey, French Morroco. Flew electronic surveillance flights around Iron Curtain - 1949. Forerunner of the VQ squadrons.



**Irving M. McQuiston, Rear Admiral, USNR**

Irving Matthew McQuiston was born in Waltham, Massachusetts, on June 27, 1895, was graduated from Waltham High School in June 1914, the Allen School for Boys, West Newton, Massachusetts, in 1915, and entered Massachusetts Institute of Technology, Cambridge, Massachusetts, in September 1916. Enrolling in the U. S. Naval Reserve Force as Machinist's Mate, Second Class, at the Boston Navy Yard on May 11, 1917, shortly after the United States entered the World War, he reported for active duty on September 7, 1917 at the Naval Air Station, Pensacola, Florida. On January 31, 1918 he was transferred to Massachusetts Institute of Technology for the ground course in naval aviation. His rating was changed to Chief Quartermaster on March 1, 1918, and on April 13 he was ordered to the Naval Air Station, Bay Shore, Long Island, New York, for preliminary flight training. Completing his flight training at the Naval Air Station, Pensacola, Florida, he was designated Naval Aviator number 905 on June 12, 1918.

Commissioned Ensign in the Naval Reserve Force in July 1918, he was promoted to Lieutenant (jg) April 5, 1919. Relieved of active duty at his own request and honorably discharged from the Naval Reserve in May 1921, he was reappointed Lieutenant (jg) in the U. S. Naval Reserve in August 1923, and was subsequently promoted to Lieutenant, October 22, 1928; Lieutenant Commander, July 1, 1936; Commander, April 26, 1940; and Captain, January 25, 1941. On November 2, 1945 he was appointed Rear Admiral to rank from July 8, 1942.

Following his commissioning in the Naval Reserve Force in 1918, he was ordered to duty at the Naval Air Station, Pensacola, Florida, and early in 1919 was placed in command of Squadron 3. After his reappointment as Lieutenant (jg) in the Naval Reserve in August 1923, he assisted in establishing the first Naval Reserve Aviation Base at Squantum, Massachusetts, and continued his association with, and interest in, rebuilding Naval Reserve aviation activities. In 1929-1930 he performed six months' active duty, without pay, with the Aircraft Squadrons of the U. S. Fleet, in order to gain experience and training.

On May 31, 1930, he, at the request of the Chief of the Bureau of Aeronautics, reported for active duty in that Bureau, where he served continuously until 1941 in connection with the instruction, training and drilling of the Naval Air Reserve. In this assignment he was given the responsibility for developing the legislation for the Naval Aviation Cadet Program and after its passage the responsibility for its organization and implementation.

At the beginning of the National Emergency in 1941, he was made Director of the Progress Division, Bureau of Aeronautics, Navy Department, Washington, D. C., continuing that duty in addition to his later assigned primary duty in the Office of the Deputy Chief of Naval Operations (Air), Navy Department, as Director of Aviation Progress. In that dual assignment, he was charged with keeping DCNO (Air) and the Chief of the Bureau of Aeronautics informed of the over-all status of aeronautical activities, and making special surveys in connection with activation of aviation planning.

During the war he served as Senior Member of the Continuing Board to inspect and Review the adequacy of Aviation Shore Facilities to Support Fleet and Sea Frontier Air Forces; as Senior Member of the Study Group which reviewed the adequacy of aviation facilities on the Hawaiian, Marshall and Gilbert Island Areas; and as Senior member of the informal Working Board to Submit Studies as the Basis for an Integrated Naval Aviation Personnel Program. He also served as Senior Member of the Board charged with the selection of sites for new Naval Air Facilities and the development of such facilities, for the support of the expanded training program for naval aviators and technical personnel.

"For exceptionally meritorious conduct…as Director of the Progress Division in the Bureau of Aeronautics, from April 1,1941 to February 1, 1946; and as Chief of Aviation Progress in the Office of the Deputy Chief of Naval Operations (Air), from September 10, 1943 until May 28, 1945...." he was awarded the Legion of Merit.

On December 15, 1943, he reported to duty in the Office of Naval Operations (Air) as Advisor and Coordinator for the Naval Air Reserve Program. In addition, he was appointed as an original member of the Civilian Components Policy Board, now the Reserve Forces Policy Board, in the Office of the Secretary of Defense, established by law as the principal policy adviser to the Secretary of Defense on matters

- Continued -

matters pertaining to the reserve components of the, several Services. He became Military Executive Officer of that Board, the second to serve as such, on May 22, 1950. He served in this assignment until June 30, 1959 and while in this capacity was largely responsible for the studies and guidance which led to the passage of the "Armed Forces Reserve Act of 1952" and "The Reserve Officer's Personnel Act." He was transferred to the Retired List, effective July 1, 1959

"For outstanding performance of duty as Military Executive, Reserve Forces Policy Board from July 1952 to July 1, 1959..." he received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of Navy. The citation, further states in part: "One of the foremost authorities on Reserve Forces matters, Rear Admiral McQuiston has brought to the Reserve Forces program a wealth of knowledge and wisdom gained through long experience with, and understanding of the complex problems of the civilian components of our armed forces. Under his perceptive administrative direction, the Reserve Forces Policy Board adopted the twenty principles of Reserve policy which have furnished a basis for the development of the present strong Reserve Forces program. Admiral McQuiston has been directly responsible for a major portion of the achievements in recent Reserve legislation, and his valuable contributions are reflected in the provisions of the Armed Forces Reserve Act of 1952..."

In addition to the Legion of Merit and the Secretary of the Navy's Commendation with pendant, Rear Admiral McQuiston has the Victory Medal; the American Defense Service Medal; the American Campaign Medal; the World War II Victory Medal; and the National Defense Service Medal. He also has the Naval Reserve Medal with Bronze Star (twenty years' honorable service), having been a member of the Naval Reserve for forty years, of which close to thirty-two have been on active duty.

In civil life, Rear Admiral McQuiston was engaged by the Alfred Hale Rubber Company of Atlantic, Massachusetts, in 1921, and later became Vice President and General Manager of that company. In 1924 he accepted a position as General Superintendent of the Boston Manufacturing Company of Boston, Massachusetts, a textile finishing plant. He was also a Vice-President and Director of the Armed Forces Relief and Benefit Association.



**Frederick H. Michaelis, Admiral, USN**
"Mike"

Date of Designation: June 1943

Dates of Active Duty: June 6, 1940 - 1978

## Duty Assignment Chronology

Frederick Hayes Michaelis was born in Kansas City, Missouri, an March 4, 1917, son of Frederick Henry and Mabel A. (Hayes) Michaelis. He attended Kansas City Junior College for two years, prior to entering the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state in 1936. Graduated and commissioned Ensign on June 6, 1940, he subsequently advanced in rank to that of Admiral upon retirement.

Following graduation from the Naval Academy in 1940, he reported on board the USS *Pennsylvania* and was on board that battleship, in dry-dock at Pearl Harbor, Territory of Hawaii, when the Japanese attacked the Naval Base there on December 7, 1941. Damaged during the attack, the *Pennsylvania* sailed, later that month, for San Francisco, California, where she underwent repairs, and in August 1942 returned to Pearl Harbor. Detached from that vessel in October 1942, he had flight training at the Naval Air Stations, New Orleans, Louisiana; Pensacola and Melbourne, Florida. Designated Naval Aviator in June 1943, he was next Flight Instructor at the Naval Air Station, Melbourne.

In March 1944 he joined Fighting Squadron TWELVE as Flight Officer, served as Executive Officer from May 1944 until February 1945, then assumed command. He was awarded the Navy Cross for leading a combat air patrol in the vicinity of Okinawa Jima on April 17, 1945, during which he shot down three hostile aircraft. He also received the Silver Star Medal for participating in the first carrier-based air attacks, operating from the USS *Randolph*, on the Tokyo area on February 16, 17 and 25, 1945 during which he shot down two hostile fighters, assisted in dawning a third and destroyed three enemy planes on the ground and the Air Medal for leading strafing runs against enemy airfields and installations in the vicinity of Tokyo on February 25, 1945, during which He destroyed an enemy fighter plane. He was also awarded Gold Stars in lieu of the Second, Third and Fourth Air Medals and the Distinguished Flying Cross for completing twenty combat missions in the vicinity of the Japanese Empire and adjacent island chains, during the period February 16 to May 20, 1945.

Detached from command of Fighting Squadron TWELVE in July 1945, he commanded Bombing Fighting Squadron FIVE until June 1946. Ordered to the Postgraduate School, Annapolis, Maryland, he had instruction in aeronautical engineering and in August 1949 completed the course at the Massachusetts Institute of Technology, Cambridge, from which he received the degree of Master of Science. He next served with Air Development Squadron THREE, (ten months as Project Coordinator and ten months as Executive Officer). In June 1951 he placed in commission and assumed command of the Naval Air Special Weapons Facility at Kirtland Air Force Base, Albuquerque, New Mexico. In February 1954 he became Commander Air Group ELEVEN based aboard the USS *Kearsarge*. Detached from that command in June 1955, he reported the next month as Special Weapons Officer on the Staff of Commander Air Force, Pacific Fleet.

From January 1956 to May 1957 he was Special Assistant to the Assistant Secretary of the Navy for Air, Navy Department, Washington, D. C., after which he again served in the USS *Randolph* (CVA-15) this time as Executive Officer. Detached from that attack aircraft carrier in July 1958, he had instruction at the Naval War College, Newport, Rhode Island, and in February 1959 assumed command of the USS *Tolovana* (AO-64). He had Prospective Commanding Officers instruction in the Reactor Development Division, Bureau of Ships, Navy Department, during the period December 1959 to December 1960, then was assigned to the Navy Plans Section, Division of Strategic Plans, Office of the Chief of Naval Operations, Navy Department.

In July 1963 he assumed command of the USS *Enterprise* (CVA(N)65) and in August 1965 became Director of Development Programs, Office of the Chief of Naval Operations. In September 1967 he reported as Commander Carrier Division NINE and as such also served as Commander Task Group SEVENTY-SEVEN Point EIGHT and as Yankee Station Commander. He was awarded the Legion of Merit for "...outstanding leadership, professional skill, and sound judgment in the direction of combat operations against significant military targets and lines of communications in North Vietnam... " He is also entitled to the Ribbon for and a facsimile of the Navy Unit Commendation awarded the USS *Oriskany*, which was flagship of Commander Carrier Division NINE.

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From August 1968 to September 1969 he was Assistant Chief of Naval Operations (Air Warfare), then was promoted to Vide Admiral and became Deputy Director of Joint Strategic Target Planning staff, Offutt Air Force Base, Nebraska. In February 1972 he became Commander Naval Air Force, U. S. Atlantic Fleet with additional duty as Commander Fleet Air, Norfolk, Virginia. He then spent three years as Chief of Naval material before retiring from active duty in 1978. After that, he did consulting work in management, logistics, aerospace and weapons.

Admiral Michaelis died of cancer August 13, 1992. He was married to the former Rose Schiche of Lake Geneva, Wisconsin, and they had three children, Frederick Hayes Michaelis, Jr., Molly Anne Fine and Polly Michel Capansky; and four grandchildren

In addition to the Navy Cross, the Silver Star Medal, the Legion of Merit, the Distinguished Flying Cross, the Air Medal with three Gold Stars and the Navy Unit Commendation Ribbon, Vice Admiral Michaelis has the American Defense Service Medal with star; American Campaign Medal; Asiatic-Pacific Campaign Medal with silver star (five engagements); World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; National Defense Service Medal with bronze star; and the Vietnam Service Medal with two stars. He has also been awarded the Republic of Vietnam National Order Fourth Class with Rosette, the Republic of Vietnam Cross of Gallantry Army level with Bronze Palm and the Republic of Vietnam Campaign Medal.



**Harold B. Miller, Rear Admiral, USN**

Harold Blaine Miller was born in Newton, Iowa, on January 4, 1903, son of Abraham K. and Nora Belle Vanscoy Miller. On June 10, 1920, he entered the U. S. Naval Academy, Annapolis, Maryland, after attending Westlake School for Boys in Los Angeles, California. As a Midshipman at the Naval Academy, he participated in Lacrosse and Boxing. Graduated and commissioned Ensign on June 5, 1924, he subsequently advanced to the rank of Rear Admiral on April 18, 1945. He was transferred to the Retired List of the U. S. Navy in that rank on December 1, 1946.

After graduation from the Naval Academy in June 1924, he joined the USS *California*, and served as a junior officer in that battleship until February 1926, when he was ordered to the Naval Air Station, Pensacola, Florida, for flight training. Designated Naval Aviator on November 17, 1926, he joined Aircraft Squadrons Battle Fleet in February 1927, and had duty successively with observation Squadron ONE, aviation unit of the USS *West Virginia*, and Fighting Squadron TWO, based on the USS *Langley*. From January 1930 to June 1932 he was on duty at the Naval Air Station, Pensacola, first as a flight instructor, later as ground school instructor. While in that assignment he received a Letter of Commendation from the Secretary of the Navy in May 1930 for aiding in the rescue of a pilot who had crashed his seaplane in the water.

Transferred to the heavier-than-air unit of the airship AKRON, he flew planes on and off that dirigible until her loss off the coast of New Jersey, in April 1933. He next had duty in connection with the pre-commissioning detail of the airship MACON at the Naval Air Station, Lakehurst, New Jersey, and served with planes attached to that airship from her commissioning, June 23, 1933, until February 12, 1935. He was on board the MACON when she was lost off Point Sur, California. Ordered to the Naval Air Station, Sunnyvale, California, he served there until June 1935, then had duty with Scouting Squadron NINE, aviation unit of the USS *Northampton*, later of the USS *Salt Lake City*.

From April 1937 until June 1938 he served with Patrol Squadron 16, attached to the seaplane tender *Thrush*, and later to the tender *Teal*, which operated in the Alaskan Area during much of this period. In June 1938 he was transferred to Patrol Squadron 5 as Executive Officer, and in May 1939 assumed command. During his service with Patrol Squadron 5, which was redesignated Patrol Squadron 33, operating in the Central American and Caribbean Areas, his squadron won the Schiff Trophy for maximum flying time with minimum accident rate.

In June 1940 he reported as Aide and Flag Secretary on the Staff of Commander Carrier Division ONE (R.Adm. Arthur L. Bristol), and was attached to the flagship USS *Saratoga*. He continued staff duty when Admiral Bristol became Commander Aircraft, Scouting Force, and until February 1941 was attached to the flagship USS *Hulbert*. In March 1941 he became Aide and Flag Secretary to the Commander Support Force, U. S. Atlantic Fleet, and from October 1941 until February 1942 commanded the Flag Unit of the Support Force.

He was awarded the Legion of Merit with the following citation: “For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Aide and Flag Secretary on the Staff of the Commander of the Task Force, U. S. Atlantic Fleet, from March 3, 1941, to February 22, 1942, largely responsible for the details of the establishment and organization of the Task Force, (he) achieved distinctive success in developing close cooperation between units of the United Nations engaged in escort and antisubmarine operations in the North Atlantic. Captain Miller’s brilliant executive ability and wide experience were essential factors in the planning, indoctrination and training of the composite forces and their subsequent success in the protection of our convoys and in the punishing offensive campaign against encroaching submarines by the Task Force.”

Reporting next to the Navy Department, Washington, D. C., he organized and served as Head of the Training Literature Section, Training Division, Bureau of Aeronautics, from March 1942 until November 1943. He then reported for duty as Naval Attache for Air and Assistant U. S. Naval Attache, American Embassy, London, England. There he had additional duty with the Commander, U. S. Naval Forces in Europe. He was detached in September 1944 for duty as Public Relations Officer on the Staff of the Commander in Chief, U. S. Pacific Fleet.

“For exceptionally meritorious conduct...as Public Relations Officer on the Staff of the Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas, from September 9, 1944, to April 12,1945...” he was awarded a Gold Star in lieu, of the Second Legion of Merit. The citation continues: “During this period Captain Miller worked tirelessly to build a Public Relations section capable of meeting the rapidly expanding need for press, radio and pictorial coverage of Army, Navy, Marine Corps and Coast Guard activities in

- Continued -

the Pacific Ocean Areas. The establishment of the Advance Headquarters of the Commander in Chief...at Guam necessitated the creation of many new facilities for the accommodation of War Correspondents accredited to the theater, and for the expeditious transmission of their written and pictorial material. This task was accomplished with outstanding efficiency, resulting in the moving of unprecedented volume of news material in record time, resulting from the assault and capture of Iwo Island and positions in the Tyukyu Islands. Through his devotion to duty and farsighted planning, representatives of the world press, and through them the American people, were supplied news of the Pacific war and of their Navy with maximum speed and in great volume..."

On April 23, 1945, with the accompanying rank of Rear Admiral, he became Director of the Office of Public Relations, Navy Department, and on June 18, 1945, his title was changed to Director of Public Information. He served in that capacity until relieved of all active duty on July 31, 1946, pending his retirement on December 1 of that year.

In addition to the Legion of Merit with Gold Star and his Special Letter of Commendation from the Secretary of the Navy, Rear Admiral Miller has the American Defense Service Medal with Bronze "A"; the European African-Middle Eastern Campaign Medal; the American (campaign Medal; the Asiatic-Pacific Campaign Medal; and the World War II Victory Medal.

After retirement Admiral Miller became 'Vice President of Trans World Airlines. Later he became Director of Information, American Petroleum Institute, and Director of Public Relations, Pan American World Airways. He was also the head of Radio Free Europe.

In 1928 he was married to Miss Jean Dupont of Berkeley, California, and a daughter, Joan, was born on April 4, 1931, at Pensacola, Florida. His second wife, to whom he was married in June 1946, and who died in February 1952, was the former Mrs. Mary Whately-Smith, widow of a British Army officer. In December 1953 he married Miss Mary Louise McGee of Kansas City, Missouri. Their first son, Harold Blaine Miller, Jr., was born on June 1, 1956. On October 23, 1957, a second son, Barry McGee Miller was born.

Admiral Miller is the author of numerous magazine articles, and a book, "Navy Wings." With his first wife, who was also a writer, he collaborated and published much fiction, including the Bob Wakefiold Series (three books).



## Henry L. Miller, Rear Admiral, USN

A native of Fairbanks, Alaska, our 49th state, Admiral Miller entered the U. S. Naval Academy on appointment from Alaska in July 1930. He was graduated with the Class of 1934, was designated Naval Aviator at the Naval Air Station, Pensacola, in June 1938, and subsequently completed the Bombardiers' Course at Sandia Base and the All Weather Flight Course at Corpus Christi, Texas.

His early service included three years' duty at sea in the battleship *Texas* and engineering and gunnery duties in Fighting Squadron 3, based on the aircraft carrier *Saratoga*. From November 1940 until October 1942 he was a Flight Instructor and Personnel Officer at the Naval Air Station, Ellyson Field, Florida, and while there during the early period of World War II, trained General Jimmy Doolittle's "Tokyo Raiders" in carrier take-offs, then accompanied them to within 700 miles of their destination, on board the USS *Hornet* in April 1942.

From November 1942 to May 1944 he commanded Air Group 23, based on the USS *Princeton*, and during the remainder of the war had command of Air Group 6, based on the USS *Hancock*. He was "recalled" from an air strike on Tokyo when hostilities ceased in August, 1945. For World War II service he holds the Legion of Merit with Combat "V"; the Distinguished Flying Cross with four Gold Stars in lieu of additional awards; the Air Medal with five Gold Stars; the Army Commendation Ribbon; and the Navy Unit Commendation Ribbon (USS *Hancock*).

He had duty in the Navy Department during the period December 1945 until July 1948, first assigned to writing Air Operations Instructions, later serving as Executive Officer, Air Branch, Office of Naval Research. For two years he served as Public Information Officer on the Staff of Commander in Chief, Atlantic Fleet, and from June 1950 to August 1952 served successively as Executive Officer of Composite Squadron 7, and of the USS *Leyte* (CV-32).

After graduation from the Industrial College of the Armed Forces in July 1953, he returned to the Office of the Chief of Naval Operations for a tour of duty in the Strategic Plans Division. In August 1955 he assumed command of the U. S. Naval Station, Sangley Point, Luzon, P. I., and on September 1, that year, became Commander Fleet Air, Philippines, and Commander Naval Air Bases, Philippines. Relieved of this "3 hat" job in May 1957, he became Assistant Director, later Director, of the Progress Analysis Group, Office of the Chief of Naval Operations. In January 1959 he assumed command of the USS *Hancock*.

Selected for Rear Admiral, July 22, 1959, he reported on March 3, 1960 as Chief of Staff and Aide to the Commander Naval Air Force, Pacific. He commanded Carrier Division FIFTEEN, an Anti-Submarine Hunter-Killer Task Group, from May 1961 to June 1962, He served as Assistant Chief of Staff for Plans, Joint Staff, Commander in Chief, Pacific, during the time when the situation in S. E. Asia began to escalate. In September 1964 he assumed command of Carrier Division THREE, a Heavy Attack Carrier Task Group, and at the same time took command of Task Force, 77, the Carrier Striking Force of the SEVENTH Fleet.

In February 1965, as CTF-77 he launched the first of a succession of aircraft carrier strikes on North Vietnam from the decks of the USS *Ranger, Coral Sea* and *Hancock*. He was awarded a Gold Star in lieu of the Second Legion of Merit "for exceptionally meritorious conduct... as Commander Attack Carrier Striking Force SEVENTH Fleet (CTF-77) for the period from September 24, 1964 to March 17, 1965... "In October of 1965, he took the nuclear powered Task Group, the USS *Enterprise* and USS *Bainbridge* from Norfolk, Virginia to Subic Bay, P. I., and subsequently on December 2, 1965, he engaged the first nuclear powered Task Force in combat with the enemy in Vietnam.

On April 13, 1966 he became. Chief of Information, Navy Department and "for exceptionally meritorious conduct..." in that capacity was awarded a Gold Star in lieu of the Third

- Continued -

Legion of Merit. In October 1968 he reported as Commander Naval Air Test Center, Patuxent River, Maryland, with additional duty as Commander Fleet Air, Patuxent River and Naval Air Systems Command Test and Evaluation Coordinator. Again awarded the Legion of Merit (Gold Star in lieu of the Fourth), he was cited for "...his coordination or resources among testing activities, (as a result of which) over 100 aircraft previously assigned for other purposes were returned to the fleet or retired from service..." He served as such until relieved of active duty pending his retirement, effective September 1, 1971.

PROMOTIONS:

| | |
|---|---|
| Ensign | May 31, 1934 |
| LT(jg) | 1937 |
| LT | 1940 |
| LCDR | 1943 |
| CDR | 1944 |
| CAPT | To date from July 1, 1953 |
| RADM | To date from July 1, 1960 |

DECORATIONS AND MEDALS:

Legion of Merit, with Combat "V" and three Gold Stars
Distinguished Flying Cross with four Gold Stars
Bronze Star Medal with Combat "V"
Air Medal, with five Gold Stars
Army Commendation Ribbon
Navy Unit Commendation (USS *Hancock*)
American Defense Service Medal
American Campaign Medal
Asiatic-Pacific Campaign Medal with nine battle stars
World War II Victory Medal
Navy Occupation Service Medal, Asia Clasp
National Defense Service Medal with Bronze Star
Vietnam Service Medal with three stars
Republic of Vietnam Campaign Medal with Device
National Order of Vietnam Fourth Class with Rosette
Republic of Vietnam Cross of Gallantry Army Level with Bronze Palm

PERSONAL DATA:

| | |
|---|---|
| Born: | Fairbanks, Alaska; July 18, 1912 |
| Mother: | Mrs. Mary Miller |
| Wife: | Lucille Dean of Opp, Alabama. |
| Children: | Henry Louis Miller, Jr. and Richard Brian Miller |
| Education: | Drews Preparatory School, San Francisco, CA; U. S. Naval Academy (BS, 1934); Naval Air Station, Pensacola, Florida (NA, 1938); Bombardiers' Course, Sandia Base; All Weather Flight Course, Corpus Christi, Texas; Industrial College of the Armed Forces (1952-1953). |

RADM Miller died of pneumonia at St. Mary's Hospital in Leonardtown, MD., on January 25, 1993.


1945


1996 Ida Mai

## Thomas H. Miller, Lt. General, USMC (Ret.)

"Tom"

Date of Designation: 1 March 1943 NA # C-3504

Dates of Active Duty: 13 August 1942 - 1 July 1979.

Total Flight Hours: 10,000

Carrier/Ship Landings: Fixed wing: 21 Rotary: 25 (approx)

Approximate Flight Hours:
Jet: 2,200 Prop: 7,800 VF/VA: 4,000
VR/VP: 1,500 VU/VFP: 15 VT: 500 VH: 700
Civ: 3,000

Combat Tours:
WW II: VMF-155 (F4Us), Feb. 1944 - Jan. 1945. Marshall & Gilbert Islands - 107 Missions (CAP & Strike)
Korea: VMA-323 (F4U/AU-1), Dec. 1952 - Dec. 1953. K-6, K-3 & JOC - 106 Missions.
Vietnam: CO, MAG-11 (FWD) & G-3/CofS, III MAF, 1965 & 1970. Danang - 118 Missions (VF, VA & Helo).

Aviation Commands:
CO, VMA-323, Apr. - May 1953 (Korea).
CO, VMFA-513 (F6As & F4Bs), Nov. 1962 - Apr. 1964.
CO, MAG-11 (FWD) (F-8s/F4Bs/EF-10s/R4D), Vietnam, Apr. - Jun. 1965
CG, 6th MAB (air/ground) Turkey, Jul., Aug., Sep. 1971.
CG, 8th MAB (air/ground) Norway, Jul. - Sep. 1972
CG, 2nd MAW, Apr. 1972 - May 1974.
CG, FMF Pac, Apr. - Jun. 1975.

Combat Awards:
2 Distinguished Flying Crosses & 15 Air Medals (WW II)
Distinguished Flying Cross (Korea)
Legion of Merit (Combat V) (Vietnam)
Distinguished Flying Cross for World Speed Record F4H-1, 5 Sep. 1960 (non-combat)
Distinguished Service Medal (non-combat)

## Duty Assignment Chronology

| | |
|---|---|
| 7/42-3/43 | Flight Training, NAS Dallas & Corpus Christi, TX. |
| 3/43-5/43 | OTS-8 Trng. Squadron, MCAS Cherry Point. |
| 5/43-6/43 | VMR-353, Camp Kearny, CA. |
| 6/43-2/44 | VMO/F-155, NAS El Centro, CA. |
| 2/44-12/44 | VMO/F-155 Overseas (Hawaii, Midway, Marshall & Gilbert Islands). |
| 1/45-12/45 | VMF-914 & MAG-91, MCAS Cherry Point. |
| 12/45-10/46 | Naval Air Test Center (Service Test) NAS Patuxent River, MD. |
| 10/46-4/47 | Marine Corps Air Technical School, Quantico, VA (Student). |
| 4/47-5/49 | Marine Corps Air Station, Ewa, HI. (Engineering Officer). |
| 6/49-6/51 | ATU-1 and NSAWF, Naval Air Training Command (Flight/Instrument Instructor.) |
| 6/51-9/52 | Marine Corps Air Technical School, Quantico, VA (Instructor.). |
| 9/52-11/52 | VMA-224, MAAF Edenton, NC (Jet refresher course). |
| 12/52-5/53 | XO/CO, VMA-323, Korea. |
| 5/53-6/53 | 1st Marine Air Wing HQ, Korea. |
| 6/53-12/53 | Joint Operations Center (JOC) Seoul, Korea. |
| 1/54-6/55 | MCAS El Toro, CA. |
| 6/55-6/57 | XO, VMA-224, MCAS El Toro, CA. |
| 7/57-6/58 | Naval War College, Newport, RI (Student). |
| 6/58-7/61 | BuAer/BuWeps, Navy Dept. Washington, D. C. (F4H-1 Class Desk Officer). |
| 8/61-6/62 | Marine Corps Senior Staff School, Quantico, VA. |
| 7/62-11/62 | Hdqrts, MAG-15, MCAS El Toro, CA. |
| 11/62-4/64 | CO, VMFA-513, MCAS El Toro, CA. |
| 5/64-7/65 | XO/CO (FWD), MAG-11 (Atsugi, Japan/ Danang, South Vietnam). |
| 8/65-6/66 | US Army War College, Carlisle, PA (Student). |
| 6/66-11/69 | Hdqrts, U.S. Marine Corps, Washington, D.C. Deputy DCS (Air). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 12/69-12/70 | G-3/Chief of Staff III MAF, Danang, South Vietnam. |
| 1/71-7/74 | Hdqrts, 2nd Marine Air Wing, Cherry Pt., NC. |
| 7/74-7/75 | Deputy CG/CG, Fleet Marine Force Pacific, HI. |
| 7/75-7/79 | Deputy Chief of Staff (Aviation), Headquarters, U. S. Marine Corps, Washington, D. C. |
| 7/1/79 | Retired from active duty. |

## Summary of Significant Career Events

(1) As a test pilot at Naval Air Test Center during 1945-46, flew 17 different model test aircraft including single engine, two engine and four engine aircraft, plus jet aircraft (YP-59 & FR-1) and helicopters.

(2) First Marine Corps pilot to fly A4D-1 during Fleet Introduction Trials (FIP Program) Aug.-Sep. 1956.

(3) Flew 500 KM World Closed Course Speed Record in F4H-1 at Edwards AFB, 5 Sep. 1960.



(4) Demonstrated first live bomb drop (22,500 lb bombs) from F4H-1 at New River, NC, 24, 25 and 26 Apr. 1961.

(5) Flew first non-stop, unrefueled transcontinental flight in F4H-1, 10 Apr. 64 (MCAS El Toro to MCAS Cherry Point).

(6) First American to fly British Harrier, High-perfomance V/STOL aircraft on 25 Oct. 1968, at Dunsfold Airdrome, England.

(7) Performed first inflight thrust vectoring maneuvers for air-to-ground and air-to-air tactics in Harrier in Oct.-Nov. 1968.

(8) Oldest pilot (55 yrs.) to fly YF-17 (F-18 prototype) on 26 Jun. 1978 at Edwards AFB, CA.

(9) Holder of Naval Aviation's Gray Eagle Award 1978-1979.

(10) Holder of Marine Corps Aviation's Silver Hawk Award 1978-1979.

(11) Awarded Paul E. Heueter Memorial Award for significant contribution to VTOL aircraft development.

(12) Awarded United Kingdom's coveted John Curtis Wilkenson Sword Award for significant contribution to Anglo-American aerospace cooperation.






## Charles S. Minter, Jr., VADM, USN (Ret.)

"Charlie"

Date of Designation: 18 March 1941 NA # 7297

Dates of Active Duty: 15 June 1933 - 1 September 1974

Total Flight Hours: 5,500

Approximate Flight Hours:
Prop: 5,500 VF/VA: 100
VR/VP: 5,400

Combat Tours:

| | |
|---|---|
| WW II: | Atlantic ASW Operations - Argentia, Iceland, Trinidad, Aug. 1941 - Jul. 1943. |
| WW II: | USS *Randolph* (CV-15) Air Operations against Japan; Okinawa Campaign; wrap-up operations prior Japanese surrender, Feb. 1945 - Aug. 1945. *Randolph* took serious Kamikaze hit 3/11/45. |
| Korea: | Itami, Japan; K-1 Korea. Flare drops for Marine night fighters. 50 total combat missions. |

Aviation Commands:
CO, VP-58, Jun. 1950 - Mar. 1952
CO, USS *Albemarle* (AV-5), Jul. 1958 - Apr. 1959
CO, USS *Intrepid* (CV-11), Sep. 1960 - Jun. 1961
Commander, Carrier Division 16, Oct. 1967 - Aug. 1969
Commander, Fleet Air Wings Pacific, Aug. 1969 - Jan. 1971

Combat Awards:
2 Air Medals
2 Bronze Stars with combat "V"

### Duty Assignment Chronology

| | |
|---|---|
| 6/33-6/37 | Midshipman, U.S. Naval Academy, Annapolis, Maryland. |
| 6/37-6/39 | USS *Houston*, Gunnery Department, Pacific Fleet. |
| 6/39-7/40 | USS *Chicago,* Staff COMCRUSCOFOR Pacific Fleet. |
| 8/40-3/41 | Flight Training, Pensacola, FL |
| 3/41-6/42 | VP-73 Communications Officer. ASW Operations, Argentia, Iceland. |
| 6/42-6/43 | XO, VP-53. ASW Operations, Trinidad. |
| 7/43-8/44 | CO, Hedron 9-1, NAS Quonset Point, RI. |
| 8/44-8/45 | USS *Randolph* (CV-15), Assistant Air Officer. Iwo Jima, Okinawa, Jap Surrender. |
| 8/45-9/46 | USS *Randolph* (CV-15), Air Officer. Magic Carpet troop lift, Naples, NY. |
| 9/46-9/48 | Administrative Officer, NAS Patuxent River. |
| 9/48-6/50 | XO, Tactical Test Division, NATC Patuxent River. |
| 9/50-3/52 | CO, VP-28, NAS Barbers Point, Itami, Japan and K-1 Korea. |
| 3/52-6/53 | Operations Officer, Fleet Air Wing 1, NAS Barbers Point, Taiwan Patrol Force. |
| 6/53-6/55 | XO, Director of Athletics, U. S. Naval Academy, Annapolis, MD. |
| 7/55-6/56 | National War College. |
| 6/56-7/58 | OPNAV (OP-55), Head, Aviation Ships Branch; P6M Project Officer. |
| 8/58-4/59 | CO, USS *Albemarle* (AV-5), Atlantic Ops. |
| 5/59-9/60 | COMVAVAIRLANT, Assistant Chief of Staff (Readiness and Training). |
| 9/60-6/61 | CO, USS *Intrepid* (CV-11), 6th Fleet Ops. |
| 6/61-1/64 | Commandant of Midshipmen, U. S. Naval Academy. |
| 1/64-6/65 | Superintendent, U. S. Naval Academy. |
| 7/65-9/67 | Assistant Chief of Staff, SACEUR, Paris, Mons Belgium. |
| 10/67-8/69 | COMCARDIV 16, Atlantic ASW Operations. |
| 8/69-1/71 | Commander Fleet Air Wings Pacific. |
| 1/71-3/73 | Deputy CNO for Logistics (OP-54). |
| 3/73-8/74 | Deputy Commander, NATO Military Committee, Brussels. |
| 9/1/74 | Retired from active duty. |


1944


1995

## Lloyd William Moffit, RADM, USN (Ret.)

Date of Designation: 15 January l944 NA # C-14327

Dates of Active Duty: 17 September 1942 - 1 June 1975

Total Flight Hours: 6,309

Carrier/Ship Landings: Fixed wing: 350

Approximate Flight Hours:
Jet: 1,263 Prop: 5,056 VF/VA: 2,373
VR: 485 VFP: 810 VT: 600 In training: 308

Combat Tours:
WW II: VF-85 (F4U-1C/D), Okinawa and Japanese Home Island - 36 missions flying from USS *Shangri La* (CV-38). Shot down 3 "Zekes".
Korea: VC-61. All areas of that country (and a little of China to the north). USS *Philippine Sea* (CV-47), 5 August 1950 - 12 March 1951 - 97 missions.

Aviation Commands:
OinC of a three SB2C Air-Sea Rescue Unit, NAF Honolulu, T.H., 10 Nov. 1945 - 26 Mar. 1946.
OinC of first combat fighter photo detachment during Korean war aboard USS *Philippine Sea* (CV-47), 5 Aug. 1950 - 12 Mar. 1951.
CO, VA-164 (A4D-2s) aboard USS *Oriskany* (CVA-34) WesPac, 5 Sep. 1961 - 17 Oct. 1962.
CO, USS *Telfair* (APA-210) Norfolk and Med cruise. 20 Nov. 1966 - 20 Oct. 1967.

Combat Awards:
2 Legion of Merit,
2 Distinguished Flying Crosses
12 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 12/42-2/43 | Civilian Pilot Training, Prescott, AZ. (Naval Aviation Cadet, V-5). |
| 2/43-5/43 | USN Preflight School, Del Monte, CA. (NavCad). |
| 6/43-8/43 | USN Primary Flight School, NAS Livermore, CA. (NavCad). |
| 9/43-9/43 | USN Basic Flight School, NAS Cuddihy Field, TX. (NavCad). |
| 9/43-1/44 | USN Advanced Flight School, NAS Corpus Christi, TX. (NavCad). |
| 1/44-4/44 | USN Fighter Operational Training, NAAS Cecil Field, FL (Ensign USNR) (Student). |
| 4/44-4/44 | USN Carrier Qualification Unit, NAS Glenview, IL and USS *Sable*, IX-81 (Ensign USNR) (First 8 carqual landings). |
| 5/44-12/44 | VB-85, NAS Wildwood, NJ., and USS *Shangri La* (CV-38) (Ensign USNR) (Nugget). |
| 12/44-9/45 | VF-85, NAS Barbers Point, Oahu, T.H. NAS Puunene, Maui, USS *Shangri La* (CV-38) at sea in WesPac (Ensign/LTJG, USNR). Junior officer odd-jobs. |
| 11/45-3/46 | Air Sea Rescue Unit, NAF Honolulu, T.H. (LTJG, USNR) (OinC of 3 Helldiver unit). |
| 3/46-9/47 | Utility Flight Unit and Station Company, NAF Honolulu, T.H. (LTJG, USN). In addition to Rescue flights, became R4D plane commander, station Personnel Officer, and recreation department head. |
| 10/47-3/48 | Flight Instructor, NAS Pensacola, NAS Whiting Field, FL (LTJG, USN. Training at Pensacola, Basic flight instructor at Whiting. |
| 3/48-8/49 | Flight Instructor, USN All Weather Flight School, NAS Corpus Christi, TX. (LTJG, USN). Student in course, then instructor. |
| 9/49-3/50 | USN Photo School, NAS Pensacola, FL (LT, USN). Student in photography school and went through recon training in the F8F-2P. |
| 4/50-2/52 | VC-61, NAS Miramar, CA., and USS *Philippine Sea* (CV-47) at sea Korea. (LT, USN). OinC of first combat detachment then Operations officer on returning to Miramar. |
| 2/52-9/53 | USN Photo Intelligence School, NAS Anacostia, D.C. (LT, USN). Student in photo interpretation class, then instructor. |

| | |
|---|---|
| 10/53-9/54 | 17th Tactical Reconnaissance Squadron, Shaw AFB, Sumter, SC. (LT/LCDR, USN). Flight leader in recon squadron. |
| 10/54-5/55 | USN Line School, Monterey, CA (LCDR, USN) (Student). |
| 6/55-8/57 | Staff, CincPacFlt, Honolulu, T.H. (LCDR, USN). Air Intel section and intelligence augmenter on carriers in WesPac. |
| 9/57-8/58 | USN 5-Term Program, Tufts College, Boston, MA. (LCDR, USN). Student for 3 semesters. |
| 8/58-1/59 | Armed Forces Staff College, Norfolk VA. (CDR, USN) (Student). |
| 1/59-3/61 | OPNAV Staff (R&D Division), Washington, D. C. (CDR, USN). |
| 4/61-8/61 | VA-44, A4D Training Squadron, NAS Jacksonville, FL. (CDR,USN). A-4 RAG squadron training. |
| 9/61-10/62 | CO, VA-164, NAS Cecil Field, FL., NAS Lemoore, CA., and USS *Oriskany* (CVA-34) in WesPac (CDR, USN). |
| 12/62-12/63 | Navigator, USS *Forrestal* (CVA-59), Med Cruise then NS Norfolk, VA. (CDR, USN). |
| 1/64-10/66 | OPNAV Staff (R&D and Requirements Divisions), Washington, D. C. (CDR/CAPT, USN). |
| 10/66-10/67 | CO, USS *Telfair* (APA-210) Med cruise, NS Norfolk, VA. (CAPT, USN). |
| 11/67-6/74 | OPNAV Staff (Director, Navy Space Programs and Special Intelligence assistant), Washington, D. C. (CAPT/RADM, USN). |
| 6/74-6/75 | Staff, Chairman JCS (Deputy Director of Operations, Recon and Electronic Warfare), Washington, D. C. |
| 6/1/75 | Retired from active duty. |

## Summary of Significant Career Events

During Preflight School at the recently converted Del Monte Hotel in Monterey, CA, I was nominated (by my jokester platoon members) as "assistant platoon leader". This was because of my being the least military-oriented person in the platoon. Washouts began to be a regular occurrence, and by the time I neared completion of primary flight training at NAS Livermore, CA, I was the battalion adjutant! (Still being thought of "militarily" as before.) Just before we left there, the cadet battalion commander washed out, and I became the Officer-in-Charge of the 83 cadets going from Livermore to NAS Corpus Christi, TX.

Those 3 level bunk railroad cars were interesting! I was issued meal chits to take care of the 3 meals a day for 83 cadets for the five days it took us to get there. They put us on a siding every night, also for each meal. One day there was a small cadet rebellion and half went to the restaurant of their choice and the other half to another! The train was leaving before I had a chance to pay both restaurants and that bill chased me until I was a senior Lt(jg) in VF-85 aboard *Shangri La* off Japan!

I finally graduated from training, got my wings and commission at NAS Corpus Christi, and was the cadet Regimental Commander at the end - still as a result of what they did to me at Pre-flight School! It had its advantages, for after about a month of walking off demerits in Pre-flight I never had to march with the rifle again!

The Corsair was a beautiful device in which to go to war, in my opinion the finest fighter made- by the Americans during WW II, and I have flown the FM-2, F6F, F7F and the P-38. I will admit that the F8F was a better fighter, but that came along after WW II. I was able fly the Corsair through all types of situations. A memorable one was when, very close behind the Zeke when it "blew", some part of that machine or the pilot hit me and tore off one of my R-2800 rocker box covers north of Okinawa. Plenty of oil covered the plane (and me trying to see) during my 1,100 rpm, 15 inches manifold pressure glide to Yontan Airfield, which had just been taken over by the Marines. A sargent there drove me to the "mess hall" on a hill to await his diagnosis of my problem. By far my biggest problem at MCAF Yontan was coping with the almost constant number of bullets coming through the mess hall from snipers above the field. I was most glad to head back for TF58 after a short circle of the field which was my test flight!

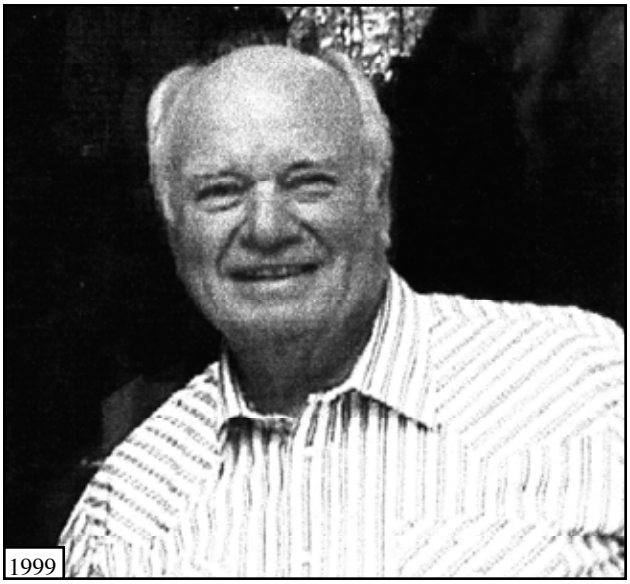
The most memorable flight in WW II was the mass, 1000 plane flyover of the USS *Missouri* during the signing of the Armistice. That was the most frightening flight of the entire war! Periodic 1,000 foot ceilings, and 30+ plane squadrons sliding into the inside of a turn when they had been on the outside and vice versa! Another was swerving around or popping up over the farmers in the rice fields of the Kanto Plain swinging their scythes at us as we flat-hatted with full ammo, rocket and bomb loads throughout the area to "ensure that they knew we weren't kidding" after the armistice.

Another Corsair (F4U-4P flying from Philippine Sea) incident during the Korean war similar to the one at Yontan was when, after taking pre- and post-strike pictures of the bridges at Sinuiju over the Yalu River as it entered the Yellow Sea, I started losing power as I headed back toward the Sea of Japan. I had a mountain range to cross and needed about 10,000 feet of altitude and my power continued to drop off steadily. I skimmed across the mountains with only about 15-18 inches of manifold pressure (plus all that excellent photo coverage of the damage done to the bridges). I glided down to the Marine Corps airfield at Wonsan which had just been captured from the North Koreans. The sargent gave me the same story as the one five years before, and took me to the mess hall. I couldn't believe it when the sniper bullets started ricocheting in and around that building! The sargent finally came back and had a perfect little cup of white NAS Litchfield Park boneyard dust he took out of my fuel filter, After removal he found the engine turned up a perfect 61 inches manifold pressure. It was another "270 degree test flight", and I was out of there!

My combat flying was over with the Korean fracas, but other interesting flights included the trip from Cecil to Lemoore when I was CO of the VA-164 Ghostriders. All my A-4s ran beautifully and we made great time in spite of the snake-like course (CAG Bill Shawcross was leading)(just had to get that one in). I also pushed to beat Dan Marshall and his VA-163 Saints to Lemoore so that we could have our pick of the houses out there for our families.



NAS Kodiak, Alaska, October 17, 1943. Duty Officer, VS-70



1999

## Thomas W. Moore, LT, USNR

"Tom"

### Duty Assignment Chronology

| | |
|---|---|
| 1918-1939 | Born Meridian MS. Attended Meridian High School, Mississippi State University and University of Missouri. |
| 1941 | Entered service in summer of 1941 and went to New Orleans Elimination Base and NAS Corpus Christi, TX. |
| 1942 | Commissioned with Wings, August 1942. |
| 1942-1945 | Ordered to VS-50 Seattle, Empire, Oregon and then to VS-70, NAS Kodiak, AK. Served in OS2U's in Aleutians. 1943 Returned to U.S. and became Patrol Plane Commander of PBS-5 squadron forming first VH1 hospital rescue group. Deployed to Pacific in 1945. |
| 1946 | January 1946, separated from Navy. |
| 1946-1961 | Worked for Columbia Broadcasting System (CBS) sales, then American Broadcasting Company (ABC). |
| 1961-1970 | Made President of ABC television network. Generally credited with bringing sports to new highs climaxing with Monday Night Football in 1969. Founded Tomorrow Entertainment in 1970, producing more than 34 motion pictures, winning 36 Emmys as a company and 6 personal ones. Retired, selling my own company and my interest in ABC in 1984. |
| 1967-1974 | First President, U. S. Naval Aviation Museum Association. Started fund raising for museum, raised about $3,000,000 and broke ground. Museum opened in 1974. |
| 1974-1999 | Remain Vice President, Aviation Museum Association to date. Also, founding board member of the Palm Springs Air Museum. Visited nearly every aviation museum in North America and Europe, and with the exception of the Smithsonian, our Naval Aviation Museum is by far the best. |

### Other Significant Career Events

- Served on many boards other than ABC. They include General Computer, General Electric Credit Corporation, GE Broadcasting, and Abercrombie and Fitch.
- Served, appointed by Nixon, on the board of the Corporation of Public Broadcasting for six years, becoming its Vice-Chairman in 1978.
- Was on the original board of the American Bicentennial Commission.
- In addition to the Emmys, awarded two George Peabody Awards for broadcasting excellence, and a Christopher Award for moral values in broadcasting. Received Honorary LLD from University of Alabama, 1966.
- Next to Naval service and the wings, I am most proud of being a member for thirty years of the Horatio Alger Association of Distinguished Americans, having been inducted by Norman Vincent Peale in 1968.




## Thomas H. Moorer, Admiral, USN (Ret.)

"Tom"

Date of Designation: July 1936 NA # 4255

Dates of Active Duty: 1 June 1933 - 1 July 1974

Combat Tours:
WW II: Patrol Squadron 22 and 101, 1941-1943, patrols and scouting in Southwest Pacific, Dutch East Indies. Shot down in PBY.

Aviation Commands:
CO, Bombing Squadron 132, Feb. 1943 - Jan. 1944
CO, USS *Salisbury Sound* (AV-13), Aug. 1956 - Sep. 1957
COMCARDIV SIX, Jul. 1959 - Nov. 1960
COMSEVENTHFLT, Oct. 1962 - Jun. 1964
CINCPACFLT, Jun. 1964 - Apr. 1965
CINCLANT/CINCLANTFLT/SACLANT, Apr. 1965 - Aug. 1967
Chief of Naval Operations, Aug. 1967 - Jul. 1970

Combat Awards:
Silver Star
Legion of Merit
Distinguished Flying Cross
Purple Heart
Presidential Unit Citation (awarded Patrol Squadron 22)

### Duty Assignment Chronology

| | |
|---|---|
| 6/33-12/33 | USS *Salt Lake City* (CA-25). |
| 12/33-6/35 | USS *New Orleans* (CA-32). |
| 6/35-7/36 | NAS, Pensacola, FL. (Instruction). |
| 7/36-7/37 | Fighter Squadron ONE-B. |
| 7/37-6/39 | Fighter Squadron SIX. |
| 6/39-3/42 | Patrol Squadron 22. |
| 3/42-6/42 | Patrol Squadron 101. |
| 6/42-2/43 | Transition Training Squadron, Atlantic Fleet |
| 2/43-1/44 | CO, Bombing Squadron 132. |
| 1/44-9/45 | Staff, Commander Air Force, Atlantic Fleet (Gunnery and Tactical Off.). |
| 9/45-5/46 | Staff, Commander in Chief, U. S. Fleet (Member, Strategic Bombing Survey). |
| 5/46-8/48 | XO, Naval Aviation Ordnance Test Station, Chincoteague, VA. |
| 8/48-12/49 | USS Midway (CVB-41) (Operations Officer). |
| 12/49-7/50 | Operations Officer, Commander Carrier Division FOUR. |
| 7/50-8/52 | Experimental Officer, Naval Ordnance Test Station, Inyokern, CA. |
| 8/52-6/53 | Naval War College (Student). |
| 6/53-5/55 | Staff, Commander Air Force, Atlantic Fleet (Plans Officer). |
| 5/55-8/56 | Office of Assistant SECNAV for Air (Aide to Ass't SECNAV (Air)). |
| 8/56-9/57 | CO, USS *Salisbury Sound* (AV-13). |
| 9/57-3/58 | Office of CNO (Ass't to Director, Strategic Plans Division). |
| 3/58-6/58 | Joint Operations Analysis Group -1958 (Team Chief). |
| 6/58-7/59 | Office of CNO (Assistant for War Gaming Matters). |
| 7/59-11/60 | Commander, Carrier Division SIX. |
| 11/60-10/62 | Office of CNO (Director, Long Range Objectives Group). |
| 10/62-6/64 | Commander, SEVENTH Fleet. |
| 6/64-4/65 | Commander in Chief, U. S. Pacific Fleet. |
| 4/65-8/67 | Commander in Chief, Atlantic and Atlantic Fleet/Supreme Allied Commander, Atlantic. |
| 8/67-7/70 | Chief of Naval Operations. |
| 7/70-7/74 | Chairman, Joint Chiefs of Staff, Wash., D. C. |
| 7/1/74 | Retired from active duty. |

### Summary of Significant Career Events

Thomas Hinman Moorer was born in Mount Willing, Alabama, February 9, 1912, son of the late Dr. R. R. Moorer and the late Mrs. (Hulda Hill Hinson) Moorer. He was graduated from Cloverdale High School in Montgomery, AL.,

- Continued -

Summary of Significant Career Event continued
Valedictorian of the Class of 1927, and on June 10, 1929, he entered the U. S. Naval Academy. As a midshipman he played football for three years. He was graduated and commissioned ensign on June 1, 1933, and through subsequent promotions attained the rank of rear admiral to date from August 1, 1958; vice admiral, to date from October 5, 1962 and admiral, to date from June 26, 1964.

After graduation in June 1933, he served six months on board the USS *Salt Lake City* as a junior officer in the gunnery department. He assisted in fitting out the USS *New Orleans* at the Navy Yard, New York, and served in that cruiser's gunnery and engineering departments from her commissioning, February 15, 1934, until detached in June 1935. During the next year he was a student at the NAS Pensacola, Florida. After completing flight training in July 1936 he was designated a Naval Aviator.

In August 1936 he was assigned to Fighting Squadron ONE-B, based briefly on the USS *Langley* and later on the USS *Lexington*. He was transferred in July 1937 to Fighting Squadron SIX, based on the USS *Enterprise*, and continued duty with that squadron until August 1939. He then joined Patrol Squadron 22, a unit of Fleet Air Wing TWO, and later Fleet Air Wing 10, and was with that squadron at Pearl Harbor, when the Japanese attacked the Fleet there on December 7, 1941. His squadron was sent to the Southwest Pacific and during the Dutch East Indies Campaign, he was shot down in a PBY on February 19, 1942, north of Darwin, Australia. He was rescued by a ship which was sunk by enemy action the same day.

He was awarded the Purple Heart Medal for wounds received on February 19, 1942, and the Silver Star Medal for "extremely gallant and intrepid conduct as Pilot of a Patrol Plane during and following an attack by enemy Japanese aircraft in the vicinity of Cape Diemen, February 19, 1942.

Between March and June 1942, he served with Patrol Squadron 101 and was awarded the Distinguished Flying Cross. The citation follows: "For extraordinary achievement and heroic conduct as commander of a patrol plane on a hazardous round-trip flight from Darwin, Australia to Beco, Island of Timor, on the afternoon and night of May 24, 1942. In an undefended, comparatively slow flying boat, Lieutenant Moorer braved an area dominated by enemy air superiority, effected a precarious landing in the open sea at dusk and took off at night in the midst of threatening swells, with a heavily loaded airplane. His superb skill and courageous determination in organizing and executing this perilous mission resulted in the delivery of urgently needed supplies to a beleaguered garrison and the evacuation of eight seriously wounded men who otherwise might have perished."

After his return to the U. S. in July 1942, he had temporary duty from August of that year to March of the next in the United Kingdom, as a mining observer for the Commander in Chief, U. S. Fleet. He then fitted out and assumed command of Bombing Squadron 132, operating in Cuba and Africa from its base at Key West, Florida, Boco Chica Air Base. Detached from that command, he served as gunnery and tactical officer on the staff of Commander Air Force, Atlantic, from March 1944 to July 1945.

He was awarded the Legion of Merit: "For meritorious conduct...as Force Gunnery and Tactical Officer on the staff of Commander Air Force, Atlantic Fleet. From August 1945 until May 1946, he was assigned to the Strategic Bombing Survey - Japan, and the Office of the Chief of Naval Operations, engaged in the interrogation of Japanese Officials. For two years thereafter, he served as executive officer of the Naval Aviation Ordnance Test Station, Chincoteague, Virginia. He next had duty afloat as operations officer of the USS *Midway* (July 1948-November 1949), and as operations officer on the staff of Commander Carrier Division FOUR, Atlantic Fleet (December 1949-July 1950).

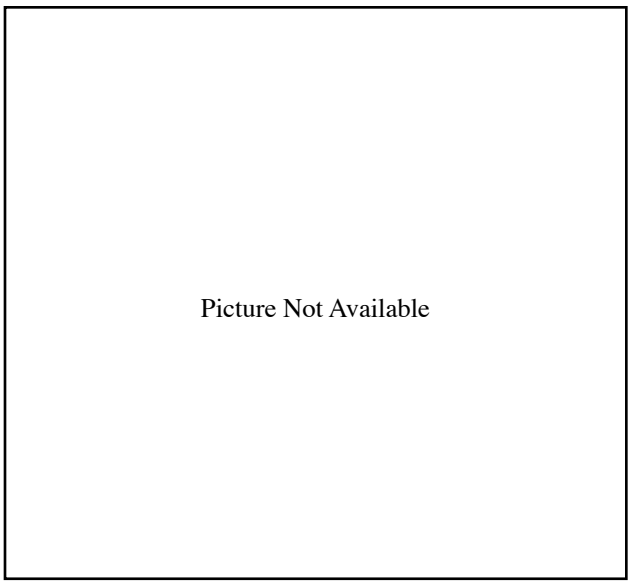
Reporting in August 1950 to Inyokern, California, he served for a year as experimental officer of the Naval Ordnance Test Station. During the year following, he was a student at the Naval War College, Newport, RI., and in August 1953, again reported for duty on the staff of Commander Air Force, Atlantic Fleet. In May 1955 he was ordered to the Navy Department to serve as aide to the Assistant Secretary of the Navy (Air) and in July 1956 was detached to sea duty as CO of USS *Salisbury Sound* (AV-13).

On July 26, 1957 his selection for the rank of Rear Admiral was approved by the President and in October, the same year, he reported as Special Assistant, Strategic Plans Division, Office of the CNO. From January 1, 1958 until July 1959, he was Assistant Chief of Naval Operations (War Gaming Matters), after which he commanded Carrier Division SIX. He returned to the Office of the CNO in November 1960 and served as Director of the Long Range Objectives Group until October 1962 when he assumed command of the SEVENTH Fleet. In June 1964 he became Commander in Chief of the Pacific Fleet. Admiral Moorer assumed command of NATO's Allied Command, Atlantic, the U. S. unified Atlantic Command, and the U. S. Atlantic Fleet on April 30, 1965.

On June 3, 1967, he was named by President Johnson to succeed Admiral David L. McDonald, USN, as Chief of Naval Operations. Admiral Moorer became the eighteenth Chief of Naval Operations on August 1, 1967.

He was reappointed Chief of Naval Operations by President Nixon on June 12, 1969. He was then nominated by President Nixon on April 14, 1970, to serve as Chairman of the Joint Chiefs of Staff. The Senate confirmed the appointment on June 17, 1970.

On July 2, 1970, Admiral Moorer assumed the office of Chairman. He was reappointed by President Nixon for a second two- year term as Chairman of the Joint Chiefs of Staff on June 20, 1972. The reappointment was confirmed by the Senate on June 30, 1972. On 1 July 1974 he retired from active duty.




## Thomas, Henry Murphy, LCDR, USN

(Naval Aviator #51)

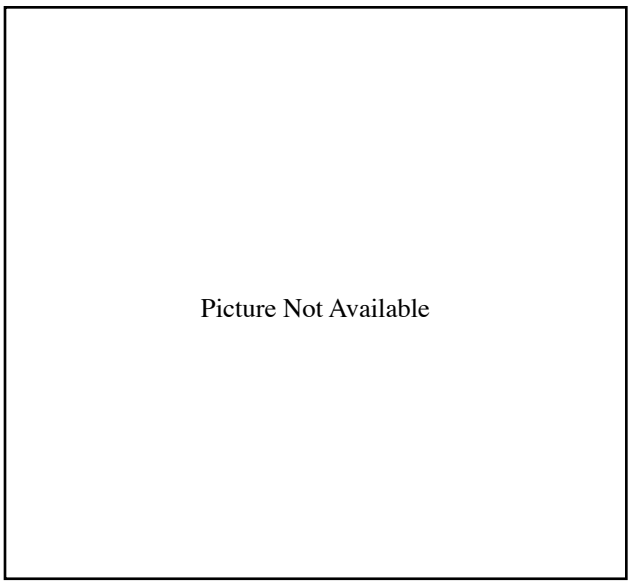
Thomas Henry Murphy was born February 4, 1886 in Lynn, Massachusetts. On March 5, 1905 he enlisted in the Navy. Following boot training he was given the rating of Electrician 2/c. By 1909 he had qualified as a torpedo man with experience in mines and diving and was assigned to submarine duty from 1909 until 1915. He reported to NAS Pensacola in November 1915 and on January 6, 1916 he began flight training at Pensacola as a member of the first group of 10 enlisted men authorized to fly heavier-than-air aircraft. On completion of the training program he served as an instructor. On October 2, 1917 he was designated Naval Aviator No. 51 and appointed Boatswain (T) USN continuing duties as instructor. On March 4, 1918 he was commissioned Ensign (T) USN and ordered overseas. He reported to USNAS Killingholme, England, a former British seaplane patrol station turned over to the U. S. and commissioned a NAS in July 1918. (Kenneth Whiting was the CO). At Killingholme, he served as squadron commander and engaged in anti-submarine patrols in the North Sea area. While in this assignment he received a Letter of Commendation from the Secretary of the Navy for service during WW I as Squadron Commander at USNAS Killingholme in operations against enemy submarines.

In January 1919, he was assigned to duty at NAS Norfolk where he continued experiments begun in England aimed at adapting torpedoes to seaplanes. The R-6 aircraft with V200 engine was insufficiently powered. When redesigned to accommodate the Liberty engine, the R-6 was used successfully until Naval Aircraft Factory PT became available. Tom Murphy's work in this field led to the creation of torpedo squadrons. He was subsequently assigned to Aircraft Squadrons, Battle Fleet in USS *Langley*, to Newport, RI, where he specialized in torpedo launching and recovery, and then to the Mare Island Navy Yard.

In May 1940 he was released from active duty as a LTJG. He was recalled to active duty August 1940, serving tours at Great Lakes, the USS *Wright* and at NAS Ft. Lauderdale, FL where he became Commanding Officer.

On December 31, 1945 he retired from active duty with the rank of LCDR and a designator of 1103. He was within a month of his 60th birthday and could look back on 40 years of service in the Navy. If it were possible to live life over he said, "I wouldn't change a thing!"

He was married to Mary Murphy and they had two daughters, Ruth and Ruby.




## John Lewis Murphy, Captain USN

John Lewis Murphy was born in Philadelphia, Pennsylvania on January 4, 1896, the son of Charles and Martha Miller Lewis. He attended the Lowell Technical Institute, Boston Massachusetts in 1916, studying Mechanical Engineering for three years.

John Lewis enrolled in the Navy as a Quartermaster First Class at Boston, MA on May 9, 1917. He was assigned to Ground School at the Massachusetts Institute of Technology from July to September 1917 and then went on to flight training at Hampton Roads and Pensacola. He was designated Naval Aviator #369 (heavier-than-air) and commissioned Ensign on February 25, 1918. After a period of hospitalization from March-July 1918, he was an aviation instructor at Pensacola from August 1918 to February 1919. He was then assigned to the Atlantic Fleet Aviation Detachment, USS *Shawmut*, until November 1921 when he returned to Pensacola as an instructor from December 1921 until January 1923. He was then transferred to Aircraft Squadrons Asiatic Fleet and served on the USS *Ajax* and USS *Jason* from March 1925 until February 1928. He was then assigned to the Naval Air Station, Norfolk, Virginia from March 1928 until June 1930. Between July 1930 and September 1937 he served consecutive assignments in USS *Texas*, NAS Norfolk, USS Saratoga and NAS Coco Solo, CZ.

He then became Commanding Officer of VJ-1 at NAS San Diego, Commanding Officer of the Utility Wing, Honolulu, Commanding Officer USS *Casablanca* (CVE-55), and Unit Commanding Officer, TENTH Fleet, Norfolk, Virginia. He retired from active duty on January 1, 1947 as a Captain, USN with a designator of 1103.

He was awarded the Bronze Star Medal during World War II for operations against the enemy as Commanding Officer of USS *Casablanca* (CVE-55). He also is entitled to wear the World War II Victory Medal and the Haitian Campaign Ribbon (1919-1920).

He married Marion M. Holland of Boston, Massachusetts on November 24, 1921. They had one son, John L. Murphy Jr.



1942


1968

## Lloyd M. Mustin, Vice Admiral, USN (Ret.)

Dates of Active Duty: June 1932 - June 1972

Combat Tours:

WW II: USS *Atlanta* (Asst. Gunnery Officer) ship was sunk during the Battle for Guadalcanal on the night of November 13, 1942.

Commands:

CO, USS *Keppler* (DD-765), Nov. 1948-Jan. 1950
CO, USS *Piedmont* (AD-17), Sep. 1954-Dec. 1955
Commander, Destroyer Squadron THIRTEEN, Dec. 1955 - Feb. 1957
Commander, Destroyer Flotilla TWO, Feb. 1958-May 1959
Commander, Naval Base, Key West, FL., May 1959 -Jun. 1960
Commander, Joint Task Force EIGHT, Oct. 1962-Jun. 1964
Commander, Amphibious Force, Atlantic Fleet, May 1967 - Jul. 1968
Director, Defense Atomic Support Agency, Jul. 1968-Retirement

Major Awards:

Distinguished Service Medal
Legion of Merit with one Gold Star in lieu of second award
Navy Commendation Medal with Combat "V" and one Gold Star in lieu of second award
Presidential Unit Citation awarded USS *Atlant*a (CL-104)
Presidential Unit Citation awarded FIRST Marine Division Reinforced.

### Duty Assignment Chronology

| | |
|---|---|
| 6/28-6/32 | Midshipman, U. S. Naval Academy. |
| 6/32-6/36 | USS *Augusta* (CA-31) (Gunnery). |
| 6/36-6/36 | Navy Yard, Wash., D. C. (Instruction). |
| 6/36-8/36 | Naval Torpedo Station, Newport, RI. (Instrn). |
| 8/36-10/36 | Inspector of Naval Machinery, Bath, ME. (CFO,USS *Lamson* (DD-367)). |
| 10/36-6/38 | USS *Lamso*n (DD-367); Communication and Torpedo Officer. |
| 6/38-10/40 | U. S. Naval Academy, Postgraduate School and MIT, Cambridge; instruction in ordnance engineering. |
| 10/40-8/41 | Navy Yard, Naval Gun Factory (Assistant Production Officer), Washington, D. C. |
| 8/41-12/41 | Office of Supervisor of Shipbuilding, Kearny, NJ. (CFO,USS *Atlanta* (CL-104)) |
| 12/41-11/42 | USS *Atlanta* (CL-104). Asst Gunnery Officer. |
| 11/42-1/43 | Staff, Commander Naval Bases, Solomons, Guadalcanal; Operations Officer . |
| 1/43-5/43 | USS *San Diego* (CL-53), Assistant Gunnery Officer. |
| 5/43-7/43 | Navy Yard, Washington, D. C. (Instrn). |
| 7/43-12/43 | Office of Supervisor of Shipbuilding, Philadelphia, Pa. (CFO USS *Miami* (CL-89)). |
| 12/43-11/44 | USS *Miami* (CL-89), Gunnery Officer. |
| 11/44-8/45 | Staff, Commander, Battleship Squadron TWO, Gunnery, Radar and CIC Officer. |
| 8/45-1/46 | Staff, Commander, Operational Development Force, Gunnery Officer. |
| 1/46-9/48 | Bureau of Ordnance, Washington, D. C., Chief, Fire Control Branch and Anti-Aircraft Fire Control Section, R&D Division. |
| 9/48-11/48 | Fleet Sonar School, San Diego, CA (Student). |
| 11/48-1/50 | CO, USS *Keppler* (DD-765). |
| 1/50-7/51 | Staff, Commander, Destroyer Force, Atlantic Fleet, Force Readiness and Training Officer. |
| 7/51-9/54 | Office of SECDEF, Washington, D. C. (Navy Member, WSEG). |
| 9/54-12/55 | CO, USS *Piedmont* (AD-17). |
| 12/55-2/57 | Commander, Destroyer Squadron THIRTEEN. |
| 2/57-2/58 | Commander, Cruiser-Destroyer Force, Pacific, Chief of Staff and Aide. |
| 2/58-5/59 | Commander, Destroyer Flotilla TWO. |
| 5/59-6/60 | Commander, Naval Base, Key West, FL. |
| 6/60-11/61 | Office of CNO, ASW Readiness Executive Director. |
| 11/61-10/62 | JTF EIGHT (Deputy Commander (Navy). |
| 10/62-6/64 | Commander, Joint Task Force EIGHT. |

- Continued -

Duty Assignment Chronology continued

6/64-5/67 Joint Staff, Office of JCS, Washington, D. C. (Director for Operations (J-3)) .

5/67-7/68 Commander, Amphibious Force, Atlantic Fleet

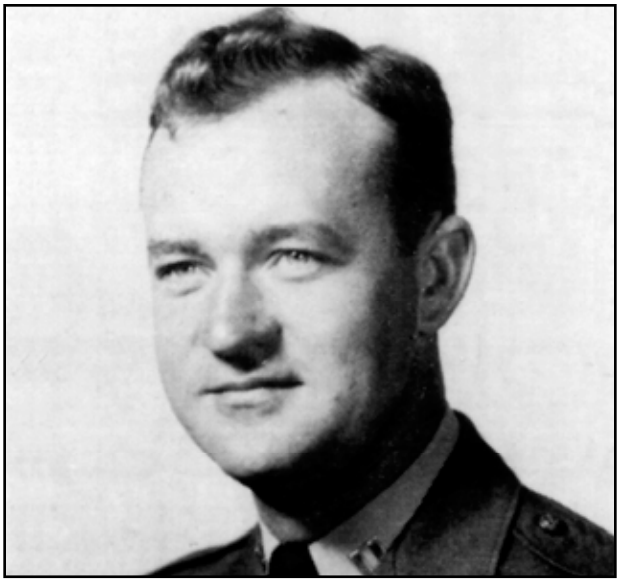
7/68-6/72 Director, Defense Atomic Support Agency.

## Summary of Significant Career Events

(1) Assistant Gunnery Officer on USS *Atlanta* which was sunk on the night November 13, 1942 during the Battle for Guadalcanal. He landed on Guadalcanal with the survivors and served there for three months with the small naval unit attached to the First Marine Division.

(2) Lloyd Montague Mustin was born at the Navy Yard, Philadelphia, Pennsylvania, to a family rich in Naval tradition His father, the late Captain Henry C. Mustin, USN, was a pioneer in naval aviation for whom the destroyer MUSTIN and the Naval Air Field at Philadelphia were named. The destroyer SINCLAIR was named for his great great grandfather, Commodore Arthur Sinclair, USN, who commanded the U. S. Naval Squadron on Lake Ontario during the War of 1812. His great grandfather, Captain Arthur Sinclair, USN, commanded one of Perry's ships in the opening of Japan and later served as Captain, CSN, in the Civil War.

(3) VADM W.A. LEE, ComBatRon 2, took me with him in August 1945 to establish OpDevFor.





**William H. Neal, III, Commander, USN (Ret.)**
"Bill"

Date of Designation: 1 January 1942 NA # 10728

Dates of Active Duty: 1 January 1941 - 1 May 1965

Total Flight Hours: 7,000

Carrier/Ship Landings: Fixed wing: 550

Approximate Flight Hours:
Jet: 1,000 Prop: 6,000

Combat Tours:
WW II: VF-40, 1943 - 1945. Pacific: Guadalcanal to Okinawa, Okinawa to Japan.

Aviation Commands:
CO, VF-23, 1952 - 1954
CO, NAS Pensacola, 1965 - 1965

Combat Awards:
2 Distinguished Flying Crosses
8 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 10/40 | Physical Exam - Blackstone Hotel, Ft. Worth, Texas. |
| 3/41-10/41 | Flight Training - NAS Jacksonville, Florida. |
| 10/41-1/42 | NAS Opilaka, Florida. |
| 3/42-12/42 | NAS Jacksonville, Florida - Instrument Flight Instructor. |
| 1/42-6/43 | NAS, Opelika, Florida - Flight Instructor. |
| 6/43-6/44 | CASV-5, San Diego, California - Instrument Training Coordinator. |
| 5/44-12/45 | VF-40, West Pac. |
| 1/46-5/46 | NAS, Vero Beach, Florida - VFN Training. |
| 6/46-4/48 | NAS, Norfolk, VA - Flight Test and Acceptance O&R. |
| 5/48-6/50 | VCN1, Barbers Point, Territory of Hawaii. |
| 8/50-12/51 | NAS Pensacola, Florida - Engines Instructor. |
| 1/52-12/52 | Post Graduate School, Monterey, California. |
| 12/52-1/53 | USS *Essex* (CVA-9) - Air Operations Officer. |
| 2/53-6/54 | FAETUPAC and Flight Air Gunnery Pac. |
| 7/53-9/55 | CO, VF-23. |
| 10/56-11/58 | Bureau of Naval Personnel, Washington, D. C. |
| 12/58-5/60 | U.S. Embassy, Germany - Advisor Group. |
| 5/60-4/62 | SHAPE, Paris, France. |
| 5/62-5/65 | NAS, Pensacola, Florida. |
| 5/65-Present | Retired, Pensacola, Florida. |

## Summary of Significant Career Events

(1) First jet flight in Lockheed single seater in 1947 while in VCN-1 at NAS Barbers Point, HI.

(2) Had first VF jet special weapons VFN squadron in the Pacific.

(3) Graduate of Special Weapons Effect School in 1949.



R. L. Newman, CAG-10 in *Enterprise*, 1943-44



R. L. Newman retired in Coronado on 90th birthday

## Roscoe Lee Newman, Captain, USN (Ret.)

Date of Designation: 8 February 1932 NA # 3883

Dates of Active Duty: July 1930 - June 1960

Total Flight Hours: 7,653

Carrier/Ship Landings: Fixed wing: 375+ Rotary: 43

Approximate Flight Hours:
Jet: 85 Prop: 7,653 Helo: 107 VF/VA: 1,500+
VR/VP: 1,200+ HS/HC/HU: 107

Combat Tours:
WW II: Pilot/CAG-10 in USS *Enterprise* (CV-6), Dec. 1943 - May 1944. 6 missions.
In *Enterprise* (CV-6), Mid-Pacific operations. 20 + missions

Aviation Commands:
CVG-10, Sep. 1943 - May 1944
CO, FAETUPAC, Apr. 1949 - Jun. 1950
CO, USS *Onslo*w, Jan. 1952 - Mar. 1953
CO, USS *Shangri La* (CVA-38), Jan. 1955 - Jan. 1956
CO, NAS Memphis, Jan. 1957 - Jun. 1959

Combat Awards:
Distinguished Flying Cross
Bronze Star

### Summary of Significant Career Events

Foreword--my contributions to Naval Aviation would he solely in the arena of command and training, involving an aversion to any duties away from the Pacific basin.

(1) After 2 years as Landing Signal Officer (LSO) in USS *Lexington* (CV-2), spent 17 months (Nov. 1940 -Apr. 1942) on Admiral Halsey's staff as carrier Operations Officer. His only instructions to me, orally-- "You have free gangway -- I want great improvement in carrier deck operations and safety - also an expansion of the LSO/Safety Officer program, Navy and Marines."

(2) One year (fiscal 1943 )formalized the above programs in the Training Command-staff, CNAOT, Jacksonville.

(3) CAG-10 in USS *Enterprise* late 1943 to mid-1944.Squadrons night qualified for all combat missions. Remained aboard for remainder WW II as staff Operations Officer.

(4) Three years as Plans Officer on CNATRA staff, 1946-1949. Two years Training Officer, CNATRA staff, 1953 -1954.

Note 1. In 1943-44, CO, *Enterprise* served excellent fitness reports, BUT gagged at awarding combat citations. I was also "fortunate" enough to spend the rest of the war in *Enterprise* as his CarDiv Operations Officer!

Note 2. For Marine Aviators only ---- in 1939 was LSO in *Lexington* when it was decreed that ALL Marine aviators would quickly become carqualed. It was lots of fun!! In 1941 at Ewa my first two nominations for Marine LSO/Squadron-Ship Liaison Officer were: Bob Galer and John Smith. Two fair to middling airmen, verdad?

Note 3. One light point. In 1997, Newman is the Senior Naval Aviator of record in the active Golden Eagles organization. Roy Johnson may be a bit older (not much) but I am Naval Aviator # 3883 and he is #3884. Actually, I was in Class 52 and he is in Class 54, but I was enjoying my first year of freedom and light social activities so much that I gladly let a few snorter-types go by me in Squadron 3 at Chevalier Field. This is in 1931.







## John B. Nichols III., CDR, USN (Ret.)

Date of Designation: 27 Nov. 1957

Dates of Active Duty: 1954 - 1974

Total Flight Hours: 4,000

Carrier /Ship Landings: Fixed Wing: 760 Rotary: 0

Approximate Flight Hours: Jet: 3,500 Prop: 500

Combat Tours:
1966 - USS Ticonderoga, VF-191.
1967 - USS Ticonderoga, VF-191.
1971 - XO VF- 24, USS Hancock.

Aviation Commands:
CO, VF-24, June 1973 - November 1974

Combat Awards - Air Medals and above.
Silver Star.
Distinguished Flying Cross.
19 Strike/Flight Awards.

## Duty Assignment Chronology

| | |
|---|---|
| 1955 - 1958 | Training Command, including instructor duty. |
| 1958 - 1963 | LSO, VF-62. |
| 1963 - 1966 | LSO Instructor, VF-174. |
| 1966 - 1968 | Operations Officer, VF-191. |
| 1968 - 1969 | Naval War College, Newport, RI. |
| 1969 | Operations Officer, Instructor, VF-124 . |
| 1970 -1974 | XO/CO, VF-24. |

## Summary of Significant Career Events

(1) Escort of RF-8 in June 1968, attacked by two Mig-17's, destroyed one.

(2) April 1967, flew Iron Hand Escort on Mike Esctocin. He received posthumous Medal of Honor.

(3) Author "On Yankee Station," The Naval Aviation War Over Vietnam.



**Leland F. Noble, Captain, USNR**

Captain Leland Forman Noble was born on May 25, 1897 in Ellisburg, Jefferson County, New York, the son of Herbert J. Noble and Minnie Jane Foreman Nobel. He attended Cornell University, Ithaca, New York for two years, where he played freshman and varsity football and was a member of the Sigma Phi Epsilon fraternity. He left college to enter naval service on April 20, 1917 and remained on active duty in aviation until June 30, 1922, attaining the rank of Lieutenant. During his naval service, he participated in the bombing and sinking of captured ex-German ships off the Virginia Capes in 1921. He re-entered naval service during World War II and served in the Pacific as a Bureau of Aeronautics Representative. He was on active duty for a total of nearly 18 years and is entitled to wear the World War II Victory Medal.

Between the wars, Captain Noble was engaged in business in Miami, Florida for several years, serving as Assistant Purchasing Agent for the Public Utilities Construction Company, and as President of the real estate brokerage company, East Coast Sales Company, Inc., Miami, FL. He served on a special assignment for Florida Power and Light Co., Miami, FL, as Superintendent of Reclamation following the tropical hurricane of 1926. He also was a quality control officer at a roller bearing plant in Canton, OH. In 1942 he became Vice-Commander of the Canton, Ohio Post #44 of the American Legion.

Captain Noble's' marriage to Edna Masters ended in divorce. He later married Dorothy Brothers of Canton, Ohio at St. Charles, MO on December 31, 1931. He had a stepson Verdun Lee Brothers.

Captain Noble died of pneumonia at the Naval Hospital Bethesda at age 94 on February 22, 1992.



Garrison Norton (left) with ADM Burke

## Garrison Norton, Assistant Secretary of the Navy for Air

Born in Chicago, Illinois in 1900, the son of Charles Dyer Norton and Katherine McKim Garrison. He graduated from Groton School in 1919, and Cum Laude from Harvard University in 1923. He joined the accounting firm of Arthur Young and Company, New York, Chicago, etc., from 1923-1940. He was Deputy General Manager of the Home Owner's Loan Corporation, Washington, D. C. in 1934 and Assistant Chairman of Civil Aeronautics, Authority, Washington, 1938

During World War II (1940-45) he served on active duty in the U. S. Naval Reserve as a flight instructor and with the Bureau of Aeronautics attaining the rank of Captain. After the war, he joined the State Department, where he was appointed Deputy Director of the department's Office of Transport and Communications. He was the U. S. Delegate to the Civil Aviation Conference, Bermuda, 1946; in charge negotiations for settlement U. S. - British Bares Agreement, Bermuda, 1946; U. S. Representative Civil Aviation Conference, Paris, 1946; and U. S. Delegate, First Assembly, to the Provisional International Civil Aviation Organization, Montreal, 1946.

He was promoted to Assistant Secretary of State in the Truman administration in 1947, where he was responsible for international policies in the fields of aviation, shipping and telecommunications. In this capacity he was: Chairman, Air Coordinating Committee; Chairman, International meeting on Marine-Radio Aids to Navigation, N. Y. and New London, 1947; Chairman U. S. Delegation First Assembly, International Civil Aviation Organization (ICAO), Montreal, 1947; Chairman U. S. Delegation International Plenipotentiary Tele-Communi-cations Conference, Atlantic City, 1947; Chairman U. S. Delegation to Commission on multilateral Agreements, ICAO - Geneva, 1947; Chairman U. S. Delegation U. N. Conference on an Inter-Governmental Maritime Organization - Geneva, 1948; and Director, Export-Import Bank, 1948. He also served as an alternate Governor of the World Bank and International Monetary Fund.

He resigned as Assistant Secretary of State in 1949 and entered the banking firm of Wm. A.M. Burden and Company (N.Y.) as special partner, 1949. In 1951 he resigned this assignment to accept a position with Mr. Burden as Consultant to the Secretary and Assistant Secretary of the Air Force (Research and Development) until 1955.

He was Assistant Secretary of the Navy (Air) from 1956 to 1959. He also served part of that time as acting Assistant Secretary of the Navy (Personnel and Reserve forces).

Mr. Norton had served as Chairman and then trustee emeritus of the Carnegie Institution of Washington and was a retired president of the Institute for Defense Analysis. He was a recipient of the Navy's Distinguished Public Service Award.

He died September 9, 1995 at his home in Washington after a stroke. He was married to Emily Eilleen McMullan Norton in 1943. They had two children, Glenavie, 1944, and Charles Dyer Norton who died in 1970, at age 11.



**Francis E. Nuessle, Rear Admiral, USN**

Francis Edward Nuessle was born in Washburn, North Dakota, on January 23, 1911, son of William L. and Emma Nuessle. He attended the University of North Dakota for one term and entered the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state. Graduated and commissioned Ensign on June 2, 1932, he subsequently advanced, attaining the rank of Captain, to date from January 1, 1951. In July 1960 his selection for the rank of Rear Admiral was approved by the President.

Following graduation from the Naval Academy, he served for two years in the USS *Saratoga*, performing various divisional duties as a junior officer on board that aircraft carrier. He was then ordered to the Naval Air Station, Pensacola, Florida, where he completed flight training and was designated a Naval Aviator in November 1935.

During the next four years, from November 1935 until August 1939, he served in various fighter bomber and bomber squadrons operating from the aircraft carriers *Ranger, Lexington* and *Saratoga*. Thereafter, during the period September 1939 to June 1941 while attached to the Naval Aircraft Factory, Philadelphia, Pennsylvania, he participated in developmental and flight test, operation is as a test pilot and project engineer. In July 1941 he took command of the seaplane tender USS *Gannet* (AVP-8), which participated in operations of the U. S. Naval Support Forces in the North Atlantic, Newfoundland and Greenland prior to the outbreak of World War II in December 1941. At the time of Pearl Harbor, Gannet was operating from Bermuda, tending seaplanes engaged in anti-submarine warfare, ocean patrol and rescue operations. He continued in command until the ship was sunk by an enemy submarine in the North Atlantic in June 1942.

"For heroic achievement an Commanding Officer of the USS *Gannet* when that vessel was torpedoed and sunk by an enemy submarine in the vicinity of Bermuda on June 7, 1942....." he was awarded the Bronze Star Medal. The citation further states: "Realizing that his ship was sinking too rapidly to transmit a radio message or lower the lifeboats to the water Lieutenant Nuessle directed abandon ship operations with exceptional skill, instructing survivors to cling together on three rafts which had been thrown clear and, by his prompt action and sound judgment, was instrumental in saving the lives of sixty-two of his seventy-seven crew members. His initiative and courage, throughout, were in keeping with the highest traditions of the U. S. Naval Service. The Combat 'V" was authorized.

For the next two years he commanded seaplane Patrol Squadron THIRTY-ONE, during the anti-submarine offensive in the North Atlantic, and Bomber Squadron ONE HUNDRED FIVE and Patrol Air Group ONE operating from the British Isles during the anti-submarine offensive in the Western Approaches and the Bay of Biscay. Prior to the Normandy Invasion in June 1944, he was assigned to the Staff of the Commander, U. S. Naval Task Force taking part in "Operation Overlord." His duties there were Assistant Air Officer for the coordination of invasion operations of the Allied Tactical Air Forces with those of the Naval Task Force.

For service in World War II he was also awarded the Air Medal with citation in part as follows: "For meritorious achievement in aerial flight as pilot of PB4Y-1 Bomber in Patrol Bombing Squadron ONE HUNDRED FIVE, he engaged in anti-submarine patrol in the Bay of Biscay and English Channel Areas, from October 1943 to May 1944. A skilled and intrepid airman, Commander Nuessle participated in numerous vital missions over enemy-infested waters, and ....was responsible in large measure for the outstanding record of his gallant crew whose combined efforts aided in bringing about the defeat of the U-boat in the Battle of the Atlantic....."

In 1945, after commanding a Liberator Training Unit at Chincoteague, Virginia, Admiral Nuessle served the first of three tours of duty in the Office of the Chief of Naval Operations. He was assigned to the Aviation Plans Division

until 1947 when he became Executive Officer of the aircraft carrier USS *Princeton* for two years.

Upon graduating from the Air War College in 1949, Admiral Nuessle returned to the Aviation Plans Division, Office of the Chief of Naval Operations from another two year tour of duty.

In July 1952 he was assigned as Air Officer of the Naval Operational Development Force, and then attended the National War College. From July 1955 to June 1957 he was Chief of Staff, U.S. Naval Striking Force, Southern Europe, followed by a year's duty as Commanding Officer of the aircraft carrier USS *Midway*, operating in the Pacific.

Admiral Nuessle returned to the Office of the Chief of Naval Operations in July 1958 for duty in the Strategic Plans Division. Subsequently he served as Chief of Staff, Carrier Division TWO, and then as Commander Carrier Division FOURTEEN, operating in the Atlantic and Mediterranean.

Prior to coming to the Naval War College as Chief of Staff on April 20, 1964, Admiral Nuessle was Commander in Chief Pacific Representative to the Joint Strategic Target Planning Staff for two years at Offutt Air Force Base, Nebraska.

Admiral Nuessle holds the Bronze Star with Combat "V"; Air Medal with Star, in addition to various campaign medals for the Mediterranean and European areas of combat, Captain Nuessle has the American Defense Service Medal, Fleet Clasp; American Campaign Medal.; European-African-Middle Eastern Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal; China Service Medal (extended), and; the National. Defense Service.

He was married to the former Elizabeth Hoover, of Chevy Chase, Maryland. They had four children, Warren, William P. , Francis E., Jr., and Virginia D. Nuessle.


1963


1988

## Frank O'Beirne, Vice Admiral, USN (Ret.)

"Frank"

Date of Designation: 4 January 1929 NA # 3445

Dates of Active Duty: 3 June 1926 - 1 October 1963

Total Flight Hours: 5,660

Carrier/Ship Landings: Fixed wing: 75 (Carquals aboard USS *Langley* (CV-1)

Approximate Flight Hours:
Jet: 50 Prop: 5,600 Helo: 10 VF/VA: 770
VP: 1,005 VT: 30 VB: 340 VO/VS: 760
VR: 470 VJ/Various: 2,280

Combat Tours:
WW II: CO, VP-22 (PBY-5), 7 Dec. 1941 - Mar. 1942
CO, USS *Childs* (AVD-1), Apr. 1942 - Oct. 1942.
CO, USS *Breton* (CVE-23), Sep. 1944 - Jul. 1945

Aviation Commands:
CO, VP-22 (PBY-5), Jul. 1940 - Mar. 1942
CO, USS *Childs* (AVD-1), Apr. 1942 - Oct. 1942
CO, USS *Breton* (CVE-23), Sep. 1944 - Jul. 1945
CO, USS *Midway* (CV-41), May 1952 - Apr. 1953
ComCarDiv 18 and Hunter-Killer Group 2, Mar. 1954 - Dec. 1954. Flagships (1) USS *Mindoro* (CVE-120) and (2) USS *Leyte* (CVS-32)
Commander, Field Command, AFSWP; Albuquerque, NM., Jul. 1955 - May 1957
ComCarDiv 3 and CTF 77, Oct. 1957 - Aug. 1958. Flagship USS *Ticonderoga* (CVA-14).
Commander, Naval Air Force, U.S. Atlantic Fleet, Oct. 1960 - 30 Sep. 1963

Combat Awards:
Bronze Star with Combat "V"
Air Medal
Presidential Unit Citation (VP-22)

## Duty Assignment Chronology

| | |
|---|---|
| 6/22-6/26 | Midshipman, U. S. Naval Academy, Annapolis, MD. (BS degree). |
| 6/26-8/26 | Indoctrination in aviation. |
| 9/26-10/26 | USS *Chaumont* (AT); transportation to San Pedro, CA. |
| 10/26-9/ 27 | USS *Nevada* (BB-36); Junior Watch and Division Officer. |
| 10/27-12/27 | USS *Lexington* (CV-2); pre-commissioning detail, V-2 Division Officer. |
| 12/27-3/28 | USS *Lexington* (CV-2); Junior Watch Officer, V-2 Division Officer. |
| 4/28-4/29 | NAS Pensacola, FL. Student naval aviator. |
| 5/29-6/31 | USS *Saratoga* (VF Squadron One B); naval aviator (aircraft # 9). |
| 6/31-6/32 | NAS Pensacola, FL.; instructor, primary seaplanes. |
| 7/32-5/34 | Naval Postgraduate School, Annapolis, MD; student, line and engineering. |
| 6/34-6/35 | University of Michigan, Ann Arbor, Michigan; graduate student. (MSE degree). |
| 6/35-9/36 | USS *West Virginia* (BB-48); VO-4B, naval aviator. |
| 9/36-3/37 | USS *California* (BB-44); VO-4B, Senior Aviator Cal. Unit. |
| 4/37-6/38 | USS *Enterprise* (CV-6) Pre-commissioning Detail; Hanger Deck Officer. |
| 7/38-6/40 | Staff, Commander Aircraft Battle Force (San Diego); Engines Officer. |
| 6/40-6/41 | XO, VP-22; PATWING 2, Pearl Harbor, T.H. |
| 6/41-3/42 | CO, VP-22; ( PATWINGs 2 and 10). |
| 3/42-11/42 | CO, USS *Child*s (AVD-1), (Asiatic Fleet). |
| 11/42-9/43 | Staff, Commander-in-Chief, Southwest Pacific Area; Naval Intelligence Officer. |
| 10/43-9/44 | Joint War Plans Committee, Hqs. COMINCH, Washington, D. C. |
| 10/44-7/45 | CO, USS *Breton* (CVE-23); Pacific Area. |
| 8/45-10/45 | Chief of Staff, Commander Carrier Division Seven, (CV-31. flag) |

- Continued -

Duty Assignment Chronology (continued)

| | |
|---|---|
| 10/45-1/46 | Bureau of Naval Personnel, Washington, D.C.; Member Selection Board. |
| 1/46-8/47 | Chief, Civil Aviation Section, Office of DCNO (Air), Washington, D. C. |
| 8/47-6/48 | National War College, Wash., D.C.; student. |
| 8/48-6/50 | Assistant Naval Attache and Assistant Naval Attache for Air, London, England. |
| 7/50-3/52 | Strategic Plans Division, OpNav, Navy Dept., Washington, D. C. |
| 4/52-4/53 | CO, USS *Midway* (CVA-41); Atlantic and Sixth Fleet. |
| 4/53-7/53 | Chief of Staff, Commander, Carrier Division 4 (Midway/Flag); 6th Fleet. |
| 8/53-2/54 | Continental U.S. Defense Planning Group, JCS, Washington, D. C. |
| 2/54-12/54 | Commander Carrier Division 18 (Flags USS *Mindor*o, then *Leyte*); Atlantic |
| 12/54-6/55 | Deputy Chief, Armed Forces Special Weapons Project (AFSWP); Washington, D. C. |
| 6/55-9/57 | Commander Field Command (AFSWP); Albuquerque, NM. |
| 10/57-9/58 | Commander Carrier Division 3 (Ticonderoga/ Flag); Pacific Fleet. |
| 9/58-9/60 | Director of Operations (J-3), Joint Staff, JCS, Washington, D. C. |
| 9/60-9/63 | Commander Naval Air Force, U.S. Atlantic Fleet. |
| 10/1/63 | Navy Retired List; Vice Admiral, USN, to rank from 15 Sep. 1960. |

## Summary of Significant Career Events

Virtually every single assignment was a significant event in my career, and I enjoyed them all. Some events did stand out in my mind more than others, however; these were:

(1) My election as captain of the Navy Water Polo team at the Naval Academy;

(2) Designation as a Naval Aviator in 1929 and my assignment to Fighting Squadron One;

(3) The performance of daily acrobatic exhibitions at the National Air Races, Cleveland, Ohio, in September, 1929, as a member of a three-man stunt team (Navy "High Hats") led by Col. Charles A. Lindbergh;

(4) Command of VP-22, including two trans-Pacific flights and operations against the Japs in the Dutch East Indies and Australia;

(5) My two wartime ship commands;

(6) Attendance at the National War College;

(7) My two years in London as Assistant Naval Attache;

(8) Command of the USS *Midway* (C-41) and her opera tion in European and Arctic waters (that was an out standing year);

(9) Two years as Director of Operations (J-3), Joint Staff, Joint Chiefs of Staff;

(10) The three amazing years as ComNavAirLant that culminated my career and put it all in perspective; and finally,

(11) Service on the staff of Gen. Douglas MacArthur in Australia, (1942-43); presentation to Sean O'Kelly, President of Ireland and Mrs. Kelly (1946-47); presentation to Queen of England in Buckingham Palace, London (1948); explanation of joint war operations to President Eisenhower in White House (1958-60).

Appointments and Promotions

| | |
|---|---|
| 6/13/22 | Appointed Midshipman, USN |
| 6/3/26 | Commissioned Ensign, USN |
| 1/4/29 | Designated Naval Aviator |
| 6/2/29 | Promoted to Lieutenant (junior grade), USN |
| 6/30/36 | Promoted to Lieutenant, USN |
| 7/1/40 | Promoted to Lieutenant Commander, USN |
| 8/15/42 | Promoted to Commander, USN |
| 8/15/43 | Promoted to Captain, USN |
| 12/1/53 | Appointed Rear Admiral, USN |
| 7/1/58 | Rear Admiral, USN Upper Half |
| 9/30/60 | Appointed Vice Admiral, USN |
| 10/1/63 | Appointed Vice Admiral, USN (Ret) |

Personal Data

| | |
|---|---|
| Born: | Biloxi, Mississippi 26 November, 1903. |
| Parents: | Edward John and Mildred Lee (Harper) O'Beirne [both Deceased]. |
| Brother: | Rear Admiral Emmet O'Beirne, U. S. Navy [Deceased]. |
| Wife: | Grace Henley Thomas of Selma, Alabama. |
| Children: | Anne Dale O'Beirne [Deceased]; Karen O'Beirne Taylor (Mrs. Patterson C.) and Captain Frank O'Beirne, Jr., U. S. Navy (Ret.). |
| Education: | Elgin High School, Elgin, Illinois (1921).<br>Marion Institute, Marion, Alabama (1922).<br>U. S. Naval Academy, Annapolis, Maryland (1926) (BS).<br>Naval Postgraduate School, Annapolis, Maryland (1933, 1934).<br>University of Michigan, Ann Arbor, Michigan (1935) (MSE, Aeronautical Engineering).<br>National War College, Washington, D. C. |


1971


1981 Patty

## Andrew O'Donnell, Lt. General, USMC

General O'Donnell was born on 25 January 1924, a native of Westchester County, NY. He received a BA degree from New York University and an MS from the George Washington University. He was commissioned out of the V-5 NavCad program as a Marine Corps second lieutenant upon completion of flight training in July 1944.

Over the next thirty-seven years, he served in one USAF and six Marine Corps fighter squadrons: VMF's 114, 115, 211, 212, 232 and 323. During his long career, he would move up to become Acting Wing Commander (AWC) of the 1st and 2d MAWs and Commanding General of the 3d. As a member of VMF-212 during the Korean War, he flew 127 combat missions. During one mission he was shot down and wounded. He was rescued at sea by a destroyer.

After Korea, General O'Donnell served two years as a flight instructor in the Jet Training Unit at Kingsville, Texas. He then reported to Kaneohe Bay to VMF-232 as Operations Officer.

Flying the FJ-2 Fury, he became the squadron Top Gun. AWS followed next, then an exchange tour with the USAF 613th Fighter Squadron where he participated in the first F-100 TransLant deployment using air-refueling. While in Bitburg, Germany, he was decorated for courageous action in single-handedly "bulldogging" an unmanned F-100 which was rolling to certain collision with other aircraft and a fuel truck.

Following the USAF exchange tour, General O'Donnell spent two years in VMF's 114 and 115 flying F4D Skyrays at Cherry Point and Atsugi, Japan. In July 1961, he returned to Quantico as an instructor in the Educational Center and as a member of the Amphibious Warfare Presentation Team which toured worldwide. Then, it was back to Cherry Point where he took command of the VMF-323 "Death Rattlers" in F-4 Phantoms for their 1965-66 deployment into Danang, South Vietnam, where he flew 161 combat missions. He finished the latter part of this first tour in Southeast Asia as MAG-11 Operations Officer.

Upon return from Vietnam, there was a succession of school and staff assignments. General O'Donnell graduated in 1968 from the Industrial College of the Armed Forces (ICAF), then reported to the Deputy Chief of Staff (Aviation) for duty in the Plans and Readiness Branch. While in that position, he was selected to serve as Military Secretary to the Commandant of the Marine Corps. Having previously been deep selected to colonel, during his tour as Military Secretary, he was deep selected to brigadier general in 1970.

As a brigadier, General O'Donnell reported to the 1st MAW as AWC. This led to a tour as CG Task Force Delta, the composite air group which 1st MAW deployed to Nam Phong, the "Rose Garden", in Thailand. While there, he flew another 25 F-4 combat missions against communist forces in Vietnam and Laos.

Subsequent commands as a brigadier included: 4th Marine Amphibious brigade for exercises in the U.S. and Europe; and Commander Landing Force Sixth Fleet during the 1973 Arab-Israeli crisis. Promotion to major general came in March 1975 and command of MCAS El Toro and Marine Corps Air Bases Western area (MCABWA). In August 1975 he took command of the 3d MAW, with collateral duty as CG I MAF (now MEF). In July 1976, he returned to HQMC as Director, Plans Division and, on 18 May 1977, was advanced to lieutenant general to assume duties as Deputy Chief of Staff, Plans and Policy (OpDep). On 1 October 1978, he was assigned to Hawaii as Commanding General, Fleet Marine Force Pacific - now known as MARFORPAC. He retired from this post on 1 July 1981.

In addition to three awards of the Distinguished Flying Cross, General O'Donnell's many decorations include the Purple Heart, the Distinguished Service Medal, the Legion of Merit with Combat "V" and Gold Star, the Bronze Star with Combat "V", 17 awards of the Air Medal, the Navy Commendation Medal with Combat "V", the Air Force

- Continued -

Commendation Medal, and the Vietnam Cross of Gallantry with Palm.

Thirty seven years after being commissioned, General O'Donnell was the senior naval aviator, known as the "Grey Eagle" for all of Naval Aviation. Beginning with the Corsair, he qualified in nearly all of the many fighter and attack aircraft which followed from Vought, Grumman, North American and McDonnell from the late 1940's into the 1980's. He was also a Centurion, with well over 100 carrier landings and his log book had more than 8,000 flight hours, many of them spent in combat.

General O'Donnell died on January 20, 1997 at his home in Coronado, CA., from Lou Gherig's disease (amyotrophic lateral sclerosis). He was 72. He is survived by his wife of nearly 50 years, Patricia "Patty" Ann; daughters Kerry Kruger and Barbie Satterwhite, of Houston, and Jody Hayter, of San Diego; and son Marine Major Drew O'Donnell.





## Martin G. O'Neill, Captain, USN, (Ret.)

"Butch"

Date of Designation: 10 June 1942 NA # 14342

Dates of Active Duty: June 1941 - 1 July 1969.

Total Flight Hours: 4,897

Carrier/Ship Landings: Fixed wing: 333

Approximate Flight Hours:
Jet: 2,300 Prop: 2,597

Combat Tours:
WW II: VC-13 (F4F), USS *Core*, 23-24 Aug. 1943. Straffed two German submarines. Damaged one sub and assisted in sinking one.
WW II: VOF-1 (F4F), USS *Wake Island*. Shot down two Japanese aircraft. Conducted ground attack sorties and naval gunfire spotting missions at Iwo Jima and Okinawa.
Vietnam: CO, USS *Currituck* (AV-7). Conducted shore bombardment with ships 5" guns, Mekong Delta.

Aviation Commands:
CO, VF-14, 1 Nov. 1957 - 19 Jun. 1959.
CO, VAW-11, Jul. 1963 - Jan. 1965.
CO, USS *Currituck* (AV-7), 9 Feb. 1965 - 10 Feb. 1966.
CO, USS *Ticonderoga* (CVA-14), 1 Jun. 66 - 1 Nov. 66.
CO, USS *Franklin D. Roosevelt* (CVA-42), 10 Jan. 1967 - 20 Jun. 1967.

Combat Awards:
Legion of Merit - Vietnam
Distinguished Flying Cross and Air Medal - German sub attacks (WW II)
4 Distinguished Flying Crosses (WW II, Pacific)
13 Air Medals (WW II, Pacific)
Purple Heart (WW II, Okinawa)

## Duty Assignment Chronology

| | |
|---|---|
| 5/39 | Entered Naval Reserve and served as an aircrewman in Reserve Scouting Squadron 3. |
| 1941 | Ordered to Naval Air Training Command as an Aviation Cadet. |
| 7/42 | Commissioned Ensign and designated a Naval Aviator. |
| 8/42-45 | Combat in the Atlantic and Pacific theaters with: Escort Scouting Squadron EIGHTEEN, VC-13, VOF-1 and VOF-3. |
| 1948-51 | CO, VF-134 (temporary command) and General Line School. |
| 9/51-10/52 | XO, 317th Fighter Interceptor Squadron (F-94) , McChord AFB, Tacoma, WA. |
| 10/52-4/54 | Air Officer, USS *Point Cruz* (CVE-119). |
| 4/54-6/56 | Naval Deputy, USAF 35th Air Division, integrating Navy and Marine air defense facilities in support of the Air Defense Command. |
| 6/56-11/57 | Naval War College, Newport, RI. - Student. |
| 11/57-6/59 | CO, VF-14. |
| 1960-7/63 | CNO, Assistant for Anti-Air Warfare. |
| 7/63-1/65 | CO, VAW-11, North Island, CA. |
| 2/65-2/66 | CO, USS *Currituck* (AV-7). |
| 6/66-11/66 | CO, USS *Ticonderoga* (CVA-14). |
| 1/67-6/67 | CO, USS *Franklin D. Roosevelt* (CVA-42). |
| 7/67-7/69 | Chief of Staff, Carrier Division Three. |

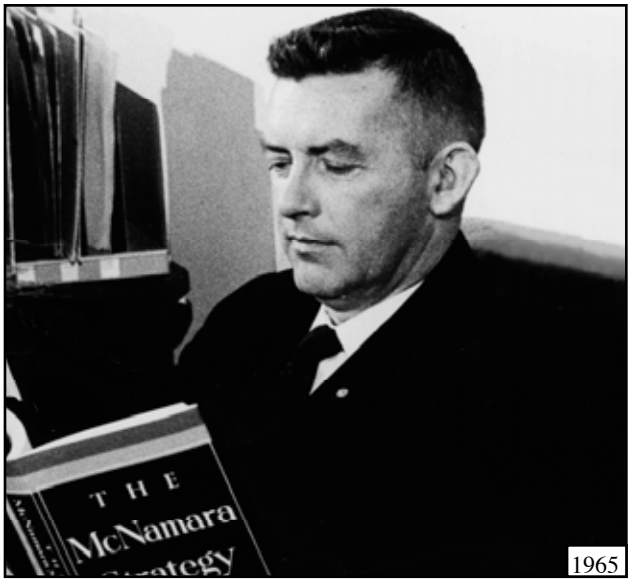
## Summary of Significant Career Events

(1) Conducted Atlantic Fleet Introduction Program of the Sparrow III missile. Won Battle Efficiency Pennant and Safety Award with F3H.

(2) Conducted Fleet Introduction Program of E2A aircraft while CO, VAW-11.

(3) Fired shore bombardment mission in Vietnam while servicing P5M seaplane squadron.

(4) Served two tours with U. S. Air Force.




## Gerald G. O'Rourke, Captain, USN (Ret.)

"Gerry"

Date of Designation: 1947

Dates of Active Duty: 18 July 1941 - 1974

Combat Tours:
WW II: USS *Hancock* (CV-19), Pacific theater.
Korea: VC-4, 1953 (OinC of first carrier-based jet night fighter squadron to see combat in Korean War).

Aviation Commands:
OinC, VF-101 Delta (F-4), Apr. 1960 - Apr. 1962
CO, VF-102, Apr. 1962 - Apr. 1963
CO, USS *Wrangell* (AE-12), Jul. 1967 - Jun. 1968
CO, USS *Independence* (CVA-62), Aug. 1970 - Oct. 1971

Combat Awards:
Air Medal
Navy Commendation Ribbon with combat "V"

## Duty Assignment Chronology

| | |
|---|---|
| 7/41-6/44 | Midshipman, U. S. Naval Academy. |
| 8/44-2/46 | Junior Officer, USS *Hancock* (CV-19), Pacific war. |
| 2/46-10/47 | Student, Navy flight training. |
| 10/47-1/50 | VF-8A, VF-72, Junior Officer/Fighter Pilot. |
| 2/50-4/52 | NAAS Milton, FL., Legal Officer. |
| 4/52-8/52 | Student, FAWTULANT (Night Fighter Training). |
| 8/52-4/55 | VC-4, A.W. Pilot (Korea tour, 1953). |
| 5/55-7/57 | Test Pilot School (Class 15) and Test Pilot, Naval Air Test Center, Patuxent River, MD. |
| 8/57-6/58 | Student, Stanford University (Masters Degree in Education). |
| 8/58-9/59 | Flag Lieutenant, COMSIXTHFLT. |
| 9/59-3/60 | Instructor, VF-101. All-weather VF Training. |
| 4/60-4/62 | OinC, VF-101 Delta. First AIRLANT F-4 squadron. |
| 4/62-4/63 | CO, VF-102 (F-4). USS *Enterprise* (CVAN-65), Cuba 1962. |
| 6/63-6/64 | CO, VF-121 (F-4), AIRPAC F-4 RCVW squadron. |
| 7/64-7/66 | OPNAV Staff (OP-05W). |
| 8/66-6/67 | Student, National War College, Washington, D. C. |
| 7/67-6/68 | CO, USS *Wrangell* (AE-12). Deployed to Mediterranean. |
| 6/68-5/70 | Deputy Chief of Staff for Operations, COMSIXTHFLT. |
| 8/70-10/71 | CO, USS *Independence* (CVA-62). |
| 11/71-1974 | OPNAV, OP-05 Staff. |
| 1974 | Retired from active duty. |

## Summary of Significant Career Events

Gerald Gerrard O'Rourke was born in Brooklyn, NY., on Sept. 13, 1924, the son of John J. and Geraldine G. (Reilly) O'Rourke. He was appointed to the U. S. Naval Academy in 1941 and graduated on 7 June 1944 as a member of the Class of 1945. His initial duty upon graduation was on USS *Hancock* (CV-19) during World War II in the Pacific, after which he entered flight school and was designated Naval Aviator in 1947. Other training included Naval School of Justice, Test Pilot School at NAS Patuxent River, MD., and the Naval War College.

During the Korean War, Gerry was assigned to VC-4 in Korea. It was during this tour that he was awarded the Air Medal and the Navy Commendation Ribbon.

In addition to his service in the Korean War, Captain O'Rourke commanded F-4 squadrons from 1960 to 1964, served two tours of duty in the Pentagon and two tours of duty in the Mediterranean with the 6th Fleet based in France and Italy. His sea duty included command of the USS *Wrangell* (AE-12) and USS *Independence* (CVA-62).

After retiring from the Navy in 1974, he lived in Fairfax, VA., and was Vice President of Maritime Associates, a consulting firm. He was also a consultant to Boeing Corp. He retired in 1993 and moved to Wayne, Maine. He died at his home on 30 December 1997.

His first wife, Willie Martin O'Rourke, died in 1965. He is survived by his wife Mary Bernadette (Bailey) O'Rourke of Wayne; five children from his first marriage, Marsha, Margaret, Gerald, Christopher and Bridget; two children from his second marriage, Lisa and Kevin, and four grandchildren.

Captain O'Rourke was a member of of the board of Naval Institute and published numerous articles in its *Proceedings*. He published a book, "The F-4 Phantom", and contributed articles to the Readers Digest, Atlantic Monthly and other publications as follows:

- Continued -

"Vertigo Alley",
The Atlantic Monthly - Aug. 1955
Reprint, The Readers Digest - Oct. 1955

"A Flight in the Fabulous Phantom",
The Atlantic Monthly - Jul. 1967
Reprints, McDonnell Airscoop - Aug. 1967;
The Readers Digest - Feb. 1968;
Goodyear Profile - 1968

"Of Hosenoses, Stoofs, and Left-handed Spads"
Naval Institute Proceedings - Jul. 1968

"The Wondrous World of Jet V/STOL"
Naval Institute Proceedings - Nov. 1972

"Lightweights and Heavyweights"
Naval Institute Proceedings - Feb. 1973

"A New Vertical Approach"
Air Enthusiast, London - Feb. 1974

"The Role of the F-14/AWG-9 Phoenix in Fleet Air Defense" Journal of Defense Research, Series B - Fall 1974

"Two Views on Navy Fighters"
Armed Forces Journal - Nov. 1974

"New Naval Tricks from Old Sea Dogs"
Armed Forces Journal - Jul. 1975

"Why V/STOL?"
Naval Institute Proceedings - Jan. 1976

"Is TACAIR Dead?"
Naval Institute Proceedings (NIP) - Oct. 1976
Reprinted: Congressional Record - Oct. 28 1977

"Our Coming Air-Capable Navy"
NIP Naval Review Issue - May 1977

"V/STOL and CTOL - Symbols of Future Power for Maritime Nations", Ploy Mook, Tokyo - May 1978

"Fighters that never got to the Fight - Part I, The F8F BEARCAT", Naval Institute Proceeding - ??

"Look Ahead"
Wings of Gold - Summer 1978

"The Navy V/STOL Concept"
Sea Classics - Sep. 1978

"The Navy and V/STOL",
Marine Corps Gazette - Jan. 1979

"American Aircraft Carriers and their Aircraft"
Navy International, London - Jun. 1979

"The Douglas Navy F4D Ford"
American Aviation History Society - Sum. 1979

"The Role of the Aircraft Carrier"
Nautilus, Bonn - Fall 1979

"Is there a Future Role for the Large Aircraft Carrier?"
Navy International, London - Jan. 1980

"A Good New Idea"
Naval Institute Proceedings - Mar. 1980

"Fixing a Problem - Squadron Style"
Naval Institute Proceedings - Jul. 1980

"A New Arrow for ARAPAHO - ARAPAHO Quill"
Navy International, London - Oct. 1980

"Nothing but the Finest vs. Anything is Better than Nothing", Armed Forces Journal - Dec. 1980

"Fighters that never got to the Fight - Part 2 , The F11F TIGER", Naval Institute Proceedings - Jan. 1981

"A Sea-Going MX ICBM"
Armed Forces Journal - May 1981

"Put the MX to Sea", Christ Sc. Monitor - 16 Jun. 1981
Reprinted: Widely in US papers - Summer 1981

"The Changing Roll of Naval TACAIR"
Wings of Gold - Winter 1981

"CVN's Forever! Forever?"
Naval Institute Proceedings - Jul. 1982

"What's in Store for ARAPAHO?"
Naval Institute Proceedings - Jul. 1983

"Great Operators, Good Administrators, Lousy Planners", Naval Institute. Proceedings - Aug. 1984

"The V-22 OSPREY - A Breakthrough for V/STOL"
Naval Institute Proceedings - Jul. 1985

"The Forgotten Aircrewmen"
Naval Institute Proceedings - Oct. 1986

""The Blue-suited OSPREY"
Marine Corps Gazette - 1987

"Innovation in ASW"
Wings of Gold - Summer 1987

"The Logical Foundation for the SV-22"
Rotor Review - Nov. 1987

"Tiltrotor Straight Talk"
The Hook - Winter 1987

"The End of the Submarine's Era"
Naval Institute Proceedings - Feb. 1988

"Different Strokes with OSPREY Folks"
Armed Forces Journal - Apr. 1988

List of promotions with date of rank:

| | |
|---|---|
| ENSIGN | 6/7/44 |
| LTJG | 1/1/46 |
| LT | 1/1/51 |
| LCDR | 4/1/55 |
| CDR | 5/1/60 |
| CAPT | 7/1/65 |



**Edward C. Outlaw, Rear Admiral, USN**
"Eddie"

Date of Designation: 21 April 1938

Dates of Active Duty: 6 June 1935 - 1 July 1969

## Duty Assignment Chronology

Edward Cobb Outlaw was born in Greenville, North Carolina, on September 29, 1914, son of Needham Whitfield and Grace (Smith) Outlaw. He attended schools in Goldsboro, North Carolina, and Riverside Military Academy, Gainesville, Georgia, prior to entering the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state in 1931. Graduated and commissioned Ensign on June 6, 1935, he subsequently advanced in rank, attaining that of Rear Admiral, to date from September 1, 1963.

Following graduation from the Naval Academy in 1935, he joined the USS *Indianapolis* and two years later was detached for flight training at the Naval Air Station, Pensacola, Florida. Designated Naval Aviator on April 21, 1938, he was assigned the next month to Scouting Squadron SIX, based on the USS *Enterprise*. Returning to the Naval Air Station, Pensacola, in July 1940, he was an Instructor there until July 1941 and was serving as Chief Flight Officer at the Naval Air Station, Corpus Christi, Texas, when the United States entered World War II, December 8, 1941. He remained there until March 1942, when he joined Escort Scouting Squadron ELEVEN as Executive Officer.

"For heroism and extraordinary achievement....against the enemy while serving with a naval aircraft group in the Solomon Islands area, from February 2, to March 6, 1943...." he was awarded the Distinguished Flying Cross. The citation further states in part: "As a flight leader of a fighter escort for bombing planes, Lieutenant Outlaw participated in ten attacks against a Japanese destroyer force, positions at Munda Point, and Vila Plantation, these operations opposed by intense enemy anti-aircraft and combat plane counter-fire. On February 7, 1943, enemy fighter planes were engaged, three shot dawn, and the rest driven off by Lieutenant Outlaw and his flight, thus enabling the dive-bombers to successfully carry out their mission. On February 14, 1943, this officer led a strafing mission against Munda Point at a low and hazardous altitude, silencing several batteries of anti-aircraft fire. His untiring attention to duty and his outstanding leadership aided materially in weakening enemy resistance in this area...."

Transferred in June 1943 to Fighting Squadron THIRTY-TWO, he commanded that squadron and Air Group THIRTY-TWO until June 1944. He was awarded the Navy Cross and a Gold Star in lieu of the Second Distinguished Flying Cross, and was cited as follows: Navy Cross: "For extraordinary heroism as Commander of Fighting Squadron THIRTY-TWO, and Flight Leader of two divisions of fighters, attached to the USS *Langley,* during a fighter sweep against enemy Japanese forces in the vicinity of Truk Atoll on April 29, 1944. Boldly intercepting two flights of approximately forty enemy fighters, Lieutenant Outlaw skillfully engaged the enemy, destroying five of the hostile fighters in the ensuing action. Under his superb leadership and perfect air discipline, his fighters destroyed twenty-one fighters and put the remainder to flight without loss to his command...."

Gold Star in lieu of the Second Distinguished Flying Cross: "For heroism and extraordinary achievement... as Pilot of a Plane, attached to the USS *Langley*, in action against enemy Japanese forces in the vicinity of the Marianas Islands, June 11, 1944. Skillfully leading three divisions of his squadron in three strafing attacks on enemy seaplanes in the face of intense anti-aircraft fire, (he) personally engaged and shot down an enemy fighter and, when his wingman did not recover from the second strafing assault, fearlessly attempted to locate him, making three low altitude searches despite fierce enemy fire from shore batteries and ships...."

He also received the Air Medal, with Gold Stars in lieu of the Second, Third, Fourth and Fifth Air Medals, and a Gold Star in lieu of the Third Distinguished Flying Cross for completing five missions each in the Pacific War Area during the period January 29 until July 28, 1944. He is entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS *Langley.*

During the period June 1944 to March 1945 he served as Operations Officer, alternately, on the Staffs of Commander Task Group THIRTY-EIGHT POINT TWO and FIFTY-EIGHT POINT TWO, and was awarded the Legion of Merit with Combat "V." The citation follows, in part:

"For exceptionally meritorious conduct...as Operations officer on the Staff of Commander Task Group THIRTY-EIGHT POINT TWO, in action against units of the enemy Japanese Fleet during the Battle for Leyte Gulf, October 24-26, 1944. Skillfully assisting his Task Group Commander in directing attacks on the enemy warships, Commander Outlaw contributed materially to the success of our forces in carrying out attacks which resulted in the destruction of a

- Continued -

large portion of the enemy Fleet. As staff watch officer, he greatly assisted the Task Group Commander in defending the Task Group against enemy air attack...."

He is also entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded the flagship of Commander Task Groups THIRTY-EIGHT POINT TWO and FIFTY-EIGHT POINT TWO.

In April 1945 he became Executive Officer of the Naval. Air Station, Corpus Christi, Texas, and three months later was assigned duty as Training Officer on the Staff of the Chief of Naval Air Basic Training, with headquarters at the Naval Air Station, Pensacola. He remained there until December 1946, and after instruction at the Armed Forces Staff College, Norfolk, Virginia, assumed command in June 1947, of Air Group SIX. A year later he joined the Staff of Commander Air Force U. S. Atlantic Fleet, as Fleet Training Officer, and from September 1949 to July 1951 was Operations Officer, Executive Officer and Commanding Officer of Composite Squadron FIVE.

He was Chief of the Operations and Training Division at Headquarters, Armed Forces Special Weapons Project, Washington, D. C., during the period July 1951 to December 1952, after which he served as Executive Officer of the USS *Franklin D. Roosevelt*. Detached from that aircraft carrier in December 1953, he next had duty as Special Weapons Officer on the Staff of Commander Naval Striking Forte, Southern Europe. In March 1955 he reported as Assistant for Atomic Matters in the Air Warfare Division, Office of the Chief of Naval Operations, Navy Department, Washington, D. C. In that assignment he also served as Alternate Member of the Military Liaison Committee to the Atomic Energy Commission

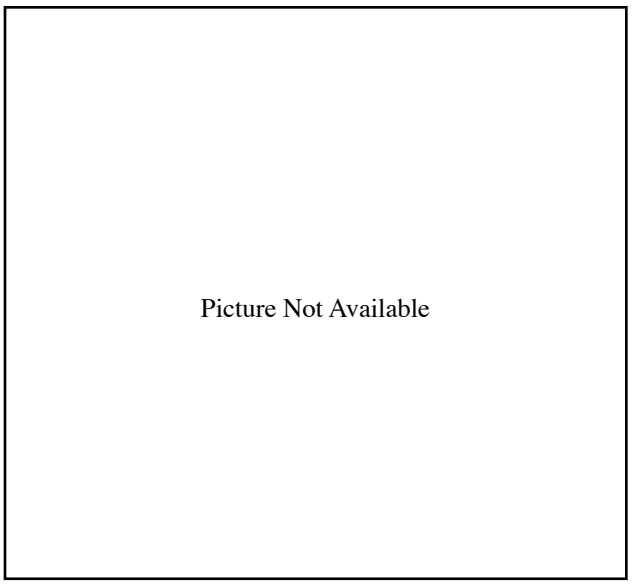
In February 1957 he was ordered to the National War College, also in Washington, D. C., for instruction. Completing the course in June, 1958, he assumed command of the USS *Duxbury B*ay. In September 1959 he was transferred to command of the USS *Intrepid*, and a year later was detached for a tour of Duty as head of the Air Weapons Systems Analysis Staff, in the Office of the Chief of Naval Operations, Navy Department. In September 1962 he became Commander Naval Aviation Safety Center, with headquarters at the Naval Air Station, Norfolk, Virginia and in July 1964 reported as Commander Carrier Division ONE from November 1964 through May 1965...." he was awarded a Gold Star in lieu of Second Legion of merit. The citation further states in part: "(He) demonstrated outstanding professional skill in responding to the rapidly changing military situation which required the development of new and previously untested tactical methods and procedures.. Drawing upon his personal knowledge, resourcefulness and skill, he directly supervised the formulation of procedures designed to most fully and effectively employ Naval Forces in the area of operation.. As Commander Task Force SEVENTY-SEVEN, Rear Admiral Outlaw had the additional responsibility for coordinating operations and procedures of the Attack Carrier Striking Force SEVENTH fleet, consisting of four attack carrier groups, and was also required to maintain liaison and coordinate strike operations with other U. S. Commanders in Vietnam. This demanded exceptional military acumen and decisiveness and the ability to plan major air-strike operations to effectively carry out joint combat operations...."

On October 29, 1965 he assumed command of Carrier Division Sixteen with additional duty from July to September 1967 as Commander Carrier Division TWENTY. In October 1967 he reported as Coordinator of Safety Programs, Office of Chief of Naval Operations, Navy Department and in May 1968 became Commander Fleet Air, Mediterranean, with additional duty as Commander Antisubmarine Warfare Force, U. S. SIXTH Fleet, with further additional duty from November 1968 as Commander Allied Maritime Air Forces, Mediterranean. "For exceptionally meritorious service from May 1968 to June 1969...." he was awarded a Gold Star in lieu of the Third Legion of Merit. The citation continues in part: "...Rear Admiral Outlaw was responsible for and directly supervised United States Navy shore activities covering the entire length of the Mediterranean Sea and involving over 7,500 Navy and Marine Corps personnel. During a period marked with declining availability of personnel and funds because of Southeast Asia requirements, he demonstrated astute managerial ability in providing timely and effective logistic support of the U. S. SIXTH Fleet. As Commander Antisubmarine Warfare Force, U. S. SIXTH Fleet, (he) employed his limited forces with consummate skill in a program which produced new and vitally important information on the growing threat in Mediterranean waters. In his role as Commander Allied Maritime Air Forces, Mediterranean, (he) developed a plan for coordinated surveillance of the Mediterranean by the participating nations in which the limited forces of each contributed in such a manner as to provide more thorough surveillance, wider exchange of information, and economies in the use of resources. In addition to his heavy operational and logistic responsibilities, he performed many other duties with distinction, not the least of which were his responsibilities as the United States Country Representative to Italy..."

On July 1, 1969 he was transferred to the Retired List of the U. S. Navy.

In addition to the Navy Cross the Legion of Merit with two Gold Stars and Combat "V," the Distinguished Flying Cross with two Gold Stars, the Air Medal with four Gold Stars, the Presidential Unit Citation Ribbon with three stars; and the Navy Unit Commendation Ribbon with Star; Rear Admiral Outlaw has the American Defense Service Medal; the American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal; National Defense Service Medal with bronze star; Armed Forces Expeditionary Medal (Vietnam); and the Philippine Liberation Ribbon.

Rear Admiral Outlaw married the former Mary Teer from Durham, North Carolina. He has one son, Edward Cobb Outlaw, Jr.




## Edward M. Owen, LCDR, USNR

Born in Pittsburgh, PA, January 27, 1914, he was graduated from the University of West Virginia in 1935 with an A. B. degree. He joined the U. S. Naval Reserve as an aviation cadet in 1936 and was designated Naval Aviator on September 25, 1937. He served with VB-4 aboard the USS *Enterprise* until October, 1940; spent a few months at the Naval Reserve Unit at Philadelphia as an instructor in primary flight training; and in December 1940 was sent to the Flight Test Section at NAS Anacostia where he remained until March 1943. While on duty at Anacostia he did a good deal of work on the new Navy Hellcat fighter which his squadron later flew.

In March 1943 he went to sea aboard the new USS *Yorktown* as Flight Officer in VF-1. The squadron's designation was changed to VF-5 in June 1943. Lt. Comdr. (then LT) Owen became Commanding Officer of the squadron in September 1943 and served in this capacity until March 22, 1944. It was a half-year packed with sorties. Lt. Comdr. Owen emerged an "ace," with five shootdowns to his credit.

The hit-and-run raid on Marcus Island September 1, 1943 (in which four carriers participated) was the first time that Hellcats had been used over Japanese territory. Lt. Comdr. Owen was very enthusiastic about the Hellcat and described it as the "best airplane in the world." There was no air opposition over Marcus. Our planes bombed and strafed ground installations, destroyed seven twin-engine Jap bombers parked on the runways.

In talking about the attack on Marcus, Lt. Comdr. Owen pointed out the fact that it marked the re-entry of our carrier Navy into the South Pacific. He described it as a "pattern raid" or "sample raid" and said that the plane and operations employed were slightly different from any used up to that time and marked the first use of the tactics which led to the taking of the Gilbert and Marshalls.

The two-day attack on Wake on October 5 and 6, involving the greatest carrier force ever assembled, started with a dawn fighter attack. VF-5 encountered a swarm of Jap Zeros just over the target and shot down 16 in 30 minutes. Lt. Comdr. Owen got one of them. "The Jap pilot made a mistake"' he said. "He made a pass at me from above and astern, then pulled up ahead which made him a sitting duck. I let him have it, hit the engine, gas tanks and the cockpit—apparently killing the pilot."

Lt. Comdr. Owen attributes the success of our fighter squadrons in large part to the sound tactics devised by Commander John S. Thach and Commander J. H. Flatley.

During the Gilberts invasion on November 10-24, 1943 the mission of the Yorktown's planes was to raid Mili and Juluit and support the Makin landings. During the first five days they raided Mili repeatedly in an effort to neutralize the airfield. There was no air opposition—there were Jap fighters on the field but they didn't come up. Several two-engine bombers were destroyed on the ground. After the raids on Mili the *Yorktown* withdrew to an area between the Gilbert and Marshalls to act an interceptors for Makin and Tarawa.

The raid on Kwajalein and Roi on December 4, 1943 came as a complete surprise to the enemy. They did succeed, however, in getting their planes in the air and there was "quite a scrap." Lt. Comdr. Owen shot down two planes that day, a Zero and a float bi-plane. His squadron was supporting the bombers, came in at high cover (19,000 feet), encountered no air opposition until leaving their targets (VBs attacked shipping, VFs strafed the airfield). At this point a flock of Zeros appeared. One of them came in behind one of our fighters and Lt. Comdr. Owen led his division in an attempt to get him. He shot the Zero down, but he had maneuvered so violently that he got separated from the rest of his squadron. He than saw a Jap seaplane and shot him down. Six Zeros then started making runs on him—one took the heel off his shoe, another took the earphones off his goggles. The Japs finally quit and he flew about 145 miles back to the carrier. His controls were shot up and the engine was losing power steadily. When he was over the fleet he hit the silk. The destroyer *Bullard* picked him up. She came along side, dropped a net over and he was pulled aboard. The sea was rough and when the waves tossed him aboard he hit the deck hard and was pretty shaken up. Later he was transferred back to the *Yorktown* on a boatswain's chair.

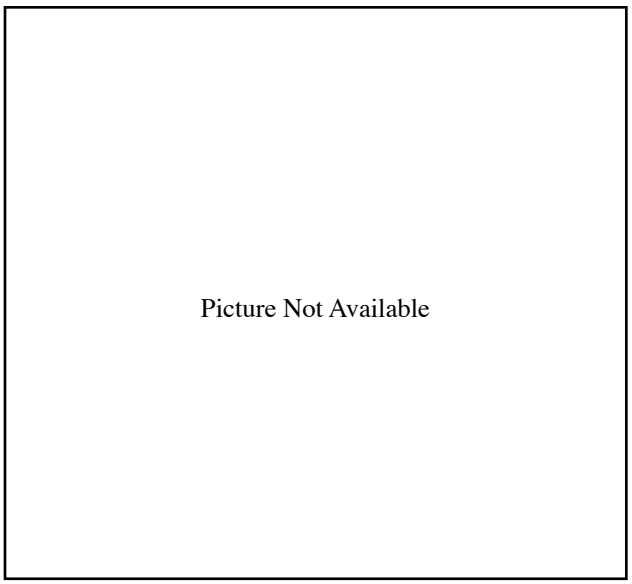
On January 30, the *Yorktown* Air Group hit the installations on Taroa in the initial stage of the Marshalls campaign, they did not run into any air opposition although there was some. The next day the Air Group bombed and strafed targets of opportunity—sank a number of small boats, strafed troops. VF-5's job was supporting the bombers which attacked gun emplacements and supply areas. They stayed in this vicinity about 5 days and then went back to Majuro to rearm and refuel.

The attack on Truk on 16-17 February began with a

- Continued -

72-plane fighter sweep making a dawn attack. The idea was to knock out all the air opposition and there was plenty of it to knock out. The first day at Truk out flyers got 129 Japs—VF-5 accounted for 29 of them. Lt. Comdr. Owen shot down two. He described the scene as kind of like a Hell's Angels sortie—there were so many planes in the air, so many burning. Following the first sweep of fighter planes came other sweeps of SBDs and TBFs escorted by fighters. All enemy planes in the air and on the ground were destroyed—the second morning there were no enemy planes in the air. Lt. Comdr. Owen said that the Truk attack was an exceedingly well-planned operation—one of the best we've had.

After Truk the boys were full of pep—morale was greatly boosted and on February 22 they went up and hit Saipan and Taipan. There was very little air opposition. Two of the men in VF-5 got three planes. The squadron strafed the airfields on the two islands. The entire Task Force destroyed between 70 and 100 Japs on the ground, set fire to fuel dumps and bombed runways and hangars. They left the place "looking pretty much like Saturday night," then went back to Majuro, and down to the South Pacific to Espirito Santo. Lt. Comdr. Owen was detached from the squadron here and ordered to duty at the Navy Building, Washington D. C., then to Patuxent River, MD.




## George Thomas Owen, Rear Admiral, USN

Rear Admiral Owen, born in White Pine, Tennessee, on September 15, 1895, attended McKinley technical High School and George Washington University, both of Washington, D. C., before his enrollment on July 9, 1917 in the U. S. Naval Reserve Force. On January 17, 1918, he was appointed Ensign in the Naval Reserve Flying Corps. On March 3, 1919 he received a promotion to Lieutenant (junior grade) to rank from October 1, 1918, and on October 30, 1919, he was honorably discharged from active service. He was promoted to Lieutenant while inactive, to rank from July 1, 1920. Discharged from the U. S. Naval Reserve Force on November 30, 1921, he accepted an appointment in the regular Navy and was commissioned Lieutenant, to rank from August 3, 1920. He subsequently advanced to the rank of Captain, to date from June 16, 1942. He served in the rank of Commodore (temporary) from May 250 1944, until July 31, 1945, when he reverted to his permanent rank of Captain. He was retired on November 1, 1948, and promoted to Rear Admiral on the Retired List of the U. S. Navy.

Designated naval aviator on January 21, 1918, Rear Admiral Owen had service in the Naval Reserve Flying Corps during World War I, first at the Naval Air Station, Pensacola, Florida, from January to July 1918, and later with the Naval Aviation Forces, Paris, France, at the U. S. Naval Air Stations, Queenstown and Whiddy Island, Ireland, the remainder of the war. Following the signing of the Armistice, he returned to the United States via the USS *Leviathan* and in December 1918 he reported for duty at the Naval Air Station, Hampton Roads, Virginia.

Aboard the USS *Aroostook*, flagship of Air Force, Pacific Fleet, where he had training duty prior to being transferred from the Reserve to the regular Navy until March 1924, he was commended for his services as pilot in the first transcontinental flight by Naval aircraft, in 1921. On March 12, 1924, he reported to the Naval Air Station, Anacostia, D. C., where he served until November 22, 1926. He then joined Observation Squadron 3, Aircraft Squadrons, Scouting Fleet, attached first to the *Richmond*, later the *Raleigh*. He next had successive duty with Observation Squadron 5 (later redesignated Observation Squadron 2) and Utility Squadron 2, operating with Aircraft Squadrons, Scouting Fleet, from April 1928 until October 1929, after which he reported for duty at the Naval Air Station, Pensacola, Florida, to serve until June 1932.

Rear Admiral Owen reported on June 30, 1932, for duty with Utility Squadron 1, attached to the USS *Argonne*, and on June 6, 1933 he assumed command of that squadron, then attached to the USS *Wright*. During this assignment he commanded the Aviation Unit in the Aleutian Islands Survey Expedition in 1934, receiving a Letter of Commendation for services in that command. From October 1934 until July 1936, he was in command of Patrol Squadron 8, Aircraft Squadrons, Pearl Harbor, Territory of Hawaii.

Reporting to the Naval Air Station, Norfolk, Virginia, on August 31, 1936, he fitted out and assumed command of Patrol Squadron 15, attached to the USS *Owl*, on its commissioning, September 1, 1936, with additional duty from May 1937, in command of Patrol Wing, USS *Owl*. On September 24, 1937, due to change in title, Rear Admiral Owen became Commander, Patrol Wing 5, Aircraft, Base Force, with additional duty commanding Patrol Squadron 15, attached to the USS *Owl*, and still later in September his title was changed to Commander, Patrol Wing 5, Aircraft, Scouting Force. Detached in May 1938, he reported that month to Fleet Air Base, Coco Solo, Canal Zone, for duty as executive officer of that base, and for the period February 11 to March 9, 1939, was also Commander, Fleet Air Base, later redesignated, Naval Air Station, Coco Solo, Canal Zone.

Rear Admiral Owen returned to the United States in the summer of 1940 and was assigned duty in connection with fitting out the USS *Curtiss* at the New York Shipbuilding Corporation, Camden, New Jersey. He became executive officer of that seaplane tender upon her commissioning on November 15, 1940. For his services as acting commanding officer of the USS *Curtiss* during the Japanese attack, on Pearl Harbor on December 7, 1941, Rear Admiral Owen was awarded the Silver Star Medal, with the following citation:

SILVER STAR MEDAL:

"For-conspicuous gallantry and intrepidity as Acting Commanding Officer of the USS *Curtiss* in action against enemy Japanese forces at Pearl Harbor on December 7, 1941. When enemy air and sea units suddenly attacked his gasoline loaded ship in the harbor, Commodore (then Captain) Owen immediately organized his command in a spirited, effective defense and, although violent fires were started and the *Curtiss* was severely damaged by a hostile bomb and a crashing plane, skillfully and with aggressive determination continued directing the gunfire of his vessel against the enemy attacks, enabling his men to destroy several Japanese aircraft and a small submarine while bringing the fire under control. Commodore Owen's brilliant initiative, prompt action and tenacious devotion to duty throughout this extremely perilous engagement contributed in large measure to saving

the ship and were in keeping with the highest traditions of the United States Naval Service."

Detached from the *Curtiss* on March 23, 1942, Rear Admiral Owen reported to the Naval Air Station, Alameda California, and on April 10, 1942, he assumed command of Patrol Wing 5, Patrol Wings, Atlantic Fleet, to serve until November 2, 1942. He was then detached with orders to duty as commanding officer of the Naval Air Station, Argentia, Newfoundland, where he remained until January 1943. Returning to the United States he reported on February 5 of that year as commanding officer of the Naval Air Station, Corpus Christi, Texas, and after a year's service in that command became Commander Fleet Air Wing 15 in March 1944.

On May 25, 1944, Rear Admiral Owen was promoted to the temporary rank of Commodore, while serving as commanding officer of Fleet Air Wing 5 and of the Naval Air Station, Port Lyautey. For his service in the Mediterranean from March 7 to September 11, 1944, he was awarded the Legion of Merit, and cited as follows:

LEGION OF MERIT: (With Combat "V")

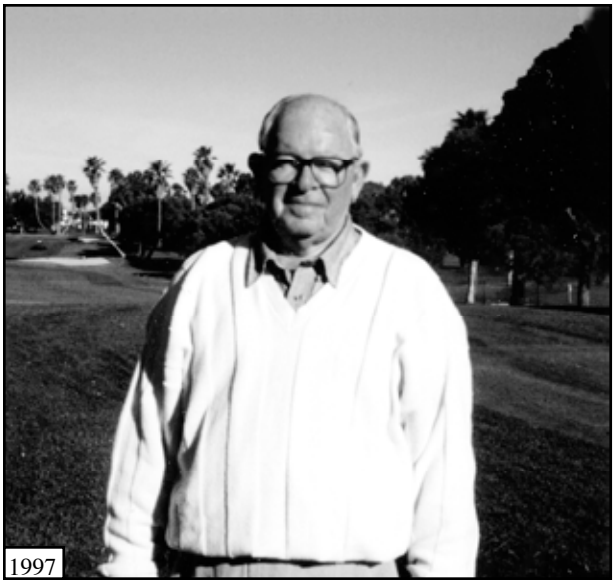
"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commander Fleet Air Wing FIFTEEN, while engaged in Anti-Submarine operations in the Moroccan Sea Frontier, and special aircraft operations in the Mediterranean area, from March 7 to September 11, 1944. Serving with distinction throughout this period, Commodore Owen organized and successfully carried out the expansion of Wing facilities, necessitated by increased and intensified operations. Bringing his command to the maximum peak of efficiency, he coordinated all outlying, Wing activities with those of Allied forces to exert continued and effective pressure against the enemy, thereby contributing directly to the clearing of the Mediterranean approaches of enemy underseas craft and to the success of special operations conducted by Wing aircraft in the protection of Allied shipping and convoy lanes. His aggressive leadership and devotion to duty were in keeping with the highest traditions of the United States Naval Service,"

Rear Admiral Owen continued to serve as Commander Fleet Air Wing 15 until transferred to command of Fleet Air Wing 5 on July 31,1945, at which time he reverted to the rank of Captain. Detached from command of Fleet Air Wing 5 in August 1946, he returned to the United States. On March 21, 1947, he was ordered to duty as commanding officer of the Naval Air Material Center, Philadelphia, Pennsylvania, and served in that command until relieved of all active duty pending retirement. He was transferred to the Retired List of the U. S. Navy on November 1, 1948, and promoted to the rank of Rear Admiral.

In addition to the Silver Star Medal and Legion of Merit, Rear Admiral Owen has the Victory Medal, overseas Clasp; and is entitled to the American Defense Service Medal, Fleet Clasp; the American Area Campaign Medal; the Asiatic-Pacific Area Campaign Medal; and the World, War II Victory Medal.

Rear Admiral Owen had two children, Nancy G. Owen and George Thomas Owen, Jr.




**Robert G. Owens, Jr., MGEN, USMC (Ret.)**
"Bob"

Date of Designation: 10 May 1940 NA # 6397

Dates of Active Duty: 1939 - 1972

Total Flight Hours: 4,000+

Carrier/Ship Landings: Fixed wing: 300+ Rotary: 200

Approximate Flight Hours:
Jet: 2,000 Prop: 2,000 Helo: 600 VF/VA: 3,500

Combat Tours:
WW II: Pearl Harbor, MCAS Ewa, Oahu, 1941
WW II: XO/CO, VMF-215, Solomon Islands
Vietnam: AWC, First Marine Air Wing
Chief of Staff, III MAF

Aviation Commands:
He commanded five tactical fighter squadrons, two Marine Air Groups and two of the three Marine Air Wings.

Combat Awards:
Navy Cross
5 Legions of Merit
5 Distinguished Flying Crosses
12 Air Medals
Purple Heart

## Duty Assignment Chronology

Bob Owens was born in Greenville South Carolina on 13 February 1917 and graduated from Furman University in 1938.

He enlisted in the Marine Corps in August 1939 as a USMC Aviation Cadet. Completing flight training in May 1940 at Pensacola, he was designated a Naval Aviator and commissioned a Second Lieutenant in June, 1940.

His first duty station was NAS North Island flying BG-1's. Later we took delivery of some of the first SBD's, carrier qualified and moved to Ewa, Hawaii in early 1941. Since none of the aircraft were flyable after Pearl Harbor, it was off to Santa Barbara, CA., to form VMF-215 with F4U-1's.

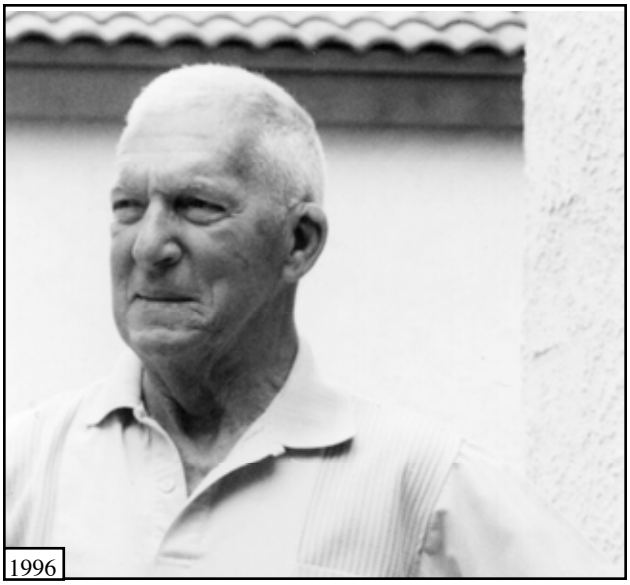
As Executive Officer and later Commanding Officer of "The Fighting Corsairs" he entered combat in the summer of 1943. With never more than 16 Corsairs and fewer than 40 pilots, VMF-215 was credited with 137 1/2 enemy aircraft shot down and produced ten Aces including "Big O" with 7 confirmed and 4 probable. On one occasion he was shot down over Rabaul but was able to land his burning F4U in the open sea and was picked up by a PBY in less than 30 minutes.

During his 33 years, he flew from numerous carriers from his first qualifying in SBD's aboard USS *Lexington* (CV-2) to his last carquals in F8U's aboard USS *Ranger* in the early '60's as a Colonel. He was one of the few Leathernecks to command a Naval Carrier Air Group as CO, MCVEG-6 aboard USS *Puget Sound* (CVE-113). This unit made 602 accident free landings in one day which may still be a record. Later in his career, as CO, VMF-115 (F9F's) an all-jet air group was formed aboard the USS *FDR* to participate in the CV versus B-36 demonstrations. As one of the senior squadron commanders he served as CAG on some exercises.

In the Vietnam war, General Owens was Chief of Staff, III Marine Amphibious Forces, which directed all military operations in the five provinces south of the DMZ. Here he flew his final combat missions as a helo pilot.

He is a graduate of the Air War College, the National War College and also received a Master's degree in 'International Affairs' from George Washington University. Among his honors is the fact he was an honorary pallbearer for President Eisenhower at his funeral in Abilene, Kansas. General Owens retired in August 1972 and resides with his wife, Fran, in Newport Beach, California.


1942


1996

**Howard S. Packard, Commander, USN (Ret.)**
*"Pack"*

Date of Designation: 17 December 1940 NA # 12026

Dates of Active Duty: 1937 - 1957

Total Flight Hours: 5,249

Carrier/Ship Landings: Fixed wing: 272

Approximate Flight Hours:
Jet: 700 Prop: 4,549 Helo: 77 VF/VA: 3,000
VR/VU: 1,775 Other: 350

Combat Tours:
WW II: VF-6, (F4F's) and VF-10 (F4F's), USS *Enterprise,* Dec. 1941 - May 1943; *Coral Sea, Midway* and Guadalcanal.

Combat Awards:
2 Distinguished Flying Crosses (WW II)

## Duty Assignment Chronology

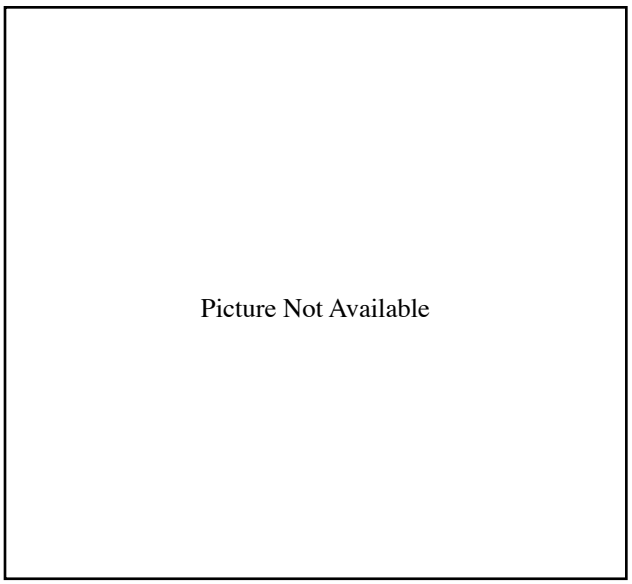
| | |
|---|---|
| 1937 | NTS Great Lakes, Illinois (Boot Camp). |
| 1938 | Metalsmith School, NAS Norfolk, VA. |
| *1939* | *USS Saratoga (CV-3),* Norfolk, VA., and Aviation Mechanics School, Norfolk, VA. |
| 1940 | Flight School, Pensacola, FL. |
| 12/17/40 | Designated Naval Aviator. |
| 1941 | Utility Unit, *USS Saratoga (CV-3).* VF-2, USS *Saratoga* (CV-3). |
| 1942 | VF-6/VF-10, USS *Enterprise* (CV-6). |
| 1943 | NAS Green Cove Springs, FL. |
| 1944 | NATCU Instructor, NAS Vero Beach, FL. |
| 1945 | NAS Charlestown, Rhode Island and Night Fighter Development Squadron instructor, Key West, FL. |
| 1946 | Transport Squadron 2 (VT-2), NAS Norfolk, VA. |
| 1947 | VF-9, USS *Philippine Sea* (CV-47) and NAS Quonset Point, Rhode Island. |
| 1948 | Test Pilot School (Class #2), NAS Patuxent River, MD. |
| 1950 | USAF 62nd Fighter Interceptor Squadron, O'Hara Field, Chicago, IL. |
| 1951 | VX-3, NAS Atlantic City, NJ. |
| 1953 | ROTC, University of California (Berkeley), two year college program. |
| 1955 | Navy Postgraduate School, Monterey, CA. |
| 1956 | USS Princeton (Assistant Gun Boss), San Diego, CA. |
| 1957 | Retired from active duty. Long Beach, CA. |

## Summary of Significant Career Events

(1) 1948 - Class 2, Test Pilot Training School, Naval Air Test Center, Patuxent River, MD.

(2) 1949 - Tour with the U.S. Air Force 62nd Fighter Interceptor Squadron flying the F-86A.

(3) 1952 - Flew long range, low level 10 hour flight in AD's while at VX-3.




## Roland Palmedo, LCDR USNR

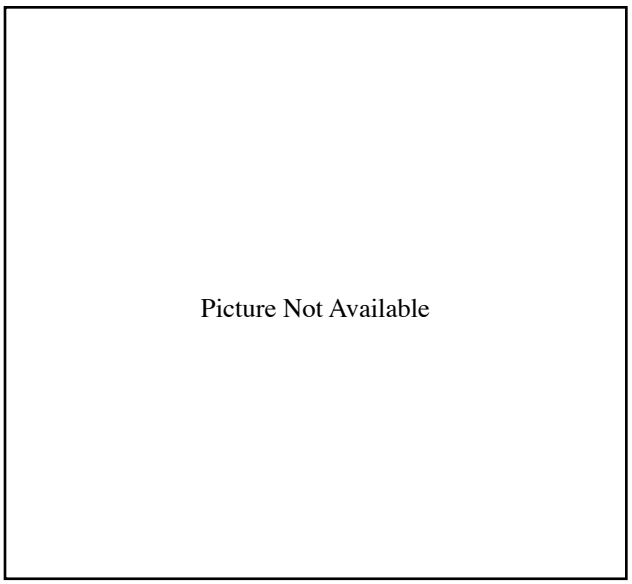
LCDR Palmedo was born in Brooklyn, NY on April 5, 1895. He was a graduate of Williams College in the Class of 1917 and received a BA degree in Philosophy. He enrolled in the Navy as a Quartermaster 3rd Class in New York City, NY on May 10, 1917. He took ground school and flight training at Pensacola, was designated Heavier Than Air Naval Aviator #188 on December 21, 1917, and was commissioned Ensign on that date.

He reported to the Naval Aviation Headquarters in Paris, France in January 1918 and was transferred to the Naval Headquarters, London England in February 1918. On May 1918, he returned to the United States and reported to the Receiving Ship in New York awaiting further assignment. In July 1918 he was assigned to NAS Hampton Roads, VA, was injured in an aircraft accident in December of that year and was released from the hospital to active duty in March 1919. LCDR Palmedo is credited with accomplishing 22% of the first carrier landings on the USS Langley. On March 21, 1919 he was released from active duty.

In 1921, he joined Lehman Brothers in the investment banking business in NY and became affiliated with a number of airline corporations. Mr. Palmedo had been President of the Amateur Ski Club of New York, was a member of the Ski Touring Council and a co-founder of the National Ski Patrol. He was also the founder of Mt, Mansfield Corporation that built the first chair lift at Stowe, VT in 1940. He was also President of the Mad River Glen ski development in the Warren-Waitsfield area of Vermont.

During WW II, he reentered Naval service on April 9, 1942 as a Lieutenant and completed consecutive assignments at the Navy Bureau of Aeronautics, Naval War College, ComAirLant Staff, NAS Atlantic City, NAAS Camp Edwards MA, NAB Hilo, HI, NAB Marpi Point Saipan and the USS Yorktown. He resigned January 1, 1955 as a Lieutenant Commander, USNR with a designator of 1355.

He died in March 1977 at the age of 81 in Williamsport, MA. He was survived by his wife Elizabeth, son Philip and daughter Elizabeth.




## Carlton D. Palmer, Commander, USN

Commander Carlton David Palmer was born at Clear Lake, Iowa on February 11, 1891. He saw enlisted service in the U. S. Army from 1908 to 1911 and served in the Coast Artillery Corps. He saw enlisted service in the U. S. Navy from 1911 to August, 1918, when he was enrolled as an Ensign, Naval Reserve Force, at the Naval Air Station, Hampton Roads, Virginia. He attended ground and flight training at Pensacola and was appointed Ensign, NRF and designated Naval Aviator (HTA) # 116 at Hampton Roads on August 15, 1918 with his designation pre-dated to reflect his qualifications as an enlisted man. He transferred to the regular Navy on December 19, 1921.

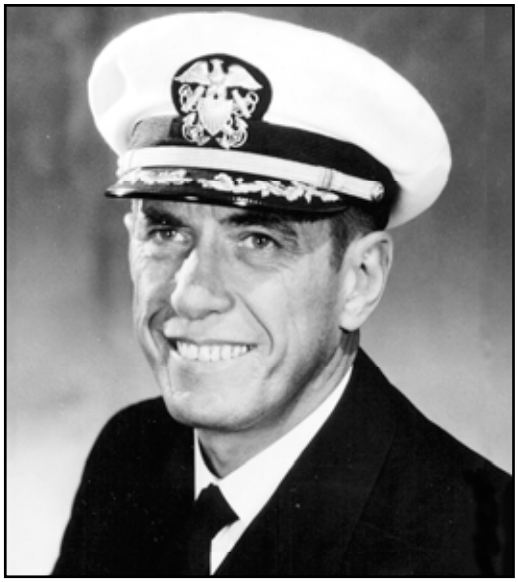
In December 1919 he went to the Naval Air Station, Anacostia, D. C., and from January 1920 to April to the USS *Texas* as Aircraft Radio Officer, then back to Anacostia for radio duty.

In July 1921 he was ordered to the Atlantic Fleet Shipplane Division and in September 1921 to the USS *Langley* aviation detachment at Hampton Roads, Virginia. In March 1922 when the aircraft carrier USS *Langley* was placed in commission he was assigned to her. In June 1923 he returned to the Naval Air Station Anacostia, D. C. In January 1924 he went to the Naval Air Station, Lakehurst, NJ, where he became Radio Officer for the airship Shenandoah. In September 1924 he returned to Anacostia.

He retired September 1, 1934 as Lieutenant, USN. He returned to the Navy in on August 1, 1941 at NAS Hampton Roads for radar installations. He was Officer-in-Charge of radar and radio installations in Navy Aircraft at Consolidated Aircraft Factory, San Diego, CA. He was also a Bureau of Aeronautics Representative at the Lockheed Aircraft plant, Glendale, CA. He was released from active duty to the Retired List on November 1, 1945 as a Commander USN, with a 1103 designator, after 27 years of active naval service.

Among Commander Palmer's others accomplishments are:

- A reserve pilot for the Navy team in the Liberty Engine Builders Trophy Race that was held at Mitchell Field, L.I. New York on October 8, 1925.
- Pioneered first experiments flying land-planes off a turret platform (USS *Texas*, March 1919) and from an aircraft carrier (USS *Langley*, October, 1922).
- Radio and Communications Officer for the dirigible Shenandoah in 1923 during its flight to the West coast.
- Nearly 5,000 hours flying time combined heavier-than-air (HTA) and lighter-than-air (LTA).
- Designed first successful radio compass used in carrier type aircraft. Devised and installed the first radio homing loops used in naval aircraft that were later used in all carriers.
- Conducted first experiments in using aircraft voice radio for ships gunnery spotting.
- One of a group of three officers to develop first arresting gear for USS *Langley* and among the first to land therein.
- Participated in: World War I in anti-submarine patrol duty from NAS Hampton Roads; the Mexican expedition (Vera Cruz, 1915) and the Haitian campaign, 1915.
- Assigned to Squadron VS-1, USS *Langley*, 1929.






## Edward J. Pawka, Captain, USN (Ret.)

Date of Designation: 29 June 1938 NA # 5655

Dates of Active Duty: June 1937 - June 1964

Total Flight Hours: 6,600

Carrier/Ship Landings: Fixed wing: 450

Approximate Flight Hours:
Jet: 2,600 Prop: 4,000 VF: 6,600

Combat Tours:
WW II: VBF-12, Jan. 1945 - Jun. 1945. Iwo Jima, Okinawa and Japan

Aviation Commands:
CO, VBF-12 (F6F), Oct. 19445 - Jun. 1945
CO, VF-52 (F9F), Jun. 1948 - Jun. 1950
CO, VFP-61 (F8U-1P), Sep. 1957 - Sep. 1959

Combat Awards:
Silver Star
Distinguished Flying Crosses
5 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 6/37-6/38 | Flight Training, NAS Pensacola, FL. |
| 6/38-10/42 | VF-6 (F3F-2's), USS *Enterprise* (CV-6). |
| 10/42-1/43 | Advanced Carrier Training Group, Pacific. VF Instructor, NAS San Diego, CA. |
| 1/43-5/44 | NAS Melbourne (OTU), VF Instructor. |
| 6/44-7/45 | CO, VF-12 and CAG-12 (F6F's). |
| 8/45-4/46 | COMNAVAIRLANT Staff (Officer Personnel Detailer). |
| 5/47-6/48 | General Line School - Student. |
| 6/48-6/50 | CO, VF-52 (TO-1's and F9F-3's) |
| 6/50-6/52 | Staff. Chief Naval Air Training (Jet Training Officer). |
| 7/52-11/53 | XO, USS *Gardiners Bay* (AVP-39). South China Sea. |
| 12/53-5/55 | XO, Fleet All-Weather Training Unit, Pacific, NAS Barbers Point, HI. |
| 6/55-7/57 | Pentagon, OPNAV (OP-33) - Fleet Aviation Operations. |
| 8/57-7/59 | CO, VFP-61 (F8U-1P's), NAS Miramar, CA. |
| 7/57-6/61 | Staff, Chief Naval Air Training (Logistics). |
| 6/61-6/62 | Industrial College of the Armed Forces, Washington, D. C. - Student. |
| 6/62-5/64 | Bureau of Naval Weapons Representative, General Dynamics Missile Plant, Pomona, CA. |
| 6/1/64 | Retired from active duty. |

### Summary of Significant Career Events

(1) Commander VF-52 (F9F's) , one of the first two jet squadrons in the Pacific Fleet (Jun. 1948 - Jun. 1950).

(2) During command of VF-52, received a letter of com mendation from CNO (Forrest Sherman) for the "First Ever" Battle Efficiency Pennant achieved by a jet squadron.

(3) Was in a group of eight selected pilots to make the first ever night carrier landings in jet aircraft (F9F's) aboard USS *Valley Forge* (CV-45), February 28, 1949.

(4) In August 1950, received a "Well Done" letter from COMNAVAIRPAC for being Senior Member of a board which produced the first ever "Jet Tactical Doctrine."

(5) Tailhook certified "Early Centurion" for making first 100 traps on USS *Enterprise* (CV-6) on 7/9/40.



**Forrest S. Petersen, Vice Admiral, USN**

Date of Designation: 14 June 1947

Dates of Active Duty: 7 June 1944 - 1980

## Duty Assignment Chronology

Forrest Silas Petersen was born in Holdrege, Nebraska, on May 16, 1922, son of Elmer Louis and Stella B. (Nickels) Petersen. He attended the University of Nebraska at Lincoln for two years and in 1941 entered the U. S. Naval Academy, Annapolis, Maryland, on appointment from the Fifth District of his native state. Graduated and commissioned Ensign on June 7, 1944, with the Class of 1945 (course of instruction reduced to three years due to World War II), he subsequently advanced in rank to that of Vice Admiral.

Following graduation from the Naval Academy in 1944, he joined the *Caperton* and during the last year of the war saw action during operations in the Marianas and Western Carolines; at Leyte, Luzon and Okinawa Gunto and during the THIRD Fleet strikes against Japan. Detached from that destroyer in January 1946, he next had flight training at the Naval Air Station, Pensacola, Florida and on June 14, 1947 was designated Naval Aviator.

In November 1947 he was assigned to Fighter Squadron TWENTY-A (redesignated on August 24, 1943 Fighter Squadron ONE HUNDRED NINETY-TWO) and in August 1950 returned to Annapolis, Maryland, where he had instruction in aeronautical engineering at the Postgraduate School until June 1952. He continued his instruction at Princeton University, from which he received the degree of Master of Science in June 1953.

He served with righter Squadron FIFTY-ONE for three years and in July 1965 was assigned to the Naval Air Test Center, Patuxent River, Maryland, where he had test pilot training for six months and then had duty as a Flight instructor for Test Pilot Training. He was detached in August 1958 and ordered to the Flight Research Center, NASA, at Edwards Air Force Base, Edwards, California, for preliminary training to quality as a pilot for the X-I5. (The X-15 is the North American experimental rocket plane designated to carry man for the first time to an altitude of two hundred miles.) He flew the five following flights in the X-15 aircraft.

* Flight 22, 1960 Sep. 23 - Maximum Speed - 1,783 kph. Maximum Altitude - 16,168 m.
* Flight 23, 1960 Oct. 20 - Maximum Speed - 2,059 kph. Maximum Altitude - 16,398 m.
* Flight 39, 1961 Aug. 10 - Maximum Speed - 4,401 kph. Maximum Altitude - 23,830 m.
* Flight 41, 1961 Sep. 28 - Maximum Speed - 5,792 kph. Maximum Altitude - 31,030 m. Test reentry heat limit.
* Flight 47, 1962 Jan. 10 - Emergency landing on Mud Lake after engine failed to light. Maximum Speed - 1,038 kph. Maximum Altitude - 13,640 m.

For service in The X-15 flight program, during the period September 1960 to January 1962, he was awarded the National Aeronautics and Space Administration's Distinguished Service Medal, the National Society of Aerospace Professional's Montgomery Award and was joint recipient of the Collier Trophy, presented by President John F. Kennedy in 1962.

He was also awarded the Distinguished Flying Cross in June 1962, and cited as follows: "For exceptional achievement in aerial flight, as a pilot of the X-15 research aircraft on five separate flights, he contributed materially in the obtaining of valuable information to be used in the design and operations of future aerospace vehicles..."

In February 1962 he reported for training, attached to Fighter Squadron ONE TWENTY FOUR, and in July 1962, assumed command of Fighter Squadron ONE FIFTY FOUR. In January 1963 he began a year's study at the U. S. Atomic Energy Commission, Washington, D. C.

He was Executive Officer of the USS *Enterprise* (CVA(N)65) from February 1964 to April 1966. While serving in that capacity he was awarded the Bronze Star Medal and cited as follows: "For meritorious service as Executive Officer of USS *Enterprise* in connection with the combat deployment with the United States SEVENTH Fleet during Special Operations in the South China Seas...."

In May 1966 he became Assistant to the Director of Naval Program Planning, Office of the Chief of Naval operations, Navy Department. For service in this capacity, he was awarded the Legion of Merit "for meritorious conduct as CNO Project Officer, Navy Interceptor Requirements Study, Deputy CN0 Project Officer, Major Fleet Escort Force Level Study, Task Leader, Endurance Supplement to Major Fleet Escort Force Level Study from August 1966 to September 1967."

- Continued -

From November 1967 to December 1968 he commanded USS *Bexar* (APA-237) and was awarded the Navy Commendation Medal with Combat "V", for "... providing vital support by assisting in movement of men and equipment into and within the combat zone..." during the period February 27 to September 6, 1968. He next commanded the USS *Enterprise* (CVA(N)65) and in October 1971 was ordered detached for duty as Assistant Director for Strategic and Support Systems Test and Evaluation, Office of the Director of Defense Research and Engineering, Office of the Secretary of Defense, Washington, D. C. Prior to retiring from the Navy in 1980, he was promoted to the rank of Vice Admiral and assumed command of the Naval Air Systems Command.

In addition to the NASA Distinguished Service Medal, the Legion of Merit, the Distinguished Flying Cross, the Bronze Star Medal, the Navy Commendation Medal with Combat "V", Rear Admiral Petersen has the American Defense Service Medal; Asiatic-Pacific Campaign Medal with four stars; American Campaign Medal; World War II Victory Medal; China Service Medal; National Defense Service Medal with bronze star; Korean Service Medal; United Nations Service Medal; Vietnam Service Medal with silver star and the Philippine Liberation Ribbon. He also has the Vietnam Campaign Medal with Device and the Gallantry Cross from the Republic public of Vietnam.

Admiral Petersen's was married to the former June Berkshire of Washington, D. C., and they had three children, Lynn Elyzabeth, Nelse Christian and Forrest Dean Petersen.

He was a member of the Society of Experimental Test Pilots, National Society of Aerospace Professionals and the American Institute of Aeronautic-Astronautics.





**Theodore A. Petras, Colonel, USMC (Ret.)**
"Pete"

Date of Designation: 2 July 1932

Dates of Active Duty: 5 November 1929 - 31 October 1959

Total Flight Hours: 10,170

Approximate Flight Hours:
Prop: 8,683 VF/VA: 800 Other: 7,883

Combat Tours:
WW II: 1st Marine Division, Jun. 1943 - Jul. 1944.
Cape Gloucester, New Britain - 83 Missions.

Aviation Commands:
OIC, HQVSMC (Flight Section), NAS Anacostia,
Jul. 1944 - Jul. 1950
OIC, 1st Marine Air Wing (Flight Section), Korea,
Jun. 1951 - Nov. 1952

Combat Awards:
2 Distinguished Flying Crosses
8 Air Medals
Bronze Star with Combat "V"
Congressional Medal of Antarctic (Non-combat)

## Duty Assignment Chronology

11/29 Enlisted in U. S. Marine Corps. First duty in Haiti.

1932 Assigned to and graduated from Naval Flight School with wings.

1932-1933 After another assignment to Haiti during the "Banana Wars", returned to Quantico, VA., as a member of the famous VF9M stunt and fighter squadron, which toured the U. S. and Canada.

1937-39 Married Josephine Albis of Richmond. Sent to St. Thomas, V.I, Bowen Field, Squadron VO9M, and served there for 28 months as Pilot and Assistant Radio and Communications Off.

1939-1941 When the second U.S. Antarctic Expedition was formed, was selected as Chief Pilot serving under RADM Richard E. Byrd. During one of many flights over unexplored areas, discovered an unknown and unnamed mountain peak of 12, 500 feet elevation. It was aptly named Mount Josephine after my wife by Dr. Paul Siple, Leader and Scientist of the expedition.



Ted Petras with 1939-41 U. S. Antarctic Expedition, RADM Richard E. Byrd Commanding.

1941-1944 As the Pacific theater developed, Lt. Petras was ordered to the First Marine Division as Command Pilot for General A. A. Vandergrift, (Division Commander) and General Rupertus. Proceeded to New Zealand, followed by the Guadalcanal campaign and later to Australia in preparation for the Battle of New Britain under McArthur. Formed the First Provisional Air Observation Unit with 12 cub aircraft, Cape Gloucester, New Britain and New Guinea.

1944-1950 After the war, was assigned to Anacostia with the rank of Major as Staff Pilot for Marine Corps Commandant, General A. A. Vandergrift, General C. B. Cates during his tenure as

- Continued -

| | |
|---|---|
| | Commandant and General L. C. Shepherd. Was Officer-in-Charge of the HQ Flight Section. |
| 1950-1951 | Air Field Operations Officer, MCAS El Toro, CA. |
| 1951-1952 | Transferred to Korea, as Commanding Officer of Marine Air Freight and Passenger Service in Korea. (22 planes, providing service for 10,000 air passengers and 5.5 million pounds of air cargo per month). |
| 1953-1955 | Commanding Officer of Marine Air Repair Squadron, MCAS Miami. Under his command were 14 officers and 350 enlisted personnel. |
| 1955-1957 | Commanding Officer, Headquarters Squadron, Aircraft, Fleet Marine Force, Pacific, El Toro, CA. Commanded 500 men and 40 officers. |
| 1957-1958 | Airfield Operations Officer, MCAS Miami, FL. Commanded 16 officers and 250 men. (Remained in this billet until complete decommissioning of MCAS Miami). |
| 1958-1959 | Airfield Operations Officer, MCAS Beaufort, SC. |
| 11/1/59 | Retired from active duty with 30 years of service. |

## Summary of Significant Career Events

(1) Chief Pilot serving under RAdm Richard E. Byrd for second U. S. Antarctic Expedition.

(2) Received Congressional Medal of Antarctic.

(3) Staff Pilot for Marine Corps Commandants, General A. A. Vandergrift and General C. B. Cates.

**Flight Qualifications**.
He has a total of 10,170 hours, a current "special" instrument rating and is currently qualified in the C-54, DC-3, Super DC-3 and twin-engine Beechcraft. He also had experience in crop-dusting and pest control. Holds a Master Certificate in Motor Boat and is cleared by the National Security Agency for Top Secret.

**Schools Completed.**
Colonel Petras has completed or graduated from the following schools within the Corps.

- Naval Aviation Engineering School
- Aircraft Engine Maintenance
- Marine Corps Exchange Accounting
- Special Weapons Deployment
- Special Weapons School, Advanced Course
- Administrative School
- Business Management and Public Relations

**Personal Decorations.**
Colonel Petras holds the following decorations:

- Two (2) Distinguished Flying Crosses
- Eight (8) Air Medals
- Bronze Star with Combat "V"
- Presidential Unit Citation with two (2) Stars
- Navy Unit Citation
- Congressional Medal of Antarctic Expedition
- Navy Commendation Medal
- Marine Campaign Medal
- Asiatic Pacific Medal with four (4) Stars
- American Defense Medal with Star
- American Campaign Medal
- Korean Service Medal
- United Nations Medal
- World War II Victory Medal
- National Defense Service Medal
- Korean Presidential Unit Citation

**Other Information.**
Reports of Fitness from General Officers include:

A. A. Vandergrift, Commandant, USMC
C. B. Cates, Commandant, USMC
L. C. Shepherd, Commandant, USMC
C. F. Schilt, Assistant Commandant for Air, USMC
E. O. Pollock, Commander, FMFLANT.
Field Harris, Assistant Commandant for Air, USMC
V. E. Megee
J. E. Jerome
M. L. Dawson
A. F. Binney

Markings received were "Excellent and Outstanding" -- the highest possible to attain in performance of duties.

**Personal Information.**
Colonel Petras has been married for 60 years and has three children, eight grandchildren and seven great grandchildren. Permanent residence is Virginia Beach, VA.

Colonel Petras is a Master Mason; past President of the National Sojourners, Miami Chapter; past Commander, Order of Heroes 76, National Sojourners, Miami; Member of Toastmasters International and extremely active in Boy Scouts of America.

After retiring from the Marine Corps he worked with U. S. Customs as a part time inspector in Miami, FL. Moving to Norfolk, Virginia in 1967, he became a member of Local 1840 as a terminal cargo checker for 13 years and finally retiring for the third time in May of 1979.







## Robert Burns Pirie, Vice Admiral, USN

Vice Admiral Pirie, Was, graduated, from the Naval, Academy on June 5. 1926, Color Company Commander for the Class, of 1926. He, was designated Naval Aviator in June 1929, subsequently served at sea in the carriers *Lexington* and *Langley*, as Aide and Flag Lieutenant to Rear Admiral Alfred W. Johnson, USN, Commander Aircraft Scouting Fleet and as Senior Aviator onboard the cruiser *Raleigh*; as a flight test officer at the Naval Air Station, Anacostia, D. C., and as an instructor in the aviation training squadron at the Naval Academy.

In June 1938 he assumed command of the seaplane tender *Teal,* operating in Alaskan and Aleutian waters and in October 1939 became Executive Officer of Scouting Squadron 5-B, based on the carrier *Yorktown*. From late 1940 until the outbreak of World War II he was Superintendent of Training it the Naval Air Station, Miami, and when detached in September 1942, reported to the Staff of Vice Admiral Towers, USN, Commander, Air Force, Pacific Fleet. He was awarded the Legion of Merit for outstanding service as Assistant Air Operations Officer on the Staff from October 1942 until March 1943.

He next served as Executive Officer on the carrier *Mission Bay* from her commissioning, in September 1943 until May 1944 in Hunter-Killer operations in Atlantic waters, and returned to the Pacific for duty from July 1944 until March 1945 as Chief of Staff and Aide to Rear Admiral G. F. Bogan, USN, Commander Carrier Division 25 and later Commander, Carrier Division 4 in Admiral Mitscher's Task Force FIFTY-EIGHT. During this period he participated in the assault and capture of the Mariannas (Saipan, Tinian, and Guam); the assault and capture of Palau; the initial raid on the Philippine Islands, Okinawa, and Formosa; the Battle of Leyte Gulf; and the South China Sea Raid, January 1945. For services during this period he was awarded the Silver Star Medal; a second Legion of Merit and the Bronze Star Medal, both with Combat "V." He also is entitled to the Presidential Unit Citation, with stars for service in the carrier flagships *Fanshaw Bay, Lexington, Essex* and *Bunker Hill*.

During the final months of the war he served as Air Operations Officer on the Staff of Fleet Admiral E, J. King, USN, Commander in Chief, U. S. Fleet, Washington, D. C., and in January 1946 returned to the Naval Academy as first head of the Department of Aviation. From March 1948 until July 1949 he commanded the carrier *Sicily*, after which he again returned to the Naval Academy, where he served this time as Commandant of Midshipmen. On February 12, 1952 he assumed command of the attack carrier *Coral Sea*, operating in European waters, and from December of that year until June 1954 served as Chief of Staff to Admiral Jerauld Wright, USN, Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, and later as Deputy Commander in Chief.

In August 1954 he was assigned as Deputy, Chief of Staff (Plans and Operations), and later served as Chief of Staff and Aide to the Commander in Chief, U. S. Atlantic Fleet. In March 1956 he assumed command of Carrier Division 6, which was deployed with the SIXTH Fleet in the Mediterranean from June to October 1956. He was Commander of the United States SECOND Fleet, and Commander Striking Fleet in the Allied Command, Atlantic, from July 3, 1957 until May 1958, when he became Deputy Chief of Naval Operations (Air), Navy Department.

DECORATIONS AND MEDALS:
Silver Star Medal; Legion of Merit, Combat "V"; Gold Star in lieu of Second Legion of Merit; Bronze Star Medal, Combat "V"; Presidential Unit Citation awarded USS *Fanshaw Bay* (Ribbon); Presidential Unit Citation awarded USS *Lexington* (Star); Presidential Unit Citation awarded USS *Essex* (Star); Presidential Unit Citation awarded USS *Bunker Hill* (Star); American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal, with Silver Star (5 operations); World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; National

- Continued -

Defense Service Medal and Philippine Liberation Ribbon with two stars.

CITATIONS:

Silver Star Medal: "For conspicuous gallantry and intrepidity as Chief of Staff of Commander Task Group THIRTY EIGHT POINT TWO during the occupation of Palau and air attacks on the Philippine Islands, September 6 to 24; air attacks on Okinawa Jima, Formosa, and Luzon, October 6 to 20; during the Battle for Leyte Gulf, October 24 to 26; and air attacks on Luzon on October 29 and November 5 and 6, 1944. (His) Task Group was under sustained enemy attack on four occasions, but by expert maneuvering of the formation and superior performance of our planes in intercepting and fighting off attacking aircraft, no major damage to any ship was sustained...."

Legion of Merit: "For ... outstanding services to the Government of the United States...during operations against enemy Japanese forces off the coast of Luzon, Formosa and China, from November 7, 1944 through January 25, 1945. Assisting in planning operations against the enemy, Captain Pirie insured the effective employment of the full strength of the Task Group. As coordinator of operations he supervised the execution of missions by units of the Task Group, and contributed materially to their successful accomplishment. His courage under fire, leadership and devotion to duty were in keeping with the highest traditions of the U.S. Naval Service."

Gold Star in lieu of Second Legion of Merit: "For...outstanding services as Assistant Air Operations Officer on the Staff of Commander Air Forces, Pacific Fleet, from October 1942 to march 1943. Directly responsible for discharging all functions of Fleet Air Wing multi-engined aircraft squadrons (he) capably supervised the preparation of these units for combat, skillfully controlled their movements until they reported for operational control by the fleet air .wing commanders, and worked out the multitude of complex details involved in planning the rotation of personnel and aircraft ..."

Bronze Star Medal: "For meritorious achievement... during the assault and capture of the enemy Japanese-held Southern Marianas Islands, from June 14 to August 1, 1944. Exercising strong initiative aid decisive judgement in the planning of aggressive support missions throughout the amphibious operations against these heavily fortified islands, (he) rendered invaluable assistance to his Commanding Officers... to provide effective aerial cover for our surface units during critical stages of the campaign..."

CHRONOLOGICAL TRANSCRIPT OF SERVICE

| | |
|---|---|
| 6/26-8/26 | USNA (Instruction in Aviation). |
| 8/26-6/27 | USS *Dobbin*. |
| 6/27-12/27 | Naval Torpedo Station (Instruction). |
| 12/27-7/28 | USS *Barry*. |
| 7/28-8/29 | NAS, Pensacola, Fla. (SNA) Designated Naval Aviator, 6/25/29. |
| 8/29-5/31 | Fighting Squadron 3-B (USS *Lexingto*n and USS *Langley*). |
| 5/31-5/33 | Naval Air Station, Anacostia, D. C. |
| 5/33-6/35 | Aide and Flag LT. Staff, Commander Aircraft, Base Force. |
| 6/35-6/36 | USS *Raleigh* (Senior Aviator). |
| 6/36-5/38 | U.S. Naval Academy (VN8D-5 Squadron). |
| 5/38-11/39 | USS *Teal* (CO). |
| 11/39-1/40 | Bombing Squadron 5 (USS *Yorktown*). |
| 1/40-8/40 | Scouting Sqdn. 5 (USS *Yorktown*) (XO). |
| 8/40-9/42 | Naval Air Station, Miami, Florida (Supt. of Training). |
| 9/42-3/43 | Staff, Cdr. Air Force, Pacific Fleet. |
| 3/43-9/43 | SupShips, Tacoma, Wash., ffo USS *Baffins*. |
| 9/43-5/44 | USS *Mission Bay* (XO). |
| 5/44-7/44 | Staff, Cdr. Carrier Division 25 (Chief of Staff and Aide). |
| 7/44-3/45 | Staff, Commander Carrier Division FOUR (Chief of Staff and Aide). |
| 3/45-8/45 | Staff, Cdr. in Chief, U.S. Fleet (Air Operations Officer). |
| 8/45-1/46 | Office of Chief of Naval Operations, Navy Department (OP-33). |
| 1/46-3/48 | U.S. Naval Academy (Head of Aviation Department). |
| 3/48-7/49 | USS *Sicily* (CO). |
| 7/49-1/52 | U.S. Naval Academy (Commandant of Midshipmen). |
| 1/52-1/53 | Chief of Staff and Aide, Commander U.S. Naval Forces Eastern Atlantic and Mediterranean. |
| 1/53-7/54 | Deputy CINCELM (and Chief of Staff and Aide). |
| 1/54-9/55 | Deputy Chief of Staff and Deputy Chief of Staff (Plans & Operations) to CINCLANT. |
| 9/55-2/56 | Chief of Staff and Aide to CINCLANT. |
| 3/56-7/57 | CDR. Carrier Division SIX. |
| 7/57 - | Commander, SECOND Fleet; Commander, Striking Fleet, Allied Command, Atlantic. |
| 26 May 1958 | Deputy Chief of Naval Operations (Air), Navy Department. |

PROMOTIONS

| | |
|---|---|
| ENS - 6/3/26 | CDR - 9/17/42 |
| LT(jg) - 6/3/29 | CAPT - 4/27/44 |
| LT - 6/30/36 | RADM - 7/1/53 |
| LCDR - 7/1/40 | VADM - 7/3/57 |

PERSONAL DATA

| | |
|---|---|
| Born: | Wymore, Nebraska, 18 April 1905. |
| Parents: | Charles Bruce and Thelma Harms Pirie. |
| Wife: | Gertrude May Freeman of New York City. |
| Children: | Lieutenant (jg) Robert B. Pirie, Jr., USN (Class of 1955, USNA) and Sandra Pirie. |
| Education: | Wymore High School (1922); USNA (BS, 1926); Flight Training, Naval, Air Stations Pensacola, FL; Torpedo Instruction, NTS, Newport, RI; Completed Naval War College Correspondence Course in Strategy and Tactics. |







## William R. Pittman, Captain, USN (Ret.)

"Bill"

Date of Designation: 18 August 1941 NA # 8838

Dates of Active Duty: 1 April 1941 - 1 January 1967

Total Flight Hours: 6,325

Carrier/Ship Landings: Fixed wing: 256

Approximate Flight Hours:
Jet: 550 Prop: 5,775 VF/VA: 5,665
VR/VP: 110 Other: 350 (Civilian owned aircraft)

Combat Tours:

WW II: VS-6 and VB-6 (SBD's), USS *Enterprise* (CV-6), June 4-6, 1942. Battle of Midway - 4 missions.
VB-6 (SBD's), USS *Enterprise*, 1942. Guadalcanal - 8 strike missions.
VB-6, (SBD's). Shorebased Guadalcanal with the Marines, 1942 - 25 strike missions.
VB-6 (SBD's), USS *Enterprise*, 1942. Battle of Eastern Solomans.

Korea: VF-53 (F4U), 1950, USS *Valley Forge* (CVA-45). - 52 missions

Aviation Commands:

CO, VF-174, June 1949 - January 1950.
CO, VF-53, January 1950 - January 1951.
CO, Naval Station Anacostia, Washington, D.C. , later named the Naval Air Facility, Andrews AFB, October 1963 - December 1966.

Combat Awards:

Navy Cross
3 Distinguished Flying Crosses
9 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1940-1941 | Flight Training, Pensacola and Jacksonville. |
| 9/41-1/43 | VS-6/VB-6 (SBD's), USS *Enterprise*(CV-6). |
| 1/43-5/44 | NAS Datona Beach, FL., Flight Instructor in SBDs and F4Fs. |
| 5/44-5/45 | NAS Deland, FL. Landing Signal Officer (LSO) and VF Instructor (F4F). |
| 7/45-11/45 | USS *Cabot* (CVL-28). V-1 Division Officer and LSO. |
| 11/45-2/46 | USS *Commencement Bay* (CVE-105). Assistant Air Officer and LSO. |
| 3/46-6/47 | NATB Corpus Christi, TX. XO of the Cadet Regiment. |
| 6/47-4/48 | General Line School - Student. |
| 6/48-6/49 | XO, VA-134 (F4U), USS Tarawa (CVA-40). |
| 6/49-1/50 | CO, VA-174 (F4U), USS *Midway* (CVA-41). |
| 1/50-1/51 | CO, VF-53 on USS *Valley Forg*e (CVA-45). |
| 2/51-6/53 | CNO (OP-54), Single Engine Assignment Officer. |
| 8/53-9/54 | USS *Oriskany* (CVA-34), Navigator. |
| 10/54-7/56 | COMFAIR Hawaii Staff, Training Officer. |
| 8/56-7/57 | Naval War College, Newport, RI. - Student. |
| 7/57-12/58 | CNO (OP-504). |
| 12/58-7/60 | Assistant Secretary of the Navy (Personnel and Reserve Affairs) - Aide. |
| 7/60-10/63 | CINCUSNAVEUR Staff. |
| 10/63-12/66 | CO, Naval Air Facility, Washington, D. C. |

## Summary of Significant Career Events

(1) Flew wing on LT McClusky who led the flight at Midway. I was an excited new Ensign with about 325 hours. Flew SBD's.

(2) As a LCDR and Commanding Officer of an F4U squadron, led the first flight into North Korea from the USS *Valley Forg*e (CVA-45).

(3) Was assigned duty as Single Engine Assignment Officer in CNO (OP-54) and was disliked as I had to send pilots to fight in Korea.



**Loverne Arthur Pope, Captain, USN**

Captain Pope, born in in Roseland, Nebraska, December l3, 1894, attended Colorado School of Mines in Golden before he enlisted in the U. S. Navy in August 1917. Commissioned Ensign in the U. S. Naval Reserve Force on July 25, 1918, he was promoted to Lieutenant (junior grade), April 11, 1919, and in August of that year was relieved of all active duty. Recalled to active duty in September 1920, he was promoted to Lieutenant in the Naval Reserve in March 1921, in which rank he was transferred to the regular Navy on January 6, 1922. He subsequently progressed in grade until his promotion to Captain, June 16, 1942.

Following his appointment as Ensign in the Reserve Force in July 1918, Captain Pope, who was designated naval aviator lighter than air, July 26, 1918, was assigned duty with the lighter than air North Sea Patrol with the Royal Air Force Station, Howden, Yorkshirec, England, and later served as commanding officer of a U. S. Navy Dirigible. For his services in that assignment during the World War he received the following Special Letter of Commendation from the Navy Department:

"As an Airship Pilot attached to the United States Naval Air Forces abroad he rendered meritorious service."

Detached from overseas duty in February 1919, Captain Pope returned to the United States, bringing a British airship of the NS Type which was not set up as planned, due to its size and the fact that the only facilities available, at Akron, Ohio, were needed for other purposes. Attached to the Office of the Chief of Naval Operations, Navy Department, Washington, D.C., until August 1919, he had duty during that period with the Naval Aviation Detachment at the Naval Air Station, Akron, Ohio, and also had duty in connection with the trans-Atlantic flight of the British rigid airship R-34 when she successfully completed the first half of her round trip, landing at Mineola, Long Island, New York, on July 6, 1919. Relieved of all active duty the following August, he was recalled to active duty in September 1920, serving at the Naval Air Station, San Diego, California, until December of that year when he joined the U.S.S. *Aroostook*. During the year he was attached to that ship he was assigned to the U.S.S *Idaho* for duty in connection with kite balloons on her cruise to Chile.

In January 1922, Captain Pope reported to the Naval Air Station, Pensacola, Florida, for flight training. Designated naval aviator, heavier than air, June 14, 1922, he has continued his connection with naval aviation since that time. He served at the Naval Air Station, Anacostia, D.C., from July 1922 until October 1923, and during 1922 had the Army photographic course at Chanute Field, Rantoul, Illinois. In November 1923 he returned to the Pensacola Air Station where he served until November 1926. During that assignment he was attached in 1926 to the survey ship *Niagara* making an aerial survey of Lake Okeechobee and the Everglades District in Florida for the Coast and Geodetic Survey, and, also made an aerial survey, of the Gulf of Venezuela for the Hydrographic Office. In November 1926 he joined the aviation unit of the U.S.S. *Raleigh*.

In February 1927, Captain Pope joined Observation Squadron 3, aviation unit of the U.S.S. *Cincinnati*, and later was transferred to Scouting Squadron 5 of that cruiser, an assignment involving eighteen months of temporary duty on China Station. Detached from that assignment in May 1929, he again returned to the Pensacola Air Station where he served the next two years. Following brief duty with Utility Squadron 1, attached to the U.S.S. *Argonne*, he assumed command of Observation Squadron 1 in September, 1931, with additional duty as aide on the staff of the Commander, Battleship Division 1, Battle Force, of which the U.S.S. *Texas* was flagship, serving in that assignment until June 1934. The two succeeding years he again had duty at the Naval Air Station, San Diego, California.

Captain Pope commissioned and commanded Patrol Squadron 11, attached to the tenders *Wright* and *Langley*, and later unit of Patrol Wing I, from July 1936 until June 1938 and for the flight of that Squadron from San Diego to Pearl Harbor to Midway in 1937 received official commendation and a "Well Done." From July 1938 until May 1940 he was operations officer of Patrol Wing 2, based on Pearl Harbor, T.H. Returning to the United States, he assisted in fitting out the U.S.S. *Albermarle*, serving as executive officer of that seaplane tender from her commissioning, December 20, 1940, until November 24, 1941, being detached under orders to command of the Naval Air Station, Wake Island. When Wake fell to the Japanese before he could comply with orders, he was diverted to command of the Naval Air

- Continued -

Station, Johnston Island, T.H., serving in that command from February 2 to June 13, 1942.

After his return to the United States, Captain Pope served in the Flight and Photographic Divisions, Bureau of Aeronautics, Navy Department, Washington, D.C., from July 1942 until May 1944 when he was assigned duty with the CVE Pre-Commissioning Detail, Naval Station, Astoria, Oregon. He assumed command of the U.S.S. *Munda* when she was commissioned, July 8, 1944, serving in command of that carrier escort until May 13, 1945. Following temporary duty at Headquarters, Commander in Chief, Pacific Fleet, he returned to the United States and on August 9, 1945, assumed duty as Director of Photography, Bureau of Aeronautics, Navy Department, Washington, D.C.

Captain Pope has the Victory Medal, Aviation Clasp and Silver Star, the Yangtze Service Medal (U.S.S. *Cincinnati*), and is entitled to the American Defense Service Medal with Bronze "A" (for service in, the U.S.S. *Albermarle* which operated in actual or potential belligerent contact with Axis Forces in the Atlantic Ocean prior to December 7, 1941), and the Asiatic-Pacific Area Campaign Medal.



**Alfred M. Pride, Admiral, USN**

Born in Somerville, Massachusetts, in 1897, Admiral Pride served as a Machinest's Mate, later an Ensign in the Naval Reserve Corps in England and France during World War I. He subsequently transferrred to the U. S. Navy and as an aviator,was attached to various Naval Air Stations, the aircraft carriers Langley, Lexington and Wright, and for two years commanded Fighting Squadron 3 based on the Langley. Prior to World War II he served in the Navy Departments Bureau of Aeronautics, (October 1935-May 1937), and a year each as Air Officer of the carrier Wright and on the Staff of Commander Patrol Wing ONE, based at San Diego.

At the outbreak of war he was at sea as Executive Officer of the carrier Saratoga, After brief duty in 1942 in the Bureau of Aeronautics, he assumed command of the USS Belleau Wood at her commissioning March 31, 1943. Under his command that carrier participated in numerous operations in the Pacific in 1943-1944 and was awarded the Presidential Unit Citation for ...,extraordinary heroism in action. He received a Letter of Commendation, with Combat "V," from the Commander in Chief, Pacific Fleet.

He commanded the Naval Air Center, Pearl Harbor and Naval Air Bases of the Fourteenth Naval District from March 1944 to April 1945, and for meritorious conduct as Commander Air Support Control Unit, Amphibious Forces, Pacific Fleet from April 18 to October 15, 1945, was awarded the Legion of Merit with Combat "V." In January 1946 he reported as Officer in Charge of the Material Control Branch, Office of the Assistant Secretary of the Navy, and from October 1946 until April 1947 commanded Carrier Divisions SIX and FOUR.

Admiral Pride served as Chief of the Bureau of Aeronautics from May 1947 Until May 1951, and after a year as Commander, Carrier Division TWO, assumed command of the Naval Air Test Center, Patuxent River, Maryland. Detached in November 1953 for duty in the Far East, he reported in December as Commander SEVENTH Fleet. For exceptionally meritorious service in that command until December 1955, he was awarded the Distingished Service Medal, the citation stating that in the evacuation of the Tachen Islands in February 1955, he "personally supervised and directed the removal of (approximately 27,000) civilians and military personnel and 8,600 tons of military equipment and supplies within a period of three and one-half days...(and was) directly responsible and highly successful in implementing U. S. policy in cooperation with the Government of the Republic of China for the defense of Taiwan..."

On February 1, 1956, he assumed command of the Naval Air Force, U. S. Pacific Fleet. "For exceptionally meritorious conduct..." in that capacity he was awarded a Gold Star in lieu of a Second Distinguished Service Medal. On October 1, 1959 he was transferred to the Retired List of the U. S. Navy.

PROMQTIONS:
Enlisted service, reserve 20 March 1917 to 8 April 1917
Enlisted service, active 8 April 1917 to September 1918
Commissioned Ensign,, USNRF, 17 September 1918
Lieutenant (jg), 1 April 1919
Lieutenant, 1 July 1920
Lieutenant USN, 29 November 1921
Lieutenant Commander, 1 July 1931
Commander, 23 June 1938
Captain (T), 11 September 1942
Rear Admiral (T), 30 March 1944
Rear Admiral, 7 August 1947, to rank from 5 July 1943
Vice Admiral, 9 October 1953
Transferred to Retired List, 10/1/59, advanced to Admiral on basis of combat awards

DECORATIONS AND MEDALS:
Distinguished Service Medal
Gold Star in lieu 2nd Distinguished Service Medal
Legion of Merit with Combat "V"
Letter of Commendation with Ribbon and Combat "V"
Presidential Unit Citation with Combat "V" (USS Belleau Wood)
World War I Victory Medal, Aviation Clasp
American Defense Service Medal, Fleet Clasp
Asiatic-Pacific Campaign Medal with silver star (five engage ments)
American Campaign Medal
World War II Victory Medal
China Service Medal (extended)
National Defense Service Medal
Korean Service Medal
United Nations Service Medal
Philippine Liberation Ribbon
Korean Presidential Unit Citation

- Continued -

Distinguished Service Medal: "For exceptionally meritorious service to the, Government of the United States in a duty of great responsibility as Commander Seventh Fleet from December 1953 to December 1955. During the latter months, of 1954 when tbe Seventh Fleet was repeatedly under orders to prepare to support the defenders of the Tachen Islands, he was instrumental in maintaining the Fleet in a high state of combat readiness... He personally supervised and directed the removal of more than 15,600 civilians, 11,100. military personnel and 8,600 tons of military equipment and supplies within a period of three and one-half days...(He) has been directly responsible and highly successful in implementing United States policy in copperation with the Government of the Republic of China for the defense of Taiwan.

Gold Star in lieu of the Second Distinguished Service Medal: "For exceptionally meritorious service...as Commander Naval Air Force, U. S. Pacific Fleet from January 30, 1953 to October 1, 1959. Since receiving his Navy wings in 1916, Vice Admiral Pride has played an illustrious role in the phenomenal evolution of naval aviation...As Commander Naval Air Force, U. S. Pacific Fleet, (he) has exercised operational planning and administrative ability of the highest caliber; has been eminently successful in carrying out his many and exacting assignments...(and) has made significant contributions to the readiness of his operating forces...His highly trained, combat-ready units are and have been, the potent tools which have enabled the cognizant military commands in the Far East to implement the United States national policy, deter aggressor nations, and maintain stability in this strategic area..."

Legion of Merit with Combat "V": "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commander Air Support Control Units, Amphibious Forces, United States Pacific Fleet, during operations against enemy Japanese forces on Okinawa Shima, Ryukyu Islands, from April 18 to September 2. 1945...(He) skillfully coordinated and administered the numerous functions of his command and contributed greatly to the success of his air support units in destroying enemy gun emplacements, troop concentrations and equipment...He provided effective and important air protection for all Fleet units in the assault area (and) aided materially in successfully completing this hazardous campaign..."

CHRONOLOGICAL TRANSCRIPT OF SERVICE:

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|---|---|
| 3/17-9/18 | Various assignments as Machinist's Mate 2/c and Chief Quartermaster. |
| 9/18-1/19 | Various stations in France and United States as Ensign (Naval Aviator). |
| 1/19-10/19 | Naval Air Station, Chatham, Massachusetts (Ordinance Officer). |
| 10/19-12/19 | Carlstrom Field, Arcadia, FL. (duty under train ing on land machines). |
| 12/19-4/22 | Naval Air Station, Hampton Roads, VA: Atlantic Flt. Ships Plane Division;USS *Arizona* (Various duties concerning testing and devel opment). |
| 4/22-6/24 | USS *Langley* (Testing and developing flight deck gear). |
| 6/24-6/25 | Naval Academy, Annapolis, MD, Postgraduate school (Aeronautical Engineering instruction). |
| 6/25-7/26 | Massachusetts Institute of Technology, Cambridge, MA. (Instrn.). |
| 9/26-10/26 | USS *Saratoga* (cfo). |
| 11/26-8/29 | USS *Lexington* (first cfo., later Watch and Division Off. and Pilot). |
| 8/29-6/32 | NAS, Norfolk VA. (Officer in Charge, Experimental Detachment. |
| 7/32-6/34 | USS *Langley*, Fighter Sqd. THREE B (CO). (CO of Bombing Sqd. FIVE A, one month). |
| 6/34-6/36 | NAS, Anacostia, D. C. (Officer in Charge, Flight Test). |
| 6/36-6/37 | BuAer, Navy Department, Washington, D. C. (Fighter Desk). |
| 6/37-10/38 | USS *Wright* (Air Officer). |
| 10/38-6/39 | Patrol Wing ONE (Operations Officer on Staff) |
| 6/39-4/41 | BuAer (Navy Working Member on Aeronautical Board). |
| 5/41-6/42 | USS *Saratoga* (Executive Officer). |
| 6/42-7/42 | Office of Procurement and Material, Navy Department. |
| 7/42-12/42 | BuAer, Navy Department. |
| 1/43-4/44 | USS *Belleau Wood* (cfo, then CO). |
| 4/44-9/44 | U. S. Naval Air Center, Pearl Harbor, (CO). |
| 9/44-4/45 | Naval Air Bases, Forteenth Naval District (CO) |
| 4/45-12/45 | Air Support Control Units, Amphibious Force, Pacific Fleet (CO). |
| 1/46-11/46 | Office of Assistant SecNav, Navy Department (Officer in Charge, Material Control Branch, Material Division). |
| 12/46-1/47 | CARRIER Division SIX (CO). |
| 1/47-3/47 | Carrier Divison FOUR (CO). |
| 3/47-5/51 | BuAer, Navy Department (Chief of Bureau). |
| 5/51-4/52 | Carrier Division TWO (CO). |
| 5/52-11/53 | Naval Air Test Center, Patuxent River, MD. (CO). |
| 12/53-12/55 | Comander SEVENTH Fleet. |
| 2/56-9/59 | Comander Air Force., Pacific Fleet. |
| 1 Oct 1959 | Retired from Naval Service. |

PERSONAL DATA

| | |
|---|---|
| Born: | Somerville, MA., 10 September 1897 |
| Parents: | Alfred Morine Pride and Mrs. Grace (White) Pride |
| Wife's Name and Date of Marriage: | Helen Burrell, 1 June 1921 |
| Children: | Carol S. (Pride) Lemeshewsky & Lt. Cdr, Alfred M. Pride, USN |
| Education: | Public and High Schools, Somerville, MA; Tufts College Engineering School, Medford, MA; Postgraduate Aeronautical Engineering School, U. S. Naval Academy, Annapolis, MD and Massachusetts Institute of Technology, Cambridge, MA; Flight Training (1918) |







## Paul E. Pugh, Rear Admiral, USN (Ret.)

"Paul"

Date of Designation: 29 December 1941 NA # 10354
Jet Pilot # 82

Dates of Active Duty: 17 March 1941 - 30 June 1974

Total Flight Hours: 5,482

Carrier/Ship Landings: Fixed wing: 348 (on 10 CV's)

Approximate Flight Hours:
Jet: 1,198 Prop: 4,284

Combat Tours:
WW II: VF-34 (F6F) Solomon Islands, Oct. 1943 - Jul. 1944, - 50 missions.
WW II: VF-2 (F6F-5N) USS *Shangri La* (CV-38), Jul. 1945 - Nov. 1945, - 7 missions.
Korea: 4th Fighter Interceptor Group (USAF), Dec. 1950 - Sep. 1951 - 33 missions (shot down 2 MIG-15's)
Vietnam: CO, USS *Kitty Hawk* (CVA-63), 1966-1967.

Aviation Commands:
CO, VF-211 (FJ-3), USS *Bon Homme Richard* (CV-31), 1955 - 1957.
Commander, Air Group 21 (F8U-1, FJ-4, F-4D), USS *Lexingto*n (CVA-16), Feb. 19657 - Apr. 1958
CO, USS *Eldorado* (AGC-11), 1965 - 1966.
CO, USS *Kitty Hawk* (CVA-63), 1966 - 1967.
Commander, Naval Forces Marianas/Commander-in Chief Pacific Representative Guam and Trust Territories, Pacific Islands, 1969 - 1972.
Commander, Naval Weapons Center, China Lake, CA., 1973 - 1974.

Combat Awards:
1 Legion of Merit (USS *Kitty Hawk* (CVA-63), Vietnam)
2 Distinguished Flying Crosses (WW II and Korea, USAF)
1 Bronze Star (Korea - USAF)
7 Air Medals ( 6-WW II and 1-Korea, USAF)

## Duty Assignment Chronology

1941-1945 Flight Instructor. Gunnery Officer, Fighter Squadron 34 flying F6F on Solomon Islands. Night Fighter Detachment, Fighter Squadron Two deployed in Western Pacific aboard USS *Shangri La*. Awarded Distinguished Flying Cross and six Air Medals.

1945-1949 Armament Test Division, Naval Air Test Center (NATC) Patuxent River, MD. Graduated Naval Test Pilot School. Responsible for tests of airborne fire control systems.

1949-1950 Air-Development Squadron Three (VX-3). Responsible for development tactics for jet aircraft.

1950-1951 USAF Fourth Fighter Interceptor Group
. CO, 334th Fighter Squadron. Commanding Officer, 4th F.I.G. Combat Orientation Detachment. Shot down two MIG-15 aircraft in Korea. Awarded Distinguished Flying Cross, Air Medal, Bronze Star.

1951-1952 General Line School, Monterey, California.

1952-1954 Head Fighter Section, Tactical Test Division, Naval Air Test Center, Patuxent River, MD. Tactical Trials and Evaluation of naval aircraft and aeronautical equipment. Head Systems Branch, Armament Test Division, NATC Patuxent. Conducted Board of Inspection and Survey Trials of new aircraft

1954-1955 Naval War College, Newport, RI.

1955-1957 Commander Fighter Squadron 211. Deployed Western Pacific aboard USS *Bon Homme Richard*. First Pacific deployment of the Sidewinder missile. Conducted Pacific operational tests for Operational Development Force.

1957-1959 Commander, Air Wing Twenty One. Deployed Western Pacific aboard USS *Lexington*.

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Duty Assignment Chronology continued

1959-1960 Deputy for Plans and Operations, Staff, Commander Carrier Division Four. Deployed Mediterranean. Conducted large scale joint Electronic Warfare tests with USAF.

1960-1962 Office of the Chief of Naval Operations (OP-05W2). Head, Sea-Based Air Striking Forces Section. Conducted a program of staff studies of the tasks, capabilities and develop ment potentials of sea-based air striking forces and their logistic support.

1962-1963 Industrial College of the Armed Forces, Washington, D. C.

1963-1955 Deputy Chief-of-Staff, Plans and Operations, Commander Sixth Fleet. Planned and executed operations of all SIXTHFLT forces.

1965-1966 Commanding Officer, USS *Eldorado* (AGO-11), Flagship, Commander Amphibious Forces Pacific Fleet. Participated in all amphibious operations against enemy forces in South Vietnam.

1966-1967 Commanding Officer, USS *Kitty Hawk* (CVA-63). Commander Task Group Seventy-Seven Point Five (CTG-77.5). Awarded Legion of Merit, National Order of Vietnam, Gallantry Cross with Palm for delivering over 115 tons of ordnance per day against the most heavily defended enemy targets in North Vietnam. Ship and Air Wing received Navy Unit Commendation.

1967-1969 Deputy for Current Operations, Staff, Commander-in-Chief Pacific. Directly responsible for matters involving all ground, naval and air operations throughout the Pacific. Established a Joint Reconnaissance Center to control surveillance flights within the theatre. Instrumental in development of strategic and tactical concepts for the deploy-ment of combat forces throughout the Pacific. Awarded the Legion of Merit.

1969-1972 Commander, Naval Force Marianas/Commander-in-Chief Pacific Representative Guam and Trust Territory, Pacific Islands. Respon-sible for ocean surveillance and anti-submarine warfare this area, CINCPAC alternate command post, 34 separate Navy Commands. Awarded Distinguished Service Medal Medal.

1972-1973 Senior Navy Member Military Studies and Liaison Division, Weapons Systems Evaluation Group, Office of the Director of Research and Engineering, OSD. Developed plans for on-going Joint Electronic Warfare Test, method for evaluating Air-to-Air missile systems and Joint Direct Air Support Tests.

1973-1974 Commander Naval Weapons Center, China Lake CA. Directed and coordinated oper-tion of the Navy's largest research and deve-opment field activity, manned by about 5,000 personnel, 2,700 of whom were professional levels. Managed 700 viable programs with a budget of $210 million.

## Summary of Significant Career Events

(1) Test Pilot, NATC Patuxent River.

(2) In first Test Pilot School class.

(3) Flew the P-59B-1, 15 March 1946.

(4) Flew 10 X and Y aircraft.

(5) Flew 66 different aircraft.

(6) Commander, 334 Fighter Squadron , USAF, in combat in Korea. Shot down two MIG-15's.

(7) Project Officer, VX-3. Prosecuted evaluation of current jet aircraft.



**Robert Stewart Quackenbush, Jr., RADM, USN**

Robert Stewart Quackenbush, Jr., was born in Cornwall, New York on January 10, 1904. He attended Cornwall High School and Braden's Preparatory School before entering the U. S. Naval Academy, Annapolis, Maryland, from the Third District of New York in 1923. He was graduated and commissioned Ensign on June 2, 1927, and through subsequent promotions attained the rank of Captain, to date from March 20, 1945. He was promoted to Rear Admiral upon retirement.

After graduation in June 1927, he remained at the Naval Academy for instruction in aviation, and in August of that year joined the USS *Arizona*. Detached from that battleship in May 1929, he reported to the Naval Air Station, Pensacola, Florida, for flight training, and was designated Naval Aviator on December 21, 1929. In April 1930 he reported to Aircraft Squadrons, Battle Fleet, and served with Torpedo Squadron 2, based on the aircraft carrier *Saratoga*, until May 1932. The following month he returned to Pensacola to serve as an instructor for three years. While in that assignment, he completed the course of instruction at the Naval School of Photography at Pensacola in 1932, and in 1934-1935 served as officer in Charge of that School.

In June 1935 he joined Utility Squadron 2, attached to the USS *Wright*, and a year later was transferred to Utility Squadron ONE of the *Wright*. He continued duty after Squadron ONE transferred in October 1937 to the USS *Rigel*, until May 1938. He next reported for a three-year tour of duty in the Flight Division, Bureau of Aeronautics, Navy Department, Washington, D. C. From May to August 1941 he served as Assistant Naval Attaché and Assistant Naval Attaché for Air at the American Embassy, London, England. While in England he studied the British method of photography and of photographic interpretation.

Following his return to the United States he returned to the Navy Department, and while attached to the Bureau of Aeronautics for four months was in charge of the establishment of the Photographic Interpretation School at the Naval Air Station, Anacostia, D. C. He became Officer in Charge of that school in December 1941 and served in that capacity until June 1942.

Ordered to report to Commander South Pacific Area and South Pacific Force, he had duty on the Staff from July 1942 until August as Officer in Charge of the South Pacific Photographic Interpretation Unit. For his services in that assignment, he was awarded the Legion of Merit, and the War Department awarded him the Air Medal. The citations follow:

LEGION OF MERIT: "For exceptionally meritorious conduct...as Officer in Charge of the South Pacific Photographic Interpretation Unit and as a member of the Staff of Commander Aircraft, South Pacific Force. Supervising aerial reconnaissance flights and actively participating in aerial action over enemy territory, Commander Quackenbush displayed efficient leadership in the face of enemy opposition. By his skillful coordination of the effects of our units operating in the South Pacific, he was largely responsible for the excellent photographic accomplishment in this area."

AIR-MEDAL (ARMY): "For meritorious achievement on September 11, 1942, while participating in an air photographic mission over the Solomon Island area. Lieutenant Commander Quackenbush and other members of a single plane army flight, encountered a Japanese aerial formation of approximately 30 bombers and 20 fighters over Lunga Point, Guadalcanal Island, The Japanese fighters, in flights of three and four, immediately and intersively attacked for approximately ten minutes during which time the crew, including Lieutenant Commander Quackenbush, through skill, courage and aggressiveness, returned all fire and succeeded in destroying at least four of the enemy fighters before finding refuge in a cloud bank."

Following his return to the United States, he reported on September 22, 1943, to the Bureau of Aeronautics, Navy Department, where he served as Assistant Director, and later Director of Photography. In July 1945 he was ordered to command of the USS T*angier*, and commanded that auxiliary seaplane tender in Japanese and Chinese waters until January 1946. Recalled to Washington, D. C., he served as Officer in Charge of Photography for "Operation CROSSROADS," tests Able and Baker, held in Bikini Lagoon, Marshall Islands, in July 1946 with extremely successful photographic coverage.

He received a Letter of Commendation, with Ribbon, from the Secretary of the Navy as follows: "For outstanding performance of duty as Photographic Officer of Joint Task Force ONE, during Operation CROSSROADS, from February 14 to November 1, 1946. Demonstrating an unusual talent in the organization of a photographic mission to record the detonation of the two atomic bombs at Bikini Atoll, Captain Quackenbush succeeded in maintaining the mission in excellent operating condition despite the great distances

- Continued -

from shore base facilities. By his professional skill and the magnitude of his photographic operations, which resulted in a wide distribution of photographs to the Task Force and to the public, he rendered invaluable service, thereby contributing materially to the success of Operation CROSSROADS..."

He next served as Chief of Staff and Aide to the Commander Task Force SIXTY-EIGHT, on the 1946-1947 Navy Antarctic Expedition, under command of Rear Admiral Richard E. Byrd, USN, Retired. The purpose of that expedition, the largest ever to go into the Antarctic, was to test standard Navy ships and equipment under very cold weather conditions, to train Navy personnel in that type of operation, and to collect scientific information which night be useful in the Navy's development program and to the whole scientific world. The force of thirteen ships and about four thousand men left Norfolk, Virginia, on December 2, 1946, and returned in April 1947.

In May 1947 he was ordered to duty as Commander Task Force SIXTY-EIGHT, and continued duty in that command until July 1948, when he reported to the Chief of Naval Operations, Navy Department, as Chief of Naval Photography. In March 1949 he became the Navy Member of the Photography and Survey Section of the Joint Chiefs of Staff. He was ordered on January 5, 1950, to command the Naval Air Station, Key West, Florida, and from July 1951 until May 1953 served as Chief of Staff to Commander Carrier Division FOUR. He then assumed command of the USS *Randolph*, his present assignment. He is under orders of April 21, 1954, to report in August as Representative, in Europe, of Commander Striking Fleet, Atlantic, with headquarters in Paris, France.

In addition to the Legion of Merit, the Commendation Ribbon, and the Army Air Medal, Captain Quackenbush has the Ribbon for, and a facsimile of, the Presidential Unit Citation to the First Marine Division, Reinforced (for services with that Division during the Solomons Campaign); the American Defense Service Medal, Base Clasp; the Asiatic-Pacific Campaign Medal; American Campaign Medal; the World War II Victory Medal; and the National Defense Service Medal. Additionally, he has been awarded the Order of the British Empire, rank of Officer, by the Government of Great Britain, for services as Assistant Naval Attaché and Assistant Naval Attaché for Air, at the American Embassy in London, in 1941.



**Arthur W. Radford, Admiral, USN**

Date of Designation: November 1920 NA#2896

Dates of Active Duty: June 1916 -1 August 1957

## Duty Assignment Chronology

| | |
|---|---|
| 6/16-12/18 | USS *South Carolina* . |
| 12/18-6/19 | Division ONE, Battleship Force ONE, Atlantic Fleet, (Aide on Staff) |
| 7/19-10/19 | Division ONE, Pacific Fleet (Aide on Staff and Flag Lieutenant) |
| 10/19-4/20 | Train, Pacific Fleet (Aide and Flag Lieutenant) |
| 4/20-11/20 | NAS Pensacola, FL. (Instruction). |
| 11/20-10/21 | NAS Pensacola, FL. |
| 10/21-11/23 | Bureau of Aeronautics, Navy Department |
| 11/23-3/25 | Aircraft Squadrons, Battle Fleet. |
| 4/25-6/27 | VO Squadron ONE, Aircraft Squadrons Battle Fleet. |
| 7/27-3/29 | Naval Air Station, San Diego, CA. |
| 4/29-11/29 | Aircraft Squadrons, Battle Fleet; additional duty Commanding Alaskan Aerial Survey detachment. |
| 11/29-7/30 | USS *Saratoga*. |
| 7/30-5/31 | VF Squadron ONE-B, Aircraft Squadrons, Battle Fleet (Commanding). |
| 5/31-5/32 | Aircraft, Battle Force, U.S. Fleet (Aide and Flag Secretary). |
| 6/32-8/35 | Bureau of Aeronautics, Navy Department |
| 8/35-6/936 | USS *Wright* (Navigating Officer). |
| 6/36-6/37 | Aircraft, Battle Force (Staff). |
| 6/37-5/40 | NAS Seattle, Washington (Commanding Officer). |
| 5/40-5/41 | USS *Yorktown* (Executive Officer). |
| 5/41-7/41 | Office of Chief of Naval Operations, Navy Department. |
| 8/41-11/41 | TENTH Naval District (establishment NAS Trinidad B .W. I. , and duty as CO. |
| 12/41-4/43 | Bureau of Aeronautics, Navy Department. |
| 4/43-7/43 | Carrier Division TWO. |
| 7/43-12/43 | Carrier Division ELEVEN (Division Commander). |
| 12/43-1/44 | Aircraft, Pacific Fleet (Chief or Staff and Aide). |
| 1/44-10/44 | Office of CNO, Navy Department (Assistant DCNO for Air) (Additional duty alternate member Special Joint Chiefs of Staff Committee on Reorganization of National Defense). |
| 11/44-8/45 | Carrier Division SIX, U.S. Pacific Fleet (Commander). |
| 9/45 -1/46 | Fleet Air Seattle, Washington (Commanding Officer. |
| 1/46-2/47 | Office of CNO (DCNO for Air). |
| 3/47-12/47 | SECOND Task Fleet (Commander). |
| 1/48-4/49 | VCNO, Navy Department. |
| 4/49-6/53 | CINCPACFLT and High Commissioner, Trust Territory of Pacific Islands. |
| 6/53 | Chairman, JCS, Washington, D. C. |
| 8/55 | Reappointed, Chairman, JCS Staff. |
| 8/1/5757 | Retired in rank of Admiral, highest rank held while on active duty. |

## Summary of Significant Career Events

Admiral Radford has served in three wars. He was on board the USS *South Carolina*, a battleship of the Atlantic Fleet, and was Aide and Flag Lieutenant to Commander Battleship Division ONE during World War I. He served in the Navy Department's Bureau of Aeronautics and Naval Personnel and in the Office of the Chief of Naval Operations
early in World War II, and as Commander Carrier Divisions 11 and 6, and on the Staff of Commander Aircraft, Pacific, during the latter part or that war. At the outbreak of Korean hostilities he was serving as Commander in Chief, U. S. Pacific Fleet, later being given the responsibility of the Marianas-Bonin Area and the Philippines-Formosa Area.

Born in Chicago, Illinois, on February 27, 1896, he entered the Naval Academy from Iowa in 1912, after attending high school in Grinnell, Iowa. He was graduated and commissioned Ensign in 1916 and assigned to the USS *South Carolina*. After the Armistice which ended World War I, he had staff duty until April 1920, then had flight training and was designated Naval Aviator #2896 in November of that year. Assigned next to the newly established Bureau of Aeronautics, Navy Department, he subsequently served with aviation units of the tender *Aroostoo*k, and the battleships *Colorado* and *Pennsylvania*.

From July 1927 until March 1929 he was attached to the Naval Air Station, San Diego, after which he headed the Alaskan Survey Detachment, investigating forest and mineral

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resources in Alaska. He joined the *Saratoga* in November 1929, and commanded that carrier's Fighting Squadron ONE from July 1930 to May 1931, then served on the Staff of Commander Aircraft Battle Force, still attached to the *Saratoga*. Another tour of duty in the Bureau of Aeronautics preceded sea duty as Navigator of the tender *Wright,* and further duty on the Staff of Commander Aircraft, Battle Force. He commanded the Naval Air Station, Seattle, from June 1937 until May 1940, and for a year thereafter was Executive Officer of the carrier *Yorktown*.

Following World War II, he was ordered to the Navy Department to assist in planning the post-war Navy. In December 1945 he became Deputy CNO (Air) and after a year in command of the SECOND Task Fleet, returned to the Navy Department as Vice Chief of Naval Operations. He served as Commander in Chief, Pacific Fleet, and High Commissioner of the Trust Territory of the Pacific Islands, prior to and during the Korean conflict, and in addition was given increased responsibilities concerning Military Assistance Programs in Southeast Asia. In June 1953 he was appointed Chairman of the Joint Chiefs of Staff, by the President, and on August 15,1955, was reappointed for a second term. He was retired August 1,1957.

**PROMOTIONS :**

| | |
|---|---|
| 5 July 1912 | Midshipman |
| 3 June 1916 | Ensign |
| 1 July 1917 | Lieutenant (jg) (Temporary) |
| 1 January 1918 | Lieutenant (Temporary) |
| 3 June 1919 | Lieutenant (is) |
| 1 July 1920 | Lieutenant |
| 17 February 1927 | Lieutenant Commander |
| 1 July 1936 | Commander |
| 2 January 1942 | Captain (Temporary) |
| 1 January 1942 | Captain |
| 21 July 1943 | Rear Admiral (Temporary) |
| 7 August 1947 | Rear Admiral (Permanent) |
| 25 May 1946 | Vice Admiral (Temporary |
| 7 April 1949 | Admiral |

**DECORATIONS AND MEDALS** :

Distinguished Service Medal
Gold Star in lieu of Second Distinguished Service Medal
Gold Star in lieu or Third Distinguished Service Medal
Gold Star in lieu of Fourth Distinguished Service Medal
Legion of Merit with Gold Star in lieu of Second award
Presidential unit Citation
Navy Unit Commendation
Victory Medal, World War I -Atlantic Fleet Clasp
American Defense Service Medal with Fleet Clasp
American Campaign Medal
Asiatic-Pacific Campaign Medal
World War II Victory Medal
National Defense Service Medal
Philippine Liberation Ribbon with one bronze star
Companion of the Order of the Bath by Government of Great Britain




**Paul H. Ramsey, VADM, USN**

Date of Designation: 4 January 1930

Dates of Active Duty: June 1927 - 1 October 1966

Paul Hubert Ramsey was born in Springfield,, Ohio, on February 24 1905, son of Murray and Maxy Elizabeth (Sultzbaugh) Ramsey. He attended grade and high schools in Springfield and Columbus, Ohio, and the Ohio State University, at Columbus, before entering the U. S. Naval Academy, Annapolis, Maryland, from the Twelfth District of Ohio in 1923. As a midshipman he participated in wrestling, lacrosse, track and crew, and was a member of the official reception committee. Graduated and commissioned Ensign on June 2, 1927, he subsequently advanced in rank to that of Vice Admiral, to date from September 26, 1963.

Following graduation in June 1927, he had aviation instruction at the Naval Academy and in September joined the USS *Tennessee*. While aboard that battleship he had duties in the Communications Gunnery and Navigation Departments, and served as aircraft gunnery observer (VO-3B) for a period of two years before his detachment in September 1929. He then reported to the Naval Air Station, Pensacola, Florida, for flight training, having had two months instruction, while attached to the *Tennessee* at the Naval Air Station, San Diego, California, in 1928. He was designated Naval Aviator on January 4, 1930, and assigned to Utility Squadron THREE and Fighter Squadrons THREE and SIX, based an the USS *Lexington* and USS *Saratoga*, respectively.

In 1932 he returned to the Naval Air Station, Pensacola, for duty as an Instructor, and as Officer in Charge of VN5D8 at Corry Field. In 1934 he assisted in commissioning the aviation unit of the USS *Idaho*, Observation Squadron THREE. After two years' duty with that unit as Flight Material Officer, Gunnery and Personnel Officer, he had duty in connection with fitting out Patrol Squadron ELEVEN-F at San Diego, California. Following its commissioning, he participated in the mass flight to Hawaii in April 1937. Shortly thereafter he had duty with patrol Squadron SIX, based at Pearl Harbor, Territory of Hawaii. As Gunnery Officer of that squadron (subsequently redesignated Patrol Squadron TWENTY-THREE), he was commended when the squadron stood first in gunnery for the year. While so attached he had additional duty on the Staff of Commander Patrol Wing Two, Scouting Force, USS *Wright*, flagship.

Transferred in June 1940 to Patrol Squadron FORTY-ONE, based at Seattle, Washington, he made several flights to Alaskan bases with that squadron. In May 1941 he assumed command of Fighting Squadron TWO-B, based on the USS *Lexington*, and was serving with that squadron at the outbreak of war in the Pacific, December 7, 1941. Subsequently operating with a task force off Bougainville, New Guinea, the *Lexington* was credited with sinking fifteen enemy war vessels in a surprise raid on Lae and Salamaua on the morning of March 10, 1942. For participation in the Battle of the Coral Sea, he was awarded the Navy Cross and cited as follows:

"For extraordinary heroism as Commander of a Fighting Squadron of the USS *Lexington* in action against Japanese forces in the Coral Sea on May 7 and 8, 1942. Despite numerical superiority in favor of the enemy, he attacked and destroyed three and damaged two Japanese fighters. His timely initiative and capable leadership were responsible for the high combat efficiency which enabled his squadron to destroy twelve and damage eight enemy aircraft...and contributed materially to our successful attacks on enemy Japanese carriers."

After the loss of the *Lexington*, on May 8, 1942, he reported for duty as Commander Carrier Aircraft Group TWO, in July of that year, and a month later assumed command of Air Group ELEVEN. In February 1943 he returned to the United States for duty at the Naval Air Station, Anacostia, D. C., where he served as Director of the Flight Test Division. With that division he transferred to the Naval Air Station, Patuxent River, Maryland, in June 1943, to serve first as Flight Test Officer, later as Director of

Tests. He was detached in June 1945 with orders to duty as Commanding Officer of the USS *Attu* (CVE-102).

He received a Letter of Commendation with Ribbon from the Commander in Chief, Pacific Fleet, for "meritorious service in the performance of his duties as Commanding Officer of a U. S. carrier transport operating with the logistic support group during operations against the enemy in the area of Okinawa Gunto and the Japanese homeland from June 10 to September 3, 1945. Under his able leadership, his command contributed materially to the ability of the Fleet to remain at sea for extensive offensive operations..."

When relieved of command of the USS *Attu* in November 1946, after a month's Magic Carpet duty, he became Commanding Officer of the Night Development Squadron (later redesignated Night Composite Squadron ONE), Pacific. He subsequently became Commanding Officer of the All-Weather Training Unit, Pacific, with headquarters at the Naval Air Station, Barbers Point, Oahu, Territory of Hawaii. In June 1949 he reported to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he served until August 1951 as Director of the Piloted Aircraft Division.

Reporting next to Commander Air Force, Atlantic Fleet, he was assigned duty as Commander Heavy Attack Wing ONE, and a year later assumed command of the USS *Philippine Sea* (CV-47), for duty in the Korean combat theater. He was awarded the Legion of Merit with Combat "V," for "exceptionally meritorious conduct...as Commanding Officer of the USS *Philippine Sea* during operations against enemy aggressor forces and after the signing of the truce agreement in Korea from 31 January to 30 July 1953..." The citation continues:

"On one occasion, when the vessel suffered a serious engineering casualty which would normally require shipyard repair facilities, he supervised highly complex repairs which were completed in a minimum of time and enabled the ship to remain in action and continue heavy attacks against the enemy. When the tempo of operations was greatly increased...the *Philippine Sea* launched a record number of daily sorties to inflict maximum damage upon the enemy's frontline troops and lines of communication, thereby greatly aiding friendly ground forces in halting the hostile missiles..."

He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS *Philippine Sea*, for "exceptionally meritorious service during operations against enemy aggressor forces in Korea from August 4, 1950 to May 31, 1951, and from January 31 to July 27, 1953..."

Detached from the *Philippine Sea* in August 1953, he reported the same month to the Office of the Chief of Naval Operations as Assistant Director of the Air Warfare Division. He was Director of that Division from April 1954 until November 1955 when he joined the Staff of the Supreme Allied Commander, Europe. He was in command of Carrier Division ONE from February to November 1958, and on December 5, reported as Chief of Staff and Aide to the Commander in Chief, U. S. Pacific Fleet.

On May 8, 1961 he became Commander Naval Air Test Center, Patuxent River, Maryland, and on May 31, 1962 assumed additional duty as Commandant of the Potomac River Naval Command. He was assigned further additional duty on July 1, 1962 as Commander Fleet Air, Patuxent/Commander Naval Air Bases, Potomac River Naval Command. On September 30, 1963, he became Commander Naval Air Force, Atlantic Fleet and for "exceptionally meritorious conduct...(in that capacity) from October 1, 1963 to March 31, 1965..." he was awarded a Gold Star in lieu of the Second Legion of Merit. The citation further states in parts:

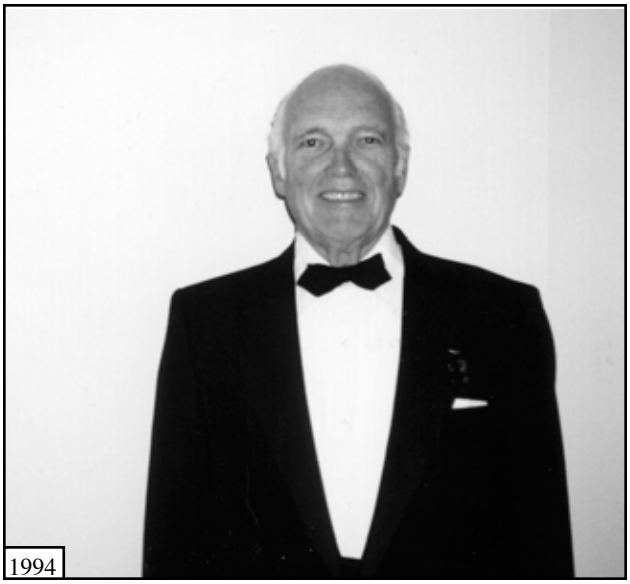
During this period, Vice Admiral Ramsey has been directly responsible for planning and supervising the introduction of two extremely complicated and sophisticated weapon systems; the all-weather, low-altitude, attack aircraft, the A-6A Intruder into the Atlantic Fleet, and the Integrated operational Intelligence System into both the Atlantic and Pacific Fleets. Overcoming the many inherent problems associated with these new and advanced military equipments and systems which represent such tremendous advances in the art of seaborne reconnaissance and attack, Vice Admiral Ramsey has been instrumental in providing the United States with a greatly enhanced capability to project its military power to the far reaches of the globe..."

On March 31, 1965 he reported as Deputy Chief of Naval Operations (Air), Navy Department and continued to serve as such until relieved of active duty pending his retirement, effective October 1, 1966.

In addition to the Navy Cross, Legion of Merit with Gold Star and Combat "V," the Commendation Ribbon', and the Navy Unit Commendation Ribbon, Vice Admiral Ramsey has the Second Nicaraguan Campaign Medal; American Defense Service Medal; American Campaign Medal; European-African-Middle Eastern Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; National Defense Service Medal; Korean Service Medal; United Nations Service MedaI; and the Philippine Liberation Ribbon. He also has the Navy Expert Rifleman Medal; the Navy Expert Pistol Shot Medal; the Korean Presidential Unit Citation Badge and the Order of the British Empire (Honorary Officer) awarded by the Government of Great Britain.

Vice Admiral Ramsey was married to the former Miss Isabelle Turton of Montreal, Quebec, Canada. They had two sons, Vice Admiral William E. Ramsey, USN (USNA, Class of 1953) and Lieutenant James Burnley Ramsey, USN (USNA, Class of 1960).


1960


1994

## Eugene P. Rankin, Captain, USN (Ret.)

"Gene"

Date of Designation: 24 January 1941 NA # 7092

Dates of Active Duty: 3 June 1937 - 1 March 1967

Total Flight Hours: 5,200

Carrier/Ship Landings: Fixed wing: 89 Rotary: 8

Approximate Flight Hours:
Jet: 25 Prop: 5,150 VF: 300
VP: 3,200 VS: 100 Other: Administrative acft, -1,500

Combat Tours:
WW II: VP-81, Panama, Key West,Trinidad, Guantanamo, Dec. 1941 - June 1943. 125 missions.
WW II: VP-81 Black Cat Squadron, Soloman Islands, Munda, Bougainville, Oct. 1943 - June 1944 85 missions.

Aviation Commands:
CO, VP-81 Jul. 1943 - Jun. 1944;
CO, VF-1B aboard USS *Midway*, May 1947 - May 1948;
CO, VC-8 Jan - May 1953;
Acting CO, USS *Rendova* (CVE-114), Apr. - Jul. 1954;
CO, USS *Pine Island* (AV-12), Jul. 196l - Jun. 1962;
CO, USS *Kearsarg*e (CVS-33), Jul. 1962 - Jul. 1963.

Combat Awards:
Legion of Merit (WW II)
Distinguished Flying Cross for World's Record Long Distance Flight - 1946.

### Duty Assignment Chronology

| | |
|---|---|
| 7/37-4/39 | USS *Colorado*, Junior Officer. |
| 5/39-7/40 | USS *Anderson* (DD-411), Deck Officer. |
| 8/40-3/41 | Flight training, Pensacola, FL. |
| 4/41-8/41 | VP-43, NAS Sands Point, NAS North Island and NAS Norfolk. |
| 9/41-12/42 | VP-81, NAS Key West and NAS Coco Solo. |
| 1/43-3/43 | VP-81 Detachment, Coast Guard Air Station, Elizabeth City, NC. |
| 4/43-6/43 | XO, VP-81, Trinidad, San Juan and Guantanamo Bay, Cuba. |
| 7/43-10/43 | CO, VP-81, NAS North Island, CA. |
| 10/43-6/44 | CO, VP-81 (Black Cat Squadron flying PBY-5A), Henderson Field, Guadalcanal, Munda and Bouganville. |
| 7/44-11/46 | Bureau of Aeronautics - Armament Division. |
| 8/46-10/46 | TAD, Lockheed Burbank, Perth, Australia, and Columbus, Ohio (Truculent Turtle Flight). |
| 12/46-4/47 | Carrier refresher course, NAS Pensacola, NAS Jacksonville and Cecil Field, FL. |
| 5/47-9/47 | CO, VF-1B, NAS Oceana, VA. |
| 9/47-6/48 | CO, VF-1B aboard USS *Midway* (CV-42), Guantanamo and Mediterranean deployment. |
| 7/48-10/50 | Assistant to Executive Officer, Bancroft Hall, U. S. Naval Academy, Annapolis, MD. |
| 11/50-12/50 | Bombardier School, Albuquerque, NM. |
| 12/50-2/51 | Ops. Officer, VC-6, NAS Moffet Field, CA. |
| 3/51-12/52 | Ops. Officer, Heavy Attack Wing Staff. |
| 1/53-4/53 | CO, VC-8, NAS Patuxent River, MD. |
| 5/53-6/54 | XO, USS *Rendova* (CVE-114). |
| 6/54-7/55 | OPNAV Staff (OP-36 Nuclear Weapons and OP-65 Strategic Plans). |
| 7/55-6/57 | CINCLANT/CINLANTFLT (Operations staff and OpCon Center). |
| 7/57-5/59 | OPNAV Staff (OP-56 - Military Construction) |
| 5/59-6/61 | CINCPAC (Plans staff- General War Plans). |
| 7/61-6/62 | CO, USS *Pine Island* (AV-12). |
| 7/62-7/63 | CO, USS *Kearsarg*e (CVS-33). |
| 8/63-6/65 | Chief of Staff, Fleet Air San Diego, CA. |
| 7/65-2/67 | Inspector General, 11th Naval District, San Diego, CA. |
| 3/1/67 | Retired from active duty. |

- Continued -

## Summary of Significant Career Events

(1) Youngest CO of a patrol plane squadron in Pacific, 1943.

(2) As copilot of XP2V, established a New York to Los Angeles coast-to-coast speed record, June 1946.

(3) As copilot of first production model of P2V-1 nicknamed the TRUCULENT TURTLE, established a new World's Long Distance Flight record Sept. 29-Oct. 1 1946, flying 11,256 miles non-stop and unrefueled from Perth, Australia to Columbus, Ohio in 55hrs 17 min. Broke previous record by over 3,000 miles. The TURTLE record stood for 16 years for all aircraft (broken by USAF B-52) and for all propeller driven aircraft for 40 years (broken by VOYAGER flying around the world).




(4) As CO of VF-1B aboard USS *Midway* (CV-42) squadron was designated best fighter squadron in Atlantic Fleet for 1947-48.

(5) Was first Commander to be CO of a Heavy Attack squadron. The three other squadrons had Captains as CO.

(6) As CO, USS *Kearsarg*e (CVS-33) recovered Wally Schirra after his MERCURY capsule landed 100 miles north of Midway Island after 6 orbits, October 3, 1962. Also recovered Gordon Copper after his MERCURY capsule landed following his 22 orbit flight May 16, 1963. He also landed about 100 miles North of Midway Island in the Pacific. These were the first astrnauts to land in the Pacific, the first two to be witnessed landing and the first two to be recovered by an aircraft carrier.



**William Theodore Rassieur, RADM, USN**

William Theodore Rassieur was born in St, Louis, Missouri, on March 15, 1900, son of William R. and Augustina R. (Frisch) Rassieur. He attended Grover Cleveland High School in that city before enlisting in the U.S. Navy as a seaman in April, 1918. He served throughout the World War and was discharged in June, 1919 to accept appointment "at large" to the U.S. Naval Academy, Annapolis, Maryland. While a midshipman he participated in football, baseball and wrestling. Graduated and commissioned Ensign in June, 1923, by subsequent promotions he attained the rank of Captain to date from May 1, 1943. On May 1, 1952 he was transferred to the Retired List of the Navy and advanced to Rear Admiral on the basis of combat awards.

After graduation in 1923, he joined the USS *Idaho*, serving in that battleship two years. In August, 1925 he reported for aviation and flight training in the Naval Air Station, Pensacola, Florida, and was designated Naval Aviator on April 24, 1926. Ordered to Aircraft Squadrons, Battle Fleet, he was assigned duty with Scouting Squadron 1, based on the flagship *Langley*. He later served with Scouting Squadron 2 and with Utility Squadron 1 based on the *Langley*. In August, 1927 he was transferred to duty with Observation Squadron 1, aviation unit of the battleship *Tennessee*, and the next month, based on the *New Mexico*, operated with Aircraft, Battle Fleet. In March, 1928 he returned to duty with Utility Squadron 1 aboard the *Langley*.

From February, 1929, until April, 1931 he had duty at the Naval Air Station, Coco Solo, Canal Zone. The following June he joined Fighting Squadron 1, based on the USS *Saratoga*, and served with that squadron a year. From July, 1932 until May, 1933 he had instruction in aeronautical engineering at the Naval Postgraduate Schools Annapolis, and the next year continued the course at the California Institute of Technology in Pasadena, where he received the degree of Master of Science in June, 1934.

Assigned to Patrol Squadron 7 based on the aircraft tender *Wright*, he served the year June 1934-1935. He then served successively a year with Scouting Squadron 10 in the USS *Portland*, and a year as Executive Officer of Scouting Squadron 11 in the USS *Louisville*. From July, 1937 to May, 1940 he was attached to the Bureau of Aeronautics, Navy Department, Washington, D. C., Material Branch.

On May 25, 1940 he assumed command of Patrol Squadron 14, based at San Diego, California. In November, 1941 he was assigned duty as Air Officer of the USS *Curtiss*, and later had duty on the staff of the Commander, Patrol Wing 2. For his services in that assignment when the Japanese attacked Pearl Harbor, T.H., December 7, 1941, he was awarded the Bronze Star Medal with combat distinguishing device V. The citation in part follows:

"For meritorious service as Acting Executive Officer of the USS *Curtiss* during the surprise attack on Pearl Harbor on December 7, 1941. Shrewdly estimating the situation as he continuously patrolled the entire ships (he) rendered invaluable assistance by his periodic reports in persons enabling his commanding officer to "- direct fire-fighting activities and effect the defense of the ship. In addition, he directed the rescue of the wounded and the recovery of the dead from isolated, damaged and burning compartments and . . . contributed materially to the reduction in fatalities among the crew. . "

Detached from the *Curtiss* in September, 1942, he had duty in connection with the establishment of the Naval Air Station, Patuxent River, Maryland, under the Potomac River Naval Command in Washington, D.C., and was Commanding Officer of that station from September, 1942 until January, 1944. While so serving he had temporary detached duty with the U.S. Naval Forces in Europe in April, 1943. He received a Letter of Commendation "For outstanding performance of duty....from September 21, 1942 to January, 1944," and stating further: "By his broad vision, careful planning and sound judgment, (he) rendered invaluable service in establishing this vital activity and, in placing it in operation within a minimum of time despite the difficult conditions imposed by the national emergency..."

In January, 1944 he was assigned duty with the pre-commissioning detail at Kaiser-Vancouver Company, Inc., attached at the Naval Air, Station, Astoria, Washington, in charge of fitting out the USS *Shipley Bay*, (CVE-85), and the USS *Sargent Bay* (CVE-83). He commanded the latter carrier escort from her commissioning, March 21, 1944, until March, 1945. For his outstanding services in that command during operations at Iwo Jima from February 10 to March 11, 1945, he was awarded the Legion of Merit with Combat V.

- Continued -

The citation, in part states: “During this period of intensified and hazardous operations against the enemy, (he) ably fought his ship and directed the aircraft based on his vessel in inflicting extensive damage on the enemy. By his leadership and professional skill, he aided greatly in providing effective support to our amphibious forces and our troops ashore, thereby contributing materially to the successful completion of this campaign,

In April, 1945 he reported in the Office of the Chief of Naval Operations, Navy Department, and was assigned duty as Chief of the Aviation Military Characteristics Section of that office. Detached from that assignment, he assumed command of the aircraft carrier Kearsarge, and served the year January, 1947-1948. He then received orders returning him to Washington, D.C., for duty on the joint staff of the Joint Chiefs of Staff.

When detached, he reported to the Commander in Chief, Naval Forces Eastern Atlantic and Mediterranean, for duty as Commander Middle Eastern Force, in the Persian Gulf, where he served from February to September, 1950. Reporting in the Navy Department, Office of the Chief of Naval Operations, after two months he was ordered to the 14th Naval District, Pearl Harbor, for duty as Commander, Naval Bases of that district, with additional duty in command of the Naval Air Station, Barber’s Point, Oahu, T.H. He was so serving when relieved of active duty pending his retirement on May 1, 1952.

In addition to the Legion of Merit, Bronze Star Medal, both with Combat V, the Commendation Ribbon and Purple Heart Medal (for wounds received in action), Rear Admiral Rassieur has the Victory Medal; the American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal with four engagement stars; World War II Victory Medal; and the Philippine Liberation Ribbon with two stars.

He was married to the former Miss Ruby Irene Holzapple of Hutchinson, Kansas.



**Albert C. Read , Rear Admiral, USN**

Albert Cushing Read was born in Lyme, New Hampshire, on March 29, 1887, son of Joseph Brown Read and Mrs. (Mary Elizabeth Barker) Read. He attended High School in Whitman, Massachusetts, and entered the U. S. Naval Academy, Annapolis, Maryland, on appointment from the State of Massachusetts in 1903. He was graduated fourth in the Class of 1907, and two years later, after service at sea then required by law, was commissioned Ensign to date from September 12, 1908. Through subsequent advancement, he attained the rank of Rear Admiral on December 22, 1941, and retired in that rank on September 1, 1946.

Assigned first to the USS *Decatur*, he later served in the USS *Indiana*, USS *Ohio*, USS *Barry*, USS *Bainbridge* and USS *Delaware*, and after seven years at sea was assigned shore duty at the Naval Torpedo Station, Newport, Rhode Island, from 1913 to 1915. On July 8, 1915, he began aviation instruction at the Naval Aeronautic Station, Pensacola, Florida, and upon completion of his flight training was designated Naval Aviator on March 7, 1916. In 1916-1917 he was at sea attached successively to the USS *North Carolina* and USS *Seattle*, and during World War I he had command of the Naval Air Stations at Bay Shore, New York, and Miami, Florida.

Following brief duty in the Office of Naval Operations, Navy Department, Washington, D. C., he assumed command of the NC-4, which was the first of the NC seaplanes of the group commanded by Admiral (then Lieutenant Commander) John H. Towers, USN, to complete the trans-Atlantic flight on May 31, 1919. He was awarded the Distinguished Service Medal and cited: "For exceptionally meritorious service in a duty of great responsibility in the development of U. S. Naval Aviation and especially for his achievement in making the first trans-Atlantic flight in the NC-4."

In January 1920 he returned to Pensacola for further duty at the Naval Air Station, and from October of that year until June 1922 he had consecutive service as Commanding officer of the USS *Harding*, tender of the NC seaplanes of the Air Force, Atlantic Fleet, and on the staff of Commander Aircraft Squadrons, Scouting Fleet, attached to the USS *Shawmut*, flagship. He was a student at the Naval War College, Newport, Rhode Island, during the 1922-1923 school year, and for a year thereafter served as an instructor on the Staff.

On June 24, 1924 he assumed command of Aircraft Squadron TWENTY, Asiatic Fleet, and of the USS *Ajax*, and after a year at that command he was transferred to command ff Torpedo Squadron TWENTY of Aircraft Squadrons Battle Fleet, with additional duty on the Staff of Commander Aircraft Squadrons, and Torpedo Bombing and Scouting Wing Commander. Before he was detached in October 1926, he also commanded Torpedo squadron TWO. He next served until May 1929 as Commanding Officer of the Naval Air Station, Hampton Roads, Virginia, then went to sea as Executive Officer of the USS *Saratoga*, an aircraft carrier assigned as flagship of Commander Aircraft squadrons, Battle Fleet.

On August 25, 1931, he was assigned to the Navy Department, where he had a tour of duty in the Bureau of Aeronautics, during which he also served as BuAer Engineering Liaison Officer to the Office of the Chief of Air Corps, War Department. From June 7, 1934, until May 1936, he commanded the USS *Wright*, which served as the flagship of Commander Base Force. On May 27, 1936, he became Assistant Chief of the Bureau of Aeronautics, and on May 26, 1938, he assumed command of the USS *Saratoga*, flagship of Commander Aircraft, Battle Force, and Commander Carrier Division ONE.

Detached from the *Saratoga* on March 15, 1940, be reported in April as Commandant of the Naval Air Station, Pensacola, Florida, and in October 1942, after the outbreak of World War II nearly a year before, he became Chief of Air Technical Training, with Headquarters in Chicago, Illinois. In January 1944 he was designated Commander Fleet Air, Norfolk (Virginia), and served in that capacity throughout the remaining period of hostilities. He was awarded the Legion of Merit and cited in part as follows:

"For exceptionally meritorious conduct as Commander Fleet Air, Norfolk, from January 1944 to September 1945. Demonstrating outstanding ability and leadership, Rear Admiral Read aided immeasurably in increasing the efficiency and effectiveness of units of the Air Force, Atlantic Fleet, for anti-submarine warfare, and of carriers and carrier air groups destined for operations in the Pacific..."

- Continued -

In December 1946 Admiral Read returned to the Navy Department, where he served in the Office of the Deputy Chief of Naval Operations (Air) until May 1946, when he was relieved of active duty, pending his transfer to the Retired List of the U. S. Navy on September 1, 1946. Rear Admiral Read died at Mercy Hospital, Miami, Florida, on October 10, 1967.

In addition to the Distinguished Service Medal and the Legion of Merit, Rear Admiral Read had the NC-4 Medal, commemorating the first trans-Atlantic flight in the seaplane NC-4 in May l9l9; the Cuban Pacification Medal (USS *Indiana*); the Victory Medal (World War I); American Defense Service Medal; American Campaign Medal; and the World War II Victory Medal. He was also decorated by the British Government with the Royal Air Force Cross, and by the Government of Portugal with the Award of Commander of the Military Order of the Tower and Sword, Class 2.

He was marrier to the former Miss Bess Anderson Burdine. They had two children Albert Cushing Read, Jr, and Elizabeth Burdine Read.

Admiral Read was a passenger aboard the P2V-2 TRUCULENT TURTLE on the memorial flight in May 1949 commemorating thirtieth anniversary of the famous NC-4 flight to span the Atlantic Ocean in May 1919. The plane took off from the Naval Air Station, Floyd Bennett Field, New York, a few miles from Rockaway, starting point for the plywood-canvas NC-4, and made the 3900-mile flight in 20 hours, 55 minutes, in comparison with the NC-4's 19 days to Plymouth, England, via the Azores and Lisbon, Portugal. The NC-4 made numerous stops in its epic flight, once off Cape Cod because of engine trouble; at Newfoundland, the Azores, Lisbon, Ferrol, Spain and Plymouth. The P2V-2 stopped only once at Lisbon, for commemorative ceremonies. Also a passenger on the 1949 flight was Chief Aviation Pilot Eugene S. Rhodes, mechanic of the NC-4 piloted by Lieutenant Commander Read in 1919.



**William A. Read, Rear Admiral, USNR**

William Augustus Read was born in Rye, New York, on August 21, 1895, son of William Augustus and Caroline Hicks (Seaman) Read. He was graduated from the Pomfret School, Pomfret, Connecticut, in 1913 and entered Harvard College, Cambridge, Massachusetts, as a member of the Class of 1918. In 1914 he joined Battery A, First Massachusetts Field Artillery, and served as a Private, First Class, on the Mexican Border. He was honorably discharged in November 1916, and on November 3, 1917 enlisted in the U. S. Naval Reserve Force for World War I service.

Called to active duty early in 1918, he had flight training at the Naval Air Station, Pensacola, Florida, and was commissioned Ensign on July 22, 1918, and designated Naval Aviator #1366 in July of that year. He had aerial gunnery training at Taliaferro Field, Fort Worth, Texas, and was assigned to the Aviation Section of the Office of Naval Operations, Navy Department, Washington, D. C., before the signing of the Armistice on November 11, 1918, and was relieved of active duty on November 30, that year. He resigned from the U. S. Naval Reserve Force on July 28, 1919.

In civil life he was a member of the firm of Dillon, Read and Company from 1919 to 1929, and during the period 1930 to 1940 was a Vice President of the Central Hanover Bank and Trust Company. He was in charge of the Personal Trust Department of that bank from 1932 to 1940. In 1933 he became a member of the Executive Committee of the Corporate Fiduciaries Association, serving as such until 1940, and also was a member of the Executive Committee Trust Companies Association, its President in 1938-1939. He accepted an assignment to active duty in the U. S. Naval Reserve in July 1940, and resigned from the Central Hanover Batik on November 1, 1940 to continue on duty in the Bureau of Aeronautics.

Commissioned Lieutenant Commander in the Naval Reserve on May 4, 1930, he was promoted to the rank of Commander on January 9, 1941, to Captain on September 17, 1943, and to Commodore on November 2, 1945. His nomination for the rank of Rear Admiral was confirmed by the Senate on September 17, 1953.

On July 23, 1940 he reported for duty in the Bureau of Aeronautics, Navy Department, Washington, D. C., and in September 1942 was ordered to Pearl Harbor, T. H., for duty as Aide and Flag Secretary on the staff of Commander Air Force, Pacific Fleet (Vice Admiral John H. Towers, USN). He was awarded the Legion of Merit and cited "For exceptionally meritorious conduct...as Flag Secretary on the Staff of Commander Air Force, U. S. Pacific Fleet, from November 1942 to March 1943, and as Officer in Charge of Advanced Bases from September to November 1943. The citation states further:

"By his exceptional skill in supervising the multitude of complex details Involved in discharging his secretarial and legal functions (he) rendered invaluable assistance in the efficient administration of the command..."

In March 1943 he joined the staff of Commander Fleet Air Noumea (the late Admiral Marc A. Mitscher, USN), going on, as Assistant Chief of Staff for Administration, to Guadalcanal, when the Admiral became Commander Air, Solomons Islands on April 1, 1943.

Upon completion of this duty on July 25, 1943, he was awarded a commendation by Commander South Pacific Area and South Pacific Force with a citation reading in part:

"For...carrying out important duties under difficult conditions, including frequent large scale enemy air attacks. His duties also included flights to outlying islands within the sphere of enemy control as the representative of Commander Air, Solomons Islands, for the purpose of rescuing stranded American flight personnel...."

In June 1944 he joined the staff of Commander First Carrier Task Force, Pacific (the late Admiral Marc A. Mitscher, USN). He was awarded the Bronze Star Medal and a Gold Star in lieu of the Second Bronze Star Medal, each with Combat "V," and citations, following in part:

Bronze Star Medal: "For meritorious service as Awards Officer on the Staff of the Commander of the First Carrier Task Force, during action against enemy Japanese forces in the vicinity of the Marianas, Carolines, Bonins, Halmahera, Philippines, Formosa and the Nansei Shoto, from June through October 1944. Discharging his duties with great professional skill and efficiency, Captain Read aided in the

- Continued -

support of amphibious landings, thereby contributing to the success of many hazardous mission..."

Gold Star in lieu of Second Bronze Star Medal: "For meritorious service as Logistics Officer and Staff Watch Officer on the staff of Commander FIRST Carrier Task Force, Pacific, in action against enemy Japanese forces, from December 1944 to May 1945. Serving with distinction throughout this period, (he) contributed materially to the success of our operations against Tokyo, Iwo Jima, Kyushu, Kure Naval Base Okinawa and major units of the Japanese fleet, on April 7, 1945. Although his ship was hit by enemy aircraft on two occasions he continued to carry out his assignment in an outstanding manner..,"

Returning to the United States in the summer of 1945, he again served under Admiral Mitscher, then Deputy Chief of Naval Operations (Air), Navy Department. He was released from active duty on October 12, 1945, was confirmed in the rank of Commodore on November 2, that year, and a few days later was recalled for temporary duty with the Commandant, Third Naval District, New York, New York.

In addition to the Legion of Merit, the Bronze Star Medal with Gold Star and Combat "V," and the Commendation Ribbon, Rear Admiral Read has the Mexican Service Medal; the World War I Victory Medal, Aviation Clasp; the Presidential Unit citation with two stars; the Navy Unit Commendation; American Defense Service Medal; the American Campaign Medal; the Asiatic-Pacific Campaign Medal; the World War II Victory Medal; and the Philippine Liberation Ribbon with one star.

Rear Admiral Read was married to the former Miss Edith Fabyan of Boston, Massachusetts. They had nine children: William A. Jr., Curtis S., David W., Roderick F., Peter B., Alexander D., Donald B., Jean, and Frederick H. Read.




USS Bataan (CVL-29) Fred Reeder (left) escorts Philippine President Sergio Osmina and family on tour of the ship- 6/10/45

## Frederick M. Reeder, RADM, USN (Ret.)

Date of Designation: 1932

Dates of Active Duty: June 1930 - 1946.

Combat Tours:
WW II: CAG-1

Aviation Commands:
CAG-1, NAS New Orleans

Combat Awards:
Bronze Star

## Duty Assignment Chronology

| | |
|---|---|
| 6/26-6/30 | Midshipman, U. S. Naval Academy, Class of 1930. |
| 8/30-5/31 | USS *New Yor*k. Junior Officer and Assistant Gunnery Officer. |
| 5/31-4/32 | Flight Training, NAS Pensacola. Student. |
| 4/32-6/32 | NAS Pensacola. Duty involving flying.. |
| 6/32-7/33 | VP-3, NAB Coca Solo, Canal Zone. Duty involving flying. |
| 7/33-6/35 | USS *Nevada*. Pilot. |
| 6/35-6/37 | NAS Pensacola. Primary Flight Instructor. Also selected to serve as Gunnery Officer for the Pensacola Naval establishment. |
| 6/37-6/39 | Dive Bombing Squadron 5, USS *Yorktown*. |
| 7/39-9/39 | Served with USS *Lexington* Air Group |
| 10/39-5/40 | Atlantic Battle Force. USS *Wasp*. Became LSO for the *Wasp* Air Group. |
| 6/40-12/42 | NAS Pensacola. Organized the Navy's first school for flight instructors (Flight Standardization Board). After organizing school, took over as Commanding Officer in 7/42. |
| 12/42-4/43 | Air Primary Training Command, Kansas City, KS. Duty on staff. |
| 4/43-10/43 | Ordered to Fleet Air Alameda to form CAG ONE. Became CO when commissioned. Served as CO for 6 months with 3 months in the Pacific. |
| 11/43-2/44 | Staff, Air Force Pacific Fleet, 5th Amphibious Force (Operations Officer and XO. Was in charge of aircraft used in invasion of the Gilberts. |
| 5/44-1/45 | CO, NAS New Orleans. |
| 2/45-8/45 | XO, USS *Bataan* (CVL-29). |
| 9/45-12/45 | Staff, Commander in Chief, U. S. Pacific Fleet. |
| 12/45 | Retired from Active Duty. |

RADM Reeder made his final take-off on August 23, 1998




## James R. Reedy, Rear Admiral, USN (Ret.)

Date of Designation: 2 January 1935 NA # 4088
Jet Pilot #77

Dates of Active Duty: June 1934 - 1 August 1968

Combat Tours:

WW II: CO, Patrol Squadron 203, anti-submarine operations on the Eastern Sea Frontier. Sep. 1942 - Jul. 1943

WW II: CO, Patrol Bombing Squadron 110 (Liberator aircraft) based in England for antisubmarine duty in cooperation with the British Coastal Command, Jul. 1943 - Apr. 1944

Korea: CO, Composite Sqdn. 11, Sep. 1951 - Jun. 1952

Aviation Commands:

CO, Patrol Squadron 203, Sep. 1942 - Jul. 1943
CO, Patrol Squadron 110, Jul. 1943 - Apr. 1944
Commander, Patrol Air Group ONE, Apr. 1944 - Jan. 1945
CO, Headquarters Squadron 51, Jan. 1945 - May 1945
OinC, Detachment FIVE, Night Attack Combat Training Unit, May. 1945
CO, Composite Squadron ELEVEN, Aug. 1951 - Jun 1952
CO, Naval School, All-Weather Flight, NAS Corpus Christi, TX., Jun. 1952 - Jun. 1954
Commander, Heavy Attack Wing ONE, Jun. 1957 - Jul.1958
CO, USS *Lexington* (CVA-16), Jul. 1958 - Jun. 1959
CO, NAS, Jacksonville, FL., May 1959 - Aug. 1961
Commander, Carrier Division 20, Aug. 1961 - Nov. 1962
Commander, Carrier Division FIVE, Jun. 1965 - Aug. 1966

Awards:

Distinguished Service Medal
Distinguished Flying Cross
Legion of Merit
Bronze Star Medal .
Air Medal with one Gold Star in lieu of second award
4 Navy Unit Commendation (USS *Essex*, *Coral Sea*, *Independence* and *Kitty Hawk*)

## Duty Assignment Chronology

| | |
|---|---|
| 7/34-2/35 | NAS Pensacola, FL. (Instruction). |
| 2/35-5/37 | Scouting Squadron NINE-S. |
| 5/37-5/38 | Bombing Squadron SIX. |
| 5/38-3/39 | Patrol Squadron TWO. |
| 3/39-9/40 | Patrol Squadron 31. |
| 9/40-2/41 | NAS, Pensacola, FL. |
| 2/41-9/42 | NAS, Corpus Christi, TX. |
| 9/42-7/43 | CO, Patrol Squadron 203 |
| 7/43-4/44 | CO, Patrol Squadron 110 |
| 4/44-1/45 | Commander, Patrol Air Group ONE |
| 1/45-5/45 | CO, Headquarters Squadron, 51. |
| 5/45-12/45 | OinC, Detachment FIVE, Night Attack Combat Training Unit. |
| 12/45-6/47 | NAS, Patuxent River, MD. ( Assistant Director, Armament Test Division). |
| 6/47-11/47 | XO, USS *Shangri La* (CV-38). |
| 11/47-12/47 | CIC Team Training Center, San Diego, CA. |
| 12/47-6/49 | USS *Princeton* (CV-37) (Ops. Off./XO). |
| 6/49-8/49 | Staff, Commander Air Force, Pacific Fleet (Instruction) . |
| 8/49-6/50 | Armed Forces Staff College (Student). |
| 6/50-8/51 | Office of CNO (Deputy Chief, Analysis. Branch, Air Intelligence Production Division). |
| 8/51-6/52 | CO, Composite Squadron ELEVEN. |
| 6/52-6/54 | CO, Naval School, All-Weather Flight, NAS, Corpus Christi, TX. |
| 6/54-7/56 | Staff, Supreme Headquarters Allied Powers Europe (Chief, Plans and Policy, Intelligence Division). |
| 7/56-6/58 | Naval War College (Student). |
| 6/57-7/58 | Commander, Heavy Attack Wing ONE. |
| 7/58-6/59 | CO, USS *Lexington* (CVA-16). |
| 6/59-8/61 | CO, NAS, Jacksonville, FL. |
| 8/61-8/62 | Commander, Carrier Division TWENTY. |
| 8/62-4/65 | Commander, U. S. Naval Support Force, Antarctica. |
| 4/65-8/66 | Commander, Carrier Division FIVE |
| 8/66-2/68 | Office of CNO (Deputy Director for Evaluations, Defense Communications Planning Group). |

| | |
|---|---|
| 2/68-8/68 | Office of Assistant VCNO (Director of Naval Administration). |
| 8/1/68 | Retired from active duty. |

## Summary of Significant Career Events

James Robert Reedy was born in Cleveland, Ohio, on June 16, 1910, son of Mrs. James A. (May McGinty) Reedy and the late Mr. Reedy. He attended West Technical High School in Cleveland, and Baldwin Wallace University, Berea, Ohio (one year) before entering the U. S. Naval Academy, Annapolis, MD., on July 11, 1929, on appointment from his native state. As a Midshipman he participated in football all four years (Captain, 1932), boxing two years and lacrosse two years. Upon graduation on June 1, 1933, he was honorably discharged from the Navy when half of the Class of 1933 was not commissioned due to previous legislation.

He enlisted in the Army Air Corps as a Flying Cadet, and finished the course at Randolph and Kelly Fields' Texas in June 1934. Appointed Ensign in the U. S. Navy in July 1934, he was sent to NAS Pensacola, Florida, for further flight training, and was designated Naval Aviator in January 1935. He subsequently advanced in rank to that of Rear Admiral, to date from July 1, 1961.

When detached from the NAS Pensacola, in January 1935, he was ordered to the USS *Northhampton*, in which he served for two and one-half years, then reported to Bombing Squadron SIX, based on the USS *Enterprise*. A year later he Joined Patrol Squadron TWO, at Coco Solo, Canal Zone, which subsequently flew in the Atlantic on Neutrality Patrol. While attached to that squadron he was a member of a photographic mission off the coast of Ecuador, and there made a flight involving a hazardous landing and take-off at sea to a Grace Line ship to pick up an injured seaman.

On his return to the U. S. in October 1940 he served as an instructor in VP airplanes at the NAS Pensacola, and in March 1941 was transferred to the NAS Corpus Christi, TX., where he assisted in forming a dive bomber and fighter squadron. There he later served as an instructor in dive bombers during the early months of World War II. In November 1942 he became XO of Patrol Squadron 203, while it was engaged in anti-submarine operations on the Eastern Sea Frontier.

In July 1943 he commissioned Patrol Bombing Squadron 110 (Liberator aircraft) and assumed command of that squadron in September, reporting to Fleet Air Wing SEVEN, based in England for antisubmarine duty in cooperation with the British Coastal Command. He was awarded the Air Medal) Distinguished Flying Cross and the Bronze Star Medal.

When he returned to the United States in February 1945 he took command of Headquarters Squadron FIFTY-TWO at Boca Chica, Florida, training ASW crews for Liberator aircraft. These crews were sent to England as replacements When his squadron was decommissioned in June 1945, he formed and commanded Night Fighter Training Unit Detachment FIVE, Atlantic, which was engaged in the training of night fighter pilots. Detached in December 1945, he was assigned to the Naval Air Test Center, Patuxent River, Maryland, as Assistant Director of the Armament Test Division. Detached for temporary duty in connection with Operation CROSSROADS (the atomic bomb tests on Bikini Atoll in the Pacific) during the summer of 1946, he returned to his assignment at Patuxent River in September of that year.

From June until November 1947 he served on board the USS *Shangri-La* (CV-38), first as Air Officer, later as XO, and for eighteen months thereafter was on board the USS *Princeton* (CV-37) as Operations Officer and XO. In July and August 1949 he served as Assistant to the Administrative Officer on the Staff of Commander Air Force, Pacific Fleet, then reported as a student at the Armed Forces Staff College, Norfolk, Virginia. He completed the course in January 1950, after which he had a tour of duty in the Office of the Chief of Naval Operations, Navy Department, Washington, D. C., assigned to the Air Intelligence Division, Analysis Branch, later becoming Deputy Chief of the Analysis Branch.

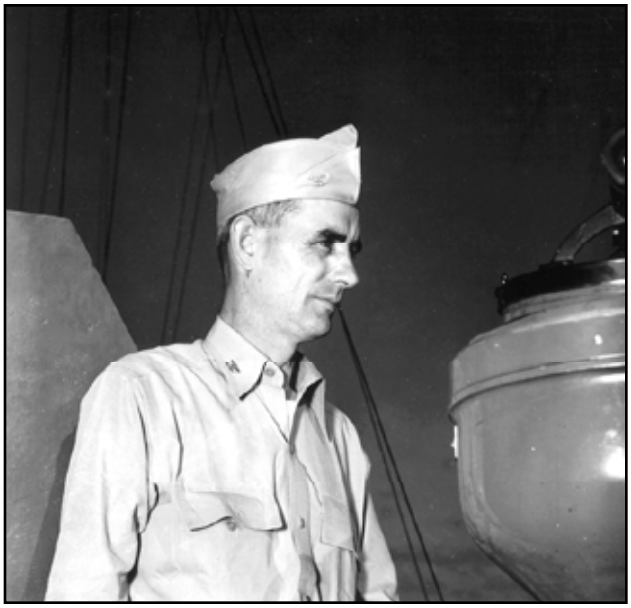
He was CO of Composite Squadron ELEVEN from September 1951 until June 1952. Some of the detachments of his squadron operated in the Korean area against enemy North Korean and Chinese Communist forces during that period. In July 1952 he reported to the U. S. Naval School, All-Weather Flight, at Corpus Christi, Texas and served as CO until June 1954. He then had two years' duty as Chief of the Plans and Policy Branch, Intelligence Division, at Supreme Headquarters, Allied Powers, Europe. In August 1956 he began the advanced study of Strategy and Sea Power at the Naval War College, Newport, Rhode Island, completing the course in June 1957.

Designated Commander, Heavy Attack Wing ONE, he served in that capacity from June 1957 until July 1958, when he took command of the USS *Lexington* (CVA-16) arriving in the SEVENTH Fleet in time to be on station for the Formosan crisis. He retained command until June 1959, then reported as CO of NAS Jacksonville, Florida. In August 1961 he was detached for command of Carrier Division TWENTY, an Anti-Submarine Hunter-Killer Division operating out of Quonset Point Naval Air Station. He served as such until November 1962, when he assumed command of the U. S. Naval Support Forces, Antarctica and in June 1963 was assigned further duty as U. S Antarctic Projects Officer. For outstanding services in that assignment, he was awarded the Legion of Merit and a Gold Star in lieu of the Second Air Medal.

In June 1965 he assumed command of Carrier Division FIVE and as such directed all carrier-based air strikes in the Vietnam area. "For exceptionally meritorious service...as Commander Attack Carrier Striking Force SEVENTH Fleet, from July 23, 1965 through April 30, 1966..." he was awarded the Distinguished Service Medal.

In September 1966 he reported as Deputy Director for Evaluations, Defense Communications Planning Group, Defense Communication Agency, Arlington, Virginia. For his services in this assignment he was awarded the Gold Star in lieu of the Second Legion of Merit.

In February 1968 he was assigned to the Office of the Assistant VCNO/Director of Naval Administration and continued duty there until retirement on August 1, 1968.



**Herbert Ed Regan, Rear Admiral, USN**

Herbert Ed Regan was born on April 8, 1900, in Carson City, Nevada, son of Edward Joseph and Nevada Catharine (Werner) Regan. He attended high school in Reno, Nevada, before his appointment to the U. S. Naval Academy at Annapolis, Maryland, from his native state in 1918. Graduated and commissioned Ensign in June 1922, he advanced periodically in rank to that of Rear Admiral, to date from July 1, 1948. On September 1, 1953 he was transferred to the Retired List of the U. S. Navy.

Upon graduation from the Naval Academy in 1922, he reported aboard the USS *California*, then flagship of the Pacific Fleet. He served in that battleship until January 1925, interspersed with duty from June 1923 until July 1924, as Assistant Communications Officer on the staff of the Commander in Chief, Battle Fleet, of which the *California* was then flagship. In February 1925 he returned to the United States for flight training at the Naval Air Station, Pensacola, Florida. Designated Naval Aviator on September 11, 1925, he remained at the Pensacola Air Station until November of that year, when he joined Fighting Squadron ONE, based on the aircraft carrier *Langley*, flagship of Aircraft Squadrons, Battle Fleet.

In July 1928 he was assigned to the Naval Air Station at Pensacola, as an Instructor, and in June 1930 rejoined Fighting Squadron ONE, operating from the USS *Saratoga*, flagship of Aircraft, Battle Force. He continued duty with that squadron until January 1931 when he transferred to Fighting Squadron THREE-B, based on the carriers *Lexingto*n and *Langley*, successively. For two years, between June 1932 and June 1934, he was assigned to the Maintenance Division, Bureau of Aeronautics, Navy Department, Washington, D. C.

Following duty with Scouting Squadron SIX-B, aviation unit of the USS *Omaha*, in October 1935, he joined Scouting Squadron TWO-B based on the USS *Saratoga*. He remained in that latter assignment until October 1939 when he became Executive Officer of the Naval Air Station, Seattle, Washington. On October 31, 1939 he assumed command of the seaplane tender *Williamson* (a converted destroyer) continuing in command of that vessel until January 1941. For eight months thereafter he served as Operations Officer on the staff of Commander Patrol Wing FOUR, reporting in September 1941 as Executive Officer of the Naval Air Station, Trinidad, British West Indies. He was serving in the latter duty when the United States entered World War II, December 8, 1941, and was in command of that Air Station during his last month there, February 1943.

Ordered to the United States, he was in charge of the fitting out of the USS *Prince William* and assumed command of that vessel upon her commissioning on April 9, 1943. Detached from command of the escort aircraft carrier in March 1944, he reported as Chief of Staff and Aide to the Commander Carrier Division ONE, USS *Essex* flagship. For services in this assignment, he is entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS *Essex*. The citation follows in part:

"…Spearheading the concentrated carrier warfare in forward areas, the *Essex* and her air groups struck crushing blows toward annihilating Japanese fighting power; they provided air cover for our amphibious forces; they fiercely countered the enemy's aerial attacks and destroyed his planes; and they inflicted terrific losses on the Japanese Fleet and merchant marine units sunk or damaged..."

In August 1944 he was ordered to temporary duty with Fleet Air, West Coast, San Diego, California, and on November 28, 1944 became Commanding Officer of the Naval Air Station, Jacksonville, Florida. He remained there until June 1945 when he assumed command of the USS *Langley*. Under his command, the *Langley* transported officers and enlisted men eligible for discharge, to San Francisco, California. Returning to Pearl Harbor, Territory of Hawaii, she again took aboard passengers and on October 2, 1945, got underway for Philadelphia, Pennsylvania, where she participated in the Navy Day exercises on October 27. On November 15, she departed for the first of many trips to European ports, transporting Army troops home from that theater.

He next commanded the USS *Franklin D. Roosevelt*, between March and November 1946, after which he served as Commander Fleet Air Wing FOUR, Whidbey Island, Washington. On March 30, 1948 he became a Member of the General Board, Navy Department, and remained in that assignment until May 1949, when he joined the staff of Commander Naval Forces, Western Pacific, as Chief of Staff and Aide.

Returning to the United States, he reported on November 16, 1949 as Director of the Aviation Personnel Division, Office of the Chief of Naval Operations, Navy Department. He continued to serve as such until October 1950 when he

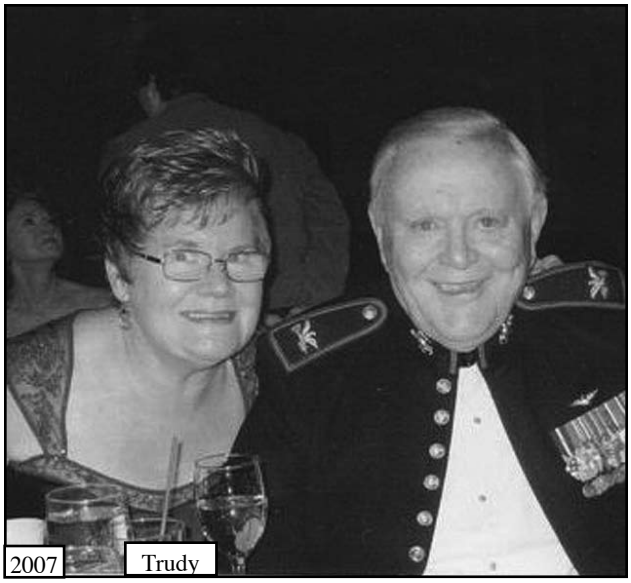
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assumed command of Fleet Air Wing FOUR, with additional duty as Commander Fleet Air, Seattle, Washington. Detached from command of that wing in October 1951, he became Commander Carrier Division SEVENTEEN, and in May 1952 transferred in a similar capacity to Carrier Division ONE. He commanded that Division until November 1952, and served as Commander Fleet Air, Quonset Point, Rhode Island, until his retirement, effective September 1, 1953.

In addition to the Presidential Unit Citation Ribbon, Rear Admiral Regan has the World War I Victory Medal; the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; Asiatic-Pacific Campaign Medal with four engagement stars; the World War II Victory Medal; the Navy Occupation Service Medal, Europe Clasp; the China Service Medal; the National Defense Service Medal. He has also been awarded the Order of the Phoenix with the rank of Commander from the Government of Greece.

He was married to the former Mary Jane Cosgrove of Cleveland, Ohio.


1943


2007 Trudy

## Kenneth L. Reusser, Col USMC

"Ken"

Date of Designation: 16 April 1942 NA# 15608

Dates of Active Duty: August 1941 - July 1968

Total Flight Hours: 9,218

Carrier/Ship Landings: Fixed wing: 244 Rotary: 153

Approximate Flight Hours:
Jet: 1,688 Prop: 6,880 VF/VA: 8,133 VT: 435
Helo: 625 LTA: 25

Combat Tours:

| | |
|---|---|
| WWII: | Sept. 1942 - Dec.1942, Guadalcanal (F4F-3) |
| | Apr. 1945 - May 1945, Okinawa (F4U) |
| Korea: | July 1950 - Feb. 1951 USS *Sicily*, Kimpo (F4U-4) |
| Vietnam: | Nov. 1966 - Dec. 1966 Danang, VN (HU-1) |

Total Combat Missions: 363 (F4F, F4U, HU-1, CH-34, CH-46)

Commands:
CO, MARTD Atlanta, Mar. 1948 - Apr. 1949 (F4U, SNJ)
CO, VMA-324, MCAS Miami, Med Cruise USS *Lake Champlain,* Apr. 1954 -July 1956 (AD-4)
CO, MARTD, NAS Sand Point Seattle, Jun. 1956 - Jun. 1958 (F9F, AD-4/5)
CO, SOES-12, Quantico, Sept. 1960 - May 1963 (F4U, AD, SNB, T-28, R4D)
CO, MAG-26, New River, Sept. 1965 - Aug. 1966 (CH-34, OE-2, CH-46)
CO, MAG-16, Danang Vietnam, Nov. 1966 - Dec. 1966 (UH-1, CH-34, CH-46, CH-53)

Combat Awards:
2 Navy Crosses
2 Legion of Merit w Combat "V"
5 Distinguished Flying Crosses
1 Bronze Star w Combat "V"
4 Purple Hearts
19 Air Medals

### Duty Assignment Chronology

| | |
|---|---|
| 8/23/41 | Enlisted as a Seman Recruit in the U.S. Navy and entered Naval Flight Training program. |
| 4/3/42 | Graduated Naval Aviator, Commissioned 2ndLt USMC (N2S, Ryan, SNJ, OS2U, F3F). |
| 5/42-10/42 | VMF-122 (F4F-3). Mitsubishi Betty probable on first combat mission. Injured ditching F4F-3 in the water off Guadalcanal. |
| 12/42-5/43 | Released from Naval Hospital after recovering from injuries and reconstructive surgery. Promoted to Captain |
| 6/43-1/44 | Training with VMF-312 (FG-1, F4U). |
| 2/44-3/45 | VMF-312, Hawaii, South Pacific, USS *Nassau* (CVE 16). |
| 4/45-8/45 | VMF-312, USS *Hollandia* (CVE 97). Okinawa. CAP and CAS. Awarded the Navy Cross for sharing the downing of a Japanese KI-45 high altitude reconnaissance airplane. (F4U-1D). |
| 1946-1948 | Marine Air Ground Infantry School NavAirTech TrnCmd, Jacksonville FL. OIC Southeast Recruiting District (SNB, R4D, F8F, F2H-2, SBD-5, F3D, F6F, F2G) |
| 3/48-5/49 | CO, MARTD, NAS Atlanta (F4U, SNJ). Promoted to Major. |
| 6/49-7/50 | VMF-214, USS *Badoeng Strait* (CVE 116) (F4U-4). USS *Sicily* (CVE 118)/Kimpo. First Marine Air strikes in the Korean War (F4U-4). |
| 5/8/50 | Awarded second Navy Cross for air attacks against North Korean tank factories, fuel farm and fuel ships (F4U-4). |

- Continued -

Duty Assignment Chronology continued


2002

| | |
|---|---|
| 4/54 | VMA-324, Opelaka USS *Lake Champlain* (CV-39) Med cruise (F4U-3 AD-4). |
| 1954-4/54 | Staff and Command School DUINS, Quantico. |
| 4/54-5/56 | VMA-324, MCAS Miami/USS *Lake Champlain* (CV-39) Med cruise (F4U-3, AD-4) |
| 6/56-6/58 | CO, MARTD, NAS Sand Point, Seattle, WA. (AD-4/5, F4U-5, F9F, T-33, T-28). |
| 1958-1959 | Task Force 79 G-2, Okinawa, Japan. |
| 8/60-5/62 | CO, SOES 12, Quantico, VA (F4U, AD, SNB, T-28, T-34, OE-2, A4D). |
| 5/62-5/63 | XO, MCAS Quantico,VA. Promoted to Col. |
| 5/63-64 | CO, MAG 26, New River, NC. Deployed to Haiti for hurricane relief (CH-34, CH-46). |
| 1964-1965 | 2nd MAW G-3, (F4 Phantom II, A4D). 4th MEB Chief of Staff. Deployed Santo Domingo uprising. Awarded first Legion of Merit. |
| 1965-1966 | Canadian National Defense College re: one year course in Geopolitics (T-33). |
| 11/66-12/66 | MAG-16 CO, Danang, Vietnam. Flew several combat missions before being shot down and severely wounded while in the process of directing a downed aircraft retrieval operation. (HU-1, CH-46, CH-53). |
| 1967 | Hospitalized with severe gunshot wounds and burns. |
| 12/67-7/68 | Naval Air Systems Command. CH-46 grounded world wide. Assigned TDY as team member to solve, then explain solution whenever craft was flown, including Vietnam. Awarded 2nd Legion of Merit. |
| July 1968 | Retired from USMC due to combat wounds. |

## Summary of Significant Career Events

(1) Completed flight training in the Civilian Pilot Training program, and obtained private and commercial licenses prior to enlisting for Navy flight training.

(2) At Okinawa, awarded first Navy Cross while leading a flight of Corsairs intending to shoot down a Japanese KI 45 "Nick" high-altitude photo reconnaissance air plane which was gathering information for the day's Kamikaze flights. Two planes returned to base. With the faster Corsair a 'Hail Mary" shot was taken before altitude-frozen guns stopped firing. The only weapon left was the Corsair itself. After attempting to disable the Nick with the F4U propeller, the wingman, First Lieutenant R. Klingman took a try at it. His guns were frozen also. so he too chewed away with his propeller. After several attempts the empennage of KI-45 was severely damaged and the Jap pilot lost control. The Nick entered a graveyard spiral and broke up before hitting the water. The Corsairs returned to land "on the fumes." The two pilots shared the kill and both were awarded the Navy Cross.

(3) The second Navy Cross was awarded for making two very low-level passes down a street to identify through a building's windows what was hidden inside, and then lead a flight back to destroy this tank repair and assembly facility, including numerous tanks, soft vehicles, and artillery. With only 20mm guns remaining the flight hit and destroyed an oil-tank "farm." To cap the morning's events, as flight leader a firing pass was made on ship tied up to a camouflaged pier. Loaded with fuel the ship exploded and turned the Corsair inverted. After bringing it upright, the flight returned to the USS *Sicily* where the severely crippled Corsair was pushed over the side as being too damaged to economically repair.

(4) Accepted and delivered the first jet- powered HUEY for the Marine Corps.

(5) Night School attendance in the late 1940s, and again in the early 1960s, produced a BS degree from Univ. of Georgia and a Masters from George Washington University.

(6) Attended The Canadian National Defense College for graduate studies in Geopolitics program, which included a trip around the world and meeting political leaders in many countries.

(7) Member of the Legion of Valor for having been awarded two Navy Crosses.

(8) Awarded two Legion of Merit for exemplary service, both presented with the "Combat V".

(9) In 2007 enshrined into the Oregon Military Hall of Fame.

(10) Coordinated with Red Carmody the Navy-Lockheed Skunk Works U-2 carrier operations and Navy U-2 high altitude sea surveillance flights.


1943


Marty

## Samuel Richards, COL, USMC (Ret.)

"Sam"

Date of Designation: 4 February 1942 NA # 11260

Dates of Active Duty: 20 June 1941 - 30 June 1968

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 67

Approximate Flight Hours:
Jet: 600 Prop: 4,400 VF/VA: 3,800
VR/VP: 400 VT: 800

Combat Tours:
WW II: VMF-122/VMF-112, Sep. 1942 - Aug. 1943, SW Pacific, Guadalcanal, Solomons (F4F, F4U).
WW II: VMF-311/VMF-122, Dec. 1944 - Oct. 1945, Okinawa and Pelilieu (F4U)
Korea: HQ MAG-12/VMF-311, July 1950 - May 1951, Wonsan, Yong Po, K-3 (F4U, F9F-2).

Aviation Commands:
CO, Marine Air Reserve Training Det. Olathe, KS, June 1954 - August 1956.
CO, VMA-224, April 1957 - December 1958.

Combat Awards:
2 Legion of Merits, one with combat "V"
3 Distinguished Flying Crosses
13 Air Medals
Purple Heart

### Duty Assignment Chronology

| | |
|---|---|
| 8/41-2/42 | NAVCAD. (N3N, N2S, O2U, SV-2, SNJ and F3F). |
| 3/42-6/42 | MCAS Quantico, VA. TAD NAS Norfolk - Fighter Director School (SNJ). |
| 6/42-10/42 | Aircraft Carrier Training Group, NAS San Diego (F4F). |
| 10/42-1/43 | VMF-122, Southwest Pacific (F4F). |
| 1/43-8/43 | VMF-112, Guadalcanal (F4F). |
| 9/43-4/44 | Fighter Training Unit, MCAS El Toro, CA. (F4F, F4U). |
| 5/44-11/44 | VMF-462, MCAS El Centro, CA. (F4U). |
| 2/45-6/45 | VMF-311, Okinawa (F4U). |
| 6/45-10/45 | VMF-122, Pelilieu (F4U). |
| 12/45-4/46 | Marine Air Infantry School, Quantico (SNJ). |
| 5/46-7/48 | Air Officer, TTU Lant. (F6F, SNJ, Misc.). |
| 8/48-2/49 | 1st MAW Staff, MCAS El Toro (F4U). |
| 2/49-10/49 | XO, VMF-452, El Toro (F4U). |
| 10/49-5/50 | VMF-311, El Toro (F9F-2). |
| 5/50-2/51 | HQ MAG-12, Japan, Korea (F4U, F9F-2). |
| 2/51-5/51 | XO, VMF-311, K-3 Korea (F9F-2). |
| 7/51-7/53 | HQ USMC, Air Officer (F7F, C-45, SNB, T-38, etc). |
| 9/53-6/54 | Student, Senior School, Quantico, VA. |
| 7/54-8/56 | CO MARTD, Olathe, KS (F9F-7, F4U, TO-1). |
| 9/56-2/57 | S-3, MAG-33, El Toro, (F4U, AD-6). |
| 2/57-12/58 | CO, VMA-224 (A4D-1). |
| 1/59-8/62 | Marine Corps Development Center, Quantico, VA. (AD-6, SNJ, T-28). |
| 8/62-7/64 | Inspector, G-4, AIRFMFPAC, El Toro, CA. (A4D, C-117). |
| 7/64-6/68 | Industrial College of the Armed Forces. One year student and 3 years faculty. (C-117, T-28). |
| 6/30/68 | Retired from active duty. |

### Summary of Significant Career Events

(1) FEB. 1943. A Zero on my tail bypassed armor plate and put 20mm in right side of cockpit - it got my attention. Was able to land at Guadalcanal .

(2) FEB.-MAY 1943. Shot down two Zeros and two probables during Solomon Islands campaign.

(3) APR. 1945. Took flight echelon of VMF-311 into Yontan on D+6 Okinawa Operation.

- Continued -

Summary of Significant Career Events continued

(4) OCT.-DEC. 1950. Became S-3, MAG-12 when S-3 was evacuated. Moved from Wonsan to Yong Po and coordinated five squadrons that supported 1st MAR-DIV at Chosin Reservoir.

(5) JUN. 1949. Qualified as VMF jet pilot.

(6) JUL. 1954 - AUG. 1956. CO, MARTD, Olathe, KS. Transitioned reserve squadron from F4U to F9F-7. Won Pete Ross Safety Trophy both years.

(7) FEB. 1957 - DEC. 1958. CO, VMA-224. First A4D squadron in Marine Corps. Trained West coast and deployed to MCAS Iwakuni for 13 month tour.







**Robert E. Riera, RADM, USN (Ret.)**
"Emmitt"

Date of Designation: 21 December 1939 NA # 6290

Dates of Active Duty: 7 June 1935 - 30 January 1974.

Total Flight Hours: 4,050

Carrier/Ship Landings: Fixed wing: 400

Approximate Flight Hours:
Jet: 50 Prop: 4,000 VA/VF: 4,000

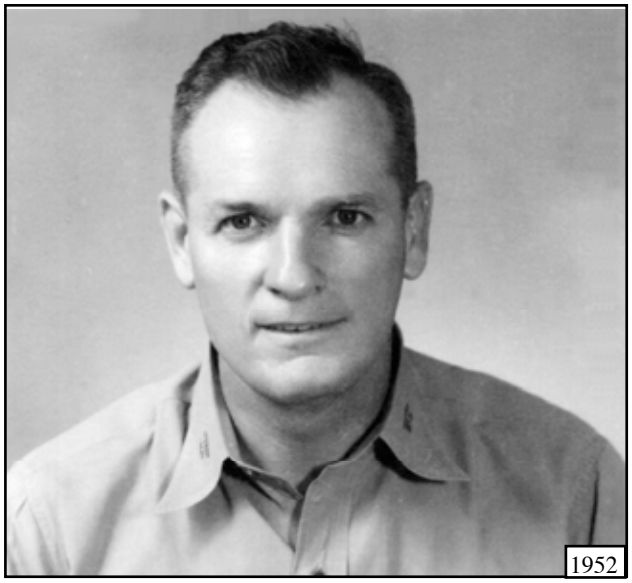
Combat Tours:
WW II: VB-16 (USS *Lexington*), 1942 - 1946; 20 combat missions.
WW II: VB-20 (USS *Enterprise*), Jun. 1943 - Nov. 1944; 40 combat missions (Battle of Leyte Gulf, and Manila Harbor).
WW II: CAG-11 (USS *Hornet*), Nov. 1944 - Mar. 1945; 40 combat missions (Ryukyus, Formosa, Philippines).

Aviation Commands:
CO, VB-16, Apr. 1942 - Jun. 1943.
CO, VB-20, Jun. 1943 - Nov. 1944
CO, Air Group 11, Nov. 1944 - Mar. 1945.
CO, USS *Greenwich Bay* (AVP-41), 1958 - 1960.
CO, USS *Forrestal* (CVA-59), 1960 - 1961
COMFAIRMED, 1966 - 1968.
COMFAIR WESTPAC, 1970 - 1972.

Combat Awards:
Navy Cross (Battle of Leyte Gulf).
Legion of Merit-Combat "V" (Takao Harbor, Formosa).
3 Distinguished Flying Crosses.
7 Air Medals.

**Duty Assignment Chronology**

| | |
|---|---|
| 6/31-6/35 | U.S. Naval Academy - Midshipman. |
| 6/35-8/36 | USS *New York* (Gunnery Department). |
| 9/36-10/38 | USS *Worden* (Gunnery & Engineering). |
| 11/38-2/39 | NAS Pensacola, FL. - Flight Training. |
| 12/21/49 | Designated Naval Aviator. |
| 1/40-9/41 | VB-2, USS *Lexington* (CV-2). |
| 12/41-5/42 | Post Graduate School, Annapolis, MD. |
| 6/42-10/43 | CO, VB-16, USS *Lexington* (CV-10). |
| 11/43-11/44 | CO, VB-20, USS *Enterprise*. |
| 11/44-4/45 | CO, Air Group ELEVEN, USS *Hornet*. |
| 5/45-5/47 | VA Design Branch, Bureau of Aeronautics. |
| 5/47-6/48 | CO, Carrier Bombing Group ONE. |
| 7/48-7/50 | Single Engine Training Officer, CNVANTRA, Corpus Christi, TX. |
| 7/50-6/51 | Naval War College, Newport, RI - Student. |
| 7/51-7/52 | Operations Officer, COMCARDIV FOUR. |
| 7/52-7/53 | XO, USS *Coral Sea* (CVA-43). |
| 7/53-6/55 | Training Officer, COMNAVAIRLANT. |
| 7/55-7/58 | Chief of Staff, Naval Air Training, Pensacola. |
| 8/58-1/60 | CO, USS *Greenwich Bay* (AVP-41). |
| 2/60-5/61 | CO, USS *Forrestal* (CVA-59). |
| 5/61-6/62 | Commander, CARDIV FOURTEEN. |
| 6/62-6/64 | OPNAV (OP-33). |
| 7/64-7/66 | Commander, Alaskan Sea Frontier. |
| 8/66-8/68 | COMFAIRMED. |
| 8/68-8/70 | OPNAV (OP- 03B)-Fleet Ops & Readiness. |
| 9/70-9/72 | Commander, Fleet Air Western Pacific. |
| 9/72-6/74 | COMEIGHT. |
| 6/30/74 | Retired from active duty. |


1952


1969

**Louis B. Robertshaw, LTGEN, USMC (Ret.)**
"Ben"

Date of Designation: 2 August 1942 NA # 15736

Dates of Active Duty: 4 June 1936 - 1 July 1971

Flight Hours: 6,369 (N3N, SBD, F9F, A4D, R5D)

Combat Tours:
WW II: Marine Scout Bombing Squadron 132, Oct. 1942 - Apr. 1943 Noumea, New Caledonia
Operations Officer, MAG-11, Apr. 1943 - Dec. 1944. Solomons area.
Korea: Asst. Chief of Staff, 1st MAW and CO, MAG-33, Sep. 1942 - May 1953 - 77 combat missions
Vietnam: Commanding General, 1st MAW, May 1966- Jun. 1967.

Combat Awards:
Distinguished Service Medal
Legion of Merit with Combat "V" with gold stars in lieu of 2nd and 3rd awards
3 Distinguished Flying Crosses
12 Air Medals

## Duty Assignment Chronology

Lieutenant General Louis Bentham Robertshaw retired from active duty, on July 1, 1971, after 39 years of active duty. Born August 1, 1912, in Philadelphia, Pennsylvania, he graduated from Haverford Township High School, Havertown, Pennsylvania, in 1930. He attended Friends Central School and Swavely School, Manassas, Virginia, prior to entering the U. S. Naval Academy in 1932. While there, he captained the 1935 football team, and received the Naval Academy Sword for personal excellence in athletics. He was commissioned a Marine second lieutenant upon graduation, June 4, 1936.

Lieutenant Robertshaw served at the Philadelphia Navy Yard, the San Diego Marine Corps Base, and the Marine Barracks, Washington, D. C., prior to completing Basic School for Marine Corps Officers at the Philadelphia Navy Yard in June 1937. That month he embarked for duty in China with the Sixth Marines, 2d Marine Brigade, and participated in the defense of the International Settlement in Shanghai from October 1937 to February 1938. In May 1938, he returned with the brigade to San Diego, and remained until February 1939 when he again sailed for China. While serving with the 2d Battalion, Fourth Marines, in Shanghai, he was promoted to first lieutenant in July 1939.

Following his return to the United States in August 1940, Lieutenant Robertshaw was assigned to the Naval Academy as Executive Officer of the Marine Detachment, and as a coach in football and basketball. In April 1941, he was assigned to the Philadelphia Navy Yard as an instructor. He was promoted to captain in October 1941

Captain Robertshaw entered flight school at the Naval Air Station, Pensacola, Florida, in February 1942. Upon graduation in August 1942, he was designated a Naval aviator and promoted to major.

Major Robertshaw embarked from San Diego for Noumea, New Caledonia, in October 1942. After serving as Executive Officer, Marine Scout Bombing Squadron 132, Marine Aircraft Group 11, he assumed command of the squadron in December 1942 when commanding officer became a casualty.

Major Robertshaw was awarded the Distinguished Flying Cross for his air attack on a group of Japanese transports in which he scored a direct hit on one transport and severely damaged land installations in the Solomons area in November and December 1942. A second Distinguished Flying Cross and six Air Medals were also awarded him for bombing operations in the Solomons. In April 1943, he became Group Operations Officer. He was promoted to lieutenant colonel in December 1943.

- Continued -

On his arrival in the United States in January 1944, Lieutenant Colonel Robertshaw was named Executive Officer and, later, Commanding Officer-of Marine Base Defense Aircraft Group 41, Marine Corps Air Station, El Toro, California. He was again ordered overseas in June 1945, serving as Assistant G- 3, Aircraft, Fleet Marine Force, Pacific, Ewa, Hawaii, and, later, as Marine Aviation Officer on the Staff of Commander, Naval Activities, Japan. He returned to the United States in July 1946, and was assigned to Marine Air West Coast, Miramar, San Diego.

Shortly after, Lieutenant Colonel Robertshaw was transferred to Marine Corps Air Station, El Toro, where he served as Executive Officer and Commanding Officer, respectively, of Marine Transport Squadron 152. In July 1948, he began a two-year tour of duty as Commanding Officer, Marine Air Detachment, Marine Air Reserve Training Command, Naval Air Station, Willow Grove, Pennsylvania. After leaving Willow Grove, he saw two years duty in the Division of Aviation, Headquarters Marine Corps. While there, he was promoted to colonel in February 1951.

Ordered to Korea in August 1952, Colonel Robertshaw served briefly as Assistant Chief of Staff, 1st Marine Aircraft Wing, prior to becoming Commanding Officer of Marine Aircraft Group 33. For outstanding service in Korea from September 1952 to May 1953, during which time he flew 77 missions, he was awarded the Legion of Merit with Combat "V", a third Distinguished Flying Cross, and his seventh through eleventh Air Medals.

In June 1953, following his return to the United States, Colonel Robertshaw was stationed at Quantico, where he later entered and completed the Senior Course, Marine Corps Schools. He went overseas again in July 1954 for two years' duty on the Staff of the Commander in Chief, Pacific, at Pearl Harbor. In August 1956, he returned to Quantico as a member of the Advanced Research Group, Marine Corps Educational Center.

After a year at Quantico, Colonel Robertshaw was transferred to Cherry Point, North Carolina, serving as Assistant Chief of Staff, G-3, and later, Chief of Staff, 2d Marine Aircraft Wing, Aircraft, Fleet Marine Force, Atlantic. He also served on temporary duty in 1957 as Marine Corps Liaison Officer during Operation Deep-Water in Turkey. On his detachment from Cherry Point, he departed for the Far East in October 1959. The following month, he was promoted to brigadier general and assumed duties as Assistant Wing Commander, 1st Marine Aircraft Wing, Iwakuni, Japan.

Ordered next to Glenview, Illinois, he served as Commanding General, Marine Air Reserve Training Command, from January 1961 through September 1963. The following month, he reported to Headquarters Marine Corps as Deputy Chief of Staff (Air). For service in this capacity from October 1963 until April 1966, he was awarded the Navy Commendation Medal. He was promoted to major general in January 1964.

General Robertshaw assumed command of the 1st Marine Aircraft Wing in the Far East in May 1966. For meritorious achievement in aerial flights in Vietnam from January 27 to May 25, 1967, he received a Gold Star in lieu of his twelfth Air Medal. He was also awarded the Distinguished Service Medal and two Vietnamese decorations; the Vietnamese National Order 5th Class, and the Gallantry Cross with Palm.

Upon his return to the United States, he assumed on July 1, 1967, duties as the Marine Corps Liaison Officer on the Staff of the Chief of Naval Operations for which he was awarded the Gold Star in lieu of a second Legion of Merit.

General Robertshaw was named Inspector General of the Marine Corps, July 12, 1968. While serving in this capacity, he was nominated for promotion to Lieutenant General. His nomination was approved by President Nixon in March 1969 and confirmed by the Senate on May 14, 1969. He received his third star on April 22, 1969 on assuming duties as Deputy Chief of Staff (Manpower) and Director of Personnel at Headquarters Marine Corps. For his service during the latter assignment through June 1971, he was awarded a Gold Star in lieu of a third Legion of Merit.

A complete list of his medals and decorations include: the Distinguished Service Medal, the Legion of Merit with Combat "V" with Gold Stars in lieu of second and third awards; the Distinguished Flying Cross with two Gold Stars in lieu of second and third awards, the Air Medal with two Silver Stars and one Gold Star in lieu of second through twelfth awards, the Navy Commendation Medal, the Presidential Unit Citation, the Navy Unit Commendation, the China Service Medal, the American Defense Service Medal with base clasp, the American Campaign Medal, the Asiatic-Pacific Campaign Medal with two bronze stars, the World War II Victory Medal, the Navy Occupation Service Medal with Asia clasp, the National Defense Service Medal with one bronze star, the Korean Service Medal with three bronze stars, the Vietnam Service Medal with one bronze star, the United Nations Service Medal, the Korean Presidential Unit Citation, the Korean Ulchi Medal with Silver Star, the Vietnamese National Order 5th Class, the Gallantry Cross with Palm, and the Republic of Vietnam Campaign Medal.

Lieutenant General Robertshaw and his wife, the former.Doris Majorie Koch, how reside in Edgewater Beach, Maryland. They have four sons: Lawrence, John, David, and Daniel.


1944


1994 Mary Ann

**William M. Romberger, Captain, USN (Ret.)**
"Bill"

Date of Designation: 15 July 1938 NA # 5714

Dates of Active Duty: 15 September 1936 - 1 Nov. 1962

Total Flight Hours: 6,800

Carrier/Ship Landings: Fixed wing: 520

Approximate Flight Hours:
Jet: 180 Prop: 6,620 VA: 4,000
VT: 100

Combat Tours:
WW II: VT-21 (TBM's), NAS San Diego, CA., Apr. 1943 - Apr. 1944
WW II: VT-17 (TBM's), USS *Hornet* (CV-12), May 1944 - Jun. 1945. Combat missions - 54.
Korea: USS *Philippine Sea* (CVA-47), Aug. 1952 - Dec. 1954. Operations and Executive Officer off Korea;

Aviation Commands:
CO, VT-21, April 1943 - April 1944
CO, VT-17, May 1944 - June 1945
CO, HAW-2, July 1958 - July. 1959 (AJ's and A3D's)

Combat Awards:
Navy Cross
2 Distinguished Flying Crosses
4 Air Medals
Bronze Star

## Duty Assignment Chronology

| | |
|---|---|
| 8/36-9/36 | Preliminary Flight Training, Naval Air Facility, Philadelphia, PA. |
| 6/37-7/38 | Flight Training, NAS, Pensacola, FL. |
| 8/38-12/40 | VT-2, NAS San Diego, CA., and USS *Lexington* (CV-2). |
| 1/41-4/41 | VT-7, NAS, Norfolk, VA. |
| 5/41-2/42 | Instructor, NAS, Pensacola, FL. |
| 3/42-10/42 | BuOrd, Washington, D. C. |
| 11/42-5/43 | NTS, Newport, RI. |
| 6/43-5/44 | CO, VT-21 (TBM's), NAS North Island, CA. |
| 6/44-7/45 | CO, VT-17 (TBM's), USS *Hornet* (CV-12). |
| 8/45-7/46 | Staff, ComFair, West Coast. |
| 7/46-7/47 | Naval Line School, Newport, RI. |
| 8/47-7/48 | Aviation Ordinance (R & D), BuOrd, Washington, D. C. |
| 8/48-9/48 | Special Weapons School, Sandia, NM. |
| 9/48-12/50 | VC-5, Moffett Field, CA., and Norfolk, VA. |
| 1/51-8/52 | XO, Naval Ordnance Plant, Indianapolis, IN. |
| 9/52-10/54 | Operations Officer and XO, USS *Philippine Sea* (CVA-47). |
| 11/54 -10/56 | Director, Armament, ONR, Washington, D. C. |
| 11/56-7/58 | Chief of Staff, Heavy Attack Wing TWO (HAW-2), San Diego, CA., and NAS Whidbey, WA. |
| 7/58-7/59 | Wing Commander, HAW-2, NAS Whidbey, WA. |
| 8/59-11/62 | CNO, Washington, D. C. (OP-05; OP-07 and OP-03). |
| 11/1/62 | Retired from active duty. |

## Summary of Significant Career Events

(1) Developed MK-30 Torpedo Director, BuOrd, 1942.

(2) Acquainted Royal Australian Air Force with high speed torpedo drop techniques in March 1943 in Australia.

(3) July 1948, ordered to VC-5 as Ordinance Officer for first atomic bomb squadron.

(4) Sept. 1959, designated Naval Ordinance Engineer.





**Michael J. Rozamus, CDR, USNR (Ret.)**
"Mike"

Date of Designation: 15 September 1938 NA # 78974

Dates of Active Duty: 3 August 1937 - February 1946.

Total Flight Hours: 2,341

Carrier/Ship Landings: Fixed wing: 147 (All prop)

Approximate Flight Hours: Prop: 2,341

Combat Tours:

WW II: November, 1942, Air Support for the invasion of French Moroco.

WW II: April - June 1945, Shore Based. Provided Close Air Support, Okinawa.

**Summary of Significant Career Events**

| | |
|---|---|
| 1937-1938 | Flight training, Pensacola, FL. |
| 1938-1941 | VS-6, USS *Enterprise*. |
| 1941-1942 | Assigned to VS-201, in USS *Long Islan*d. The ship was converted into an aircraft carrier in less than three months from a ship hauling stock and general cargo. With a flight deck of 362 feet, the squadron pilots flying SOC-3A's and F2A-2's demonstrated the potential of CVEs or called by some "Jeep Carriers." |
| 1943-1944 | Assigned to Flight Test, NAF Anacostia, which was later moved to NAS, Patuxent River, MD. Flew primarily VFs and the jets YP59-A and XFR-1. |


1942


2001 Edith

## Allard G. Russell, CAPT, USN

"Slim"

Date of Designation: 15 July 1941 NA # 8178

Dates of Active Duty: 1 Nov. 1940 - 1 Nov. 1962

Total Flight Hours: 6,500 military, 3,000 civilian. (In about 125 type and model aircraft).

Carrier/Ship Landings: Fixed wing: 380

Approximate Flight Hours:
Jet: 650 Prop: 5,850 VF/VA: 5,700
VR/VP: 800

Combat Tours:
WW II: 1941-1942. VS-3 embarked on USS *Saratoga* and land based on Guadalcanal.
Korea: 1952. VC-3 embarked on USS *Philippine Sea*.
Total - 75 combat missions.

Aviation Commands:
CO, Torpedo FIVE (VT-5, later VA-6A), 1945-1947. Pacific
O-in-C, VF-ATU-1, 1950-1951
O-in-C, VC-3 Team "Charlie" , Korea, 1952
Commander, Air Group 162, NAS Oceana, VA. Operated from *Forrestal, Ranger,* and *Intrepid*.

Combat Awards:
2 Distinguished Flying Crosses
5 Air Medals
Presidential Unit Citation

### Duty Assignment Chronology

1942 Flew SBDs in 1942 from USS *Saratoga* until she was torpedoed off Guadalcanal, then flew from Henderson Field for two months. Credited with damaging two destroyers (night) and one troop transport and destruction of many landing barg es and two Float Zeros (beached). Evacuated to a French Hospital on Efate for one month. Flew close air support for Marines in the extended operation on Guadalcanal.

1943-44 Early VA/VF instructor at Daytona, thence to Assistant Air Officer on USS *Card* in Atlantic Fleet.

1945 Executive Officer of VF-52 and VF-5.

1945-47 CO, Torpedo Squadron FIVE.

1950 Student at Navy Line School, Monterey (with wife Edith and two Indians, operated a 6,500 cattle ranch for one year.)

1950-51 O-in-C, ATU-1 at Cabaniss Field.

1951-54 VC-3 at Moffett Field. O-in-C of Team "Charlie" in USS *Philippine Sea* from Jan.-Aug. 1952. Shot down by ground fire at night, well inland, in March 1952. Made it to Wonson Harbor and was rescued after a half hour in 38 degree water. Credited with destruction of several guns, numer- ous trucks and other vehicles, small boats and one bridge. Also flew close air support missions for both Marines and Army operations.

1954-55 Student at Naval War College.

1955-56 Was All-Weather Coordinator in OPNAV (OP-05W). Also flew with Royal Navy during this period.

1956-57 Was one of leading pioneers in All-Weather Carrier Landing System development and partici pated in first ACLS landings on USS *Antietam* in January 1957. Made tremendous contributions to all U. S. air operations in '56-'57 by planning and overseeing development, installation and test ing of TACAN at numerous USN/USMC Air Stations and at Chance-Vought, Dallas and North American, Columbus, OH.

1957-58 Commanded Air Group 162. During this period, led a 182 USN/USMC air parade/air show over International Fleet in Hampton Roads. Also, planned and led first Navy Trans-LANT flight of 4 F3H and 4 F8U from CONUS to Port Lyautey, May 1958. Inaugurated "Operation Pipeline", in

- Continued -

support of SIXTHFLT operations as part of the Specified Command Middle East activation and deployment to the Western Med in connection with landing of U. S. Marines at Beruit, Lebanon. The following month, was assigned as Chief-of-Staff to the Commander of the then forming East Coast RCVG-4.

1959-60 Moved to become Operations Officer in USS *Franklin D. Roosevelt* making two Med deployments.

1960-62 OPNAV (OP-561) At OP-05's direction, was the driving force in the development of NATOPS.

11/1/62 Retired from active duty after last flight that day in an F4H at Pax River testing the SPN-10 automatic carrier landing system.

1962-67 Joined Bell Aircraft as Director of Flight Research. Among other duties was responsible for development and testing of Air Cushion Vehicles, leading to the large vehicles of that type in current USMC use.

1968-70 Joined Hughes Aircraft Division, Washington Office, as Head, Military OH-6A Programs Officer.

1970-74 With Action Agency under the White House.

1974-75 Deputy Chief, Navy Division, Vietnam.

1975-80 Returned in a civilian capacity to OPNAV (OP-61). Was department head in Foreign Military Sales, including a $4 billion F-14 Program for Iran.

1980-82 Assigned as the Air Forces' NATO AWACS Officer at the Boeing Aircraft Company, Seattle.

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**Other Civilian Activities**

- Charter member of ANA and current CO of the Sarasota, Florida ANA Squadron.
- Flies with and served as President of the Sarasota Chapter of Florida's Angel Flight, part of a five state 250 pilot group who provide free emergency medical flights to injured and sick individuals who cannot themselves manage such needed transportation. Now past-president of Sarasota Chapter, part of Angel Flight SE which flew 1,650 medical flights in year 2000 and are on a scale to reach 2,000 in year 2001.



**Hawley Russell, CAPT, USN (Ret.)**
"Monk"

Date of Designation: December 1938

Dates of Active Duty: August 1935 -

Combat Tours:
WW II: USS *Wasp* and USS *Lexington*

Aviation Commands:
CO, VF-33, April 1943-March 1944
CO, Night Attack and Combat Training Unit Atlantic, Dec. 1944 -Sep. 1945
CO, CAG-17, Jul.. 1947 - Apr. 1949
CO, Air Development Squadron 3, Sep. 1953 - Jul.
CO, USS *Cimarron*, Apr. 1958 - Jul. 1959

Combat Awards:
Distinguished Flying Cross
Air Medals
Bronze Star
Purple Heart

## Duty Assignment Chronology

| | |
|---|---|
| 8/35 | Enlisted in Navy. |
| 8/35-9/35 | Appointed Aviation Cadet. Naval Reserve Aviation Base, Squantum, MA, (Student). |
| 9/35-12/36 | NAS Pensacola (Flight Training). |
| 1/37-12/38 | Commissioned Ensign 12/16/38. Joined USS *West Virginia* as naval aviator. |
| 12/38-7/41 | NAS Pensacola (Flight Instructor). |
| 7/41-3/42 | Joined USS *Wasp* in Mediterranean as Hangar Deck Officer. *Wasp* headed for the Pacific. |
| 3/42-10/42 | USS *Wasp* as Operations Officer. Remained on board until *Wasp* sunk in battle of Coral Sea. |
| 11/42-4/43 | VF-16, USS *Lexington* (Operations Officer). |
| 5/43-3/44 | Transferred to CVE USS *Brenton* as CO, VF-33. At Rabaul, shot down his 4th enemy aircraft. Although wounded, he flew his damaged aircraft back to base and crash landed. |
| 3/44-12/44 | Staff COMFAIRQUONSET (O-in-C, Fighter Training Unit). |
| 12/44-9/45 | CO, Night Attack and Combat Training Unit Atlantic, Quonset Point, RI. |
| 9/45-7/46 | XO, Night Development Squadron Atlantic, Key West, FL. |
| 7/46-7/47 | General Line School, Newport, RI. |
| 7/47-4/49 | CO, CAG-17. Made first jet landings on USS *Saipan*. |
| 5/49-6/50 | Staff, COMFAIRJAX (Training Officer). |
| 7/50-7/52 | Staff, Office of the CNO (Fighter Tactics and Training). |
| 8/52-8.53 | XO, USS *Tarawa*. |
| 9/53-7/55 | CO, Air Development Squadron 3. Worked on air defense, TACAN and in-flight refueling of fighters. |
| 7/55-6/56 | Naval War College, Newport, RI (Student). |
| 7/56-4/58 | Staff CNATRA, NAS Pensacola (Director of Training). |
| 4/58-7/59 | CO, Oiler USS *Cimarron* |

## Significant Career Events

(From a squadron mate and shipmate)

It early 1943, LCDR. Hawley Russell was appointed as Commanding Officer of newly designated Fighting Squadron 33. The squadron consisted of 36 pilots of whom a half dozen were experienced veterans and the rest youngsters fresh out of flight school. Known as "Monk" for his hulking size, dark appearance and uncompromising demand for competence, Monk had only a couple of months in which to whip this fledgling group into a disciplined and practiced team that could face the skilled Japanese pilots that had conquered the South Pacific and were now approaching the shores of Australia. During the squadron's brief training period, every single day, seven days a week, Monk lectured

- Continued -

and schooled and flew with his youngsters, drilling and molding and remolding their response to danger and opportunity. He never slacked off, knowing from experience that each individual's chance for survival, once overseas, would depend entirely how well he had taught them and how well they had assimilated and could apply what they had learned.

Monk was not just a teacher, he was a leader who never played favorites and established by example a very high level of esprit de corps and bonding among his new pilots. Soon they were sent overseas into action and, starting from Guadalcanal, VF-33 quickly transpired from neophyte status into the very front rank as a crucial element of the "Cactus Air Force", a motley assemblage of U. S. and Anzac aviators thrown hastily together to block,and roll back the Japanese advance in the Solomon Islands. In battle after battle, one island at a time, Monk Russell's squadron led the way in relentlessly defeating the best Japan had to offer and thus finally ending Japan's one-time invincible threat to the South Pacific. VF-33 lost a third of it's pilots and Monk himself was severely wounded, but his squadron destroyed 76 enemy aircraft and proudly represented the highest ideals of the U. S. Navy.



## James S. Russell, Admiral, USN

Date of Designation: May 1929 NA # 3495

Dates of Active Duty: 3 June 1926 - 1 April 1965

### Duty Assignment Chronology

James Sargent Russell was born in Tacoma, Washington, graduated from High School there, and first went to sea in 1918 as a seaman in the Merchant Marine when the Navy would not accept his enlistment for World War I because he was too young.

He entered the Naval Academy in 1922. Upon graduation in 1926 he reported aboard the battleship *West Virginia* where he served until entering flight training at Pensacola. He was designated a Naval Aviator in 1929 and has been flying naval aircraft regularly ever since. There followed normal tours of aviation duty both aboard ship and ashore. The highlight during this period was his earning the degree of Master of Science in Aeronautical Engineering at the California Institute of Technology while in postgraduate training.

The beginning of World War II found Lieutenant Commander Russell in command of Patrol Squadron 42. During 1942, he led VP-42 in action against Japanese forces in the Aleutian Islands Campaign, He was awarded the Distinguished Flying Cross and the Air Medal for heroism and extraordinary achievement in aerial flights for leading his squadron against the enemy in the face of enemy opposition and in extremely hazardous weather conditions. Later, Commander Russell was awarded the Legion of Merit for exceptionally meritorious service in establishing advanced bases in the area and operating his squadron from them. His squadron was awarded the Navy Unit Commendation for its part in the Aleutian Campaign.

He returned to Washington for duty in the Office of the Chief of Naval Operations and the Bureau of Aeronautics. Captain Russell then returned to the Pacific area as Chief of Staff to Commander Carrier Division TWO, operating as a Task Group with the famed Task Forces 38 and 58. For his outstanding planning and coordination of the Striking Group in action against the Japanese he was awarded a Gold Star in lieu of a second Legion of Merit.

Captain Russell then commanded the attack carrier USS *Coral Sea* which functioned as a unit of the powerful SIXTH Fleet in the Mediterranean. Following this duty he again served in the Office of the Chief of Naval Operations and was promoted to the rank of Rear Admiral in 1953. Next he commanded, in succession an Anti-Submarine Carrier Division and an Attack Carrier Division in the far Western Pacific. In 1955 he assumed the duties of Chief of the Bureau of Aeronautics. He was awarded the Collier Trophy for 1956, sharing that award with Mr. C. J. McCarthy of Chance Vought Aircraft, for the development of the supersonic CRUSADER Navy Fighter, the first ship based fighter aircraft to fly faster then 1000 miles per hour, the outstanding contribution to aviation in that year. He next served as Deputy Commander in Chief of the Atlantic Fleet With the rank of Vice Admiral. He reported as Vice Chief of Naval Operations on July 21, 1958, with the four star rank of Admiral and for "exceptionally meritorious service....(in that capacity) from July 1958 to November 1961.." he was awarded the Distinguished Service Medal.

On January 2, 1962, he became Commander in Chief Allied Forces, Southern Europe and served as such until relieved of active duty pending his retirement, effective April 1, 1965. He was awarded a Gold Star in lieu of the Second Distinguished Service Medal for his "exceptionally meritorious service ..." during the period January 1962 to January 1965.

Admiral Russell was employed by the Boeing Company as a part time consultant and his primary consultation was within the Aerospace Group in Seattle, Washington. He also consultanted to the Boeing Company Commercial Airplane Division and VERTOL Division. He traveled throughout the United States on these consultation tours. He was also very active in the Seattle and Tacoma Councils of the Navy League. He was a member of the Board of Directors of Alaska Airlines, Incorporated and a member of the Board of Directors of Airtronics, Incorporated.

Since his retirement he served on the Puget Sound Oceanographic Study Committee and was selected as Chairman of the Zoning Commission of Tacoma's Industrial Airport. During the periods August to October 19, 1967 and August to October 1968 he was on active duty as Senior Member of the Aircraft Carrier Combat Operations Safety Review Panel, Navy Department, and the second period as Head of a Special Study Group in the Office of the Secretary of Defense, Washington, D. C.

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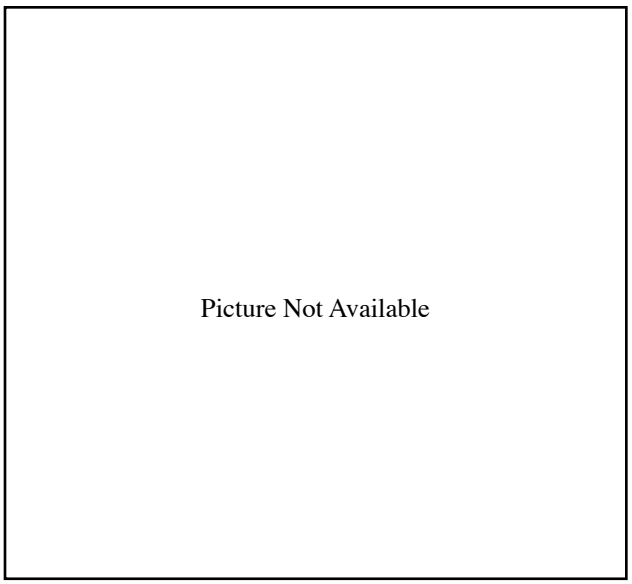
Admiral Russell lost his first wife, Dorothy, to cancer in 1965. He later was married to the former Miss Geraldine Haus, of Seattle, Washington. Admiral Russell had two sons, Donald Johnson Russell and Kenneth McDonald Russell.

**PROMOTIONS**:
Appointed Midshipman, 20 June 1922
Commissioned Ensign, USN, 3 June 1926
Designated Naval Aviator #3495 in May 1929
Lieutenant (junior grade), USN, 3 June 1929
Lieutenant, USN, 12 June 1936
Lieutenant Commander, USN, 26 June 1940
Commander, USN, 17 September 1942
Captain, USN, 27 April 1944
Rear Admiral, USN, 1 July 1953
Vice Admiral, USN, 1 July 1957
Admiral, USN, 21 July 1958
Transferred to the Retired List, 1 April 1965

**MEDALS AND DECORATIONS:**
Distinguished Service Medal
Gold Star in lieu of the Second Distinguished Service Medal
Legion of Merit with Combat "V"
Gold Star in lieu of 2nd Legion of Merit with Combat "V"
Gold Star in lieu of the Third Legion of Merit
Distinguished Flying Cross
Air Medal
Navy Unit Commendation Ribbon (Patrol Squadron 42)
American Defense Service Medal, Fleet Clasp
Asiatic-Pacific Campaign Medal with four stars
American Campaign Medal
World War II Victory Medal

**Chronological Transcript of Naval Service**

| | |
|---|---|
| 7/26-7/28 | USS *West Virginia*. |
| 8/28-5/29 | NAS Pensacola, FL. (Flight training). |
| 7/29-11/31 | USS *West Virginia* (Air Unit). |
| 12/31-6/32 | Patrol Squadron ONE-B (Squadron Gunnery Officer). |
| 6/32-6/33 | Postgraduate School, Annapolis MD. (Student, general line). |
| 6/33-6/34 | Postgraduate School, Annapolis, MD. (Student, aeronautical engineering). |
| 6/34-6/35 | California Institute of Technology, Pasadena (student, aeronautical engineering). |
| 6/35-6/36 | Bombing Squadron FIVE-B (Squadron Eng. Officer). |
| 6/36-6/37 | Fitting out duty in USS *Yorktown*. |
| 6/37-6/39 | USS *Yorktown* (W&D, Air Dept.). |
| 6/39-6/41 | Bureau of Aeronautics, Navy Dept. (Carriers). |
| 7/41-10/42 | Patrol Squadron 42 (Commanding Officer). |
| 11/42-12/42 | Office of the Chief of Naval Operations, Navy Dept. (Air Bases). |
| 1/43-6/44 | Bureau of Aeronautics, Navy Dept. (Director, Military Requirements Division). |
| 8/44-4/45 | Staff, Commander Carrier Division 2 (Chief of Staff). |
| 5/45-8/45 | Staff, Commander in Chief, U. S. Pacific Fleet |
| 9/45-3/46 | Air Technical Intelligence, Supreme Commander Allied Powers, Japan.<br>Naval Analysis Division, U. S. Strategic Bombing Survey (Pacific) (Member). |
| 4/46-5/47 | USS *Bairok*o (Commanding Officer). |
| 6/47-1/48 | Atomic Energy Commission, Wash., D. C. (Head, Weapons Branch). |
| 2/48-6/48 | Commander Task Group 7.1 (USS *Albemarle*). |
| 7/48-1/51 | Atomic Energy Commission, Wash., D. C. (Deputy Director Military Application Division). |
| 2/51-2/52 | USS *Coral Sea* (Commanding Officer). |
| 3/52-7/53 | Office of the Chief of Naval Operations, Navy Dept. (Head, Military Requirements & New Developments Branch). |
| 7/53-4/54 | Office of the Chief of Naval Operations, Navy Dept. (Director, Air Warfare Division). |
| 5/54-10/54 | Commander Carrier Division 17. |
| 11/54-3/55 | Commander Carrier Division 5. |
| 3/55-7/57 | Chief, Bureau of Aeronautics Navy Dept. |
| 8/57-1/58 | Deputy Commander in Chief, U. S Atlantic Fleet & Chief of Staff & Aide, Commander in Chief, U. S. Atlantic Fleet. |
| 8/58- | Vice Chief of Naval Operations Navy Department. |
| 1/62- | Commander in Chief Allied Forces, Southern Europe. |
| 4/1/65 | Retired from active duty. |
| 8/67-10/67 | Active duty as Senior Member of the Aircraft Carrier Combat Operations Safety Review Panel, Navy Department. |
| 8/68-10/68 | Active duty as Head of a Special Study Group Office of the Secretary of Defense, Washington, D.C. |




## Eddie R. Sanders, Captain, USN

Eddie Reuel Sanders was born in Marion, Illinois, on September 10, 1907, son of Thomas J. and Bertha (Wiggs) Sanders, He attended Marion Township High School, the University of Illinois at Champagne and on June 23, 1925 enlisted in the U. S. Navy. He was honorably discharged a year later to accept an appointment, from his native state, to the U. S. Naval Academy, Annapolis, Maryland. Graduated and commissioned Ensign on June 5 1930 he advanced to the rank of Captain, to date from March 1, 1949, having served in that rank (temporary) from February 23, 1946 to January 1, 1948.

Following graduation in 1930, he had elimination flight training at the Naval Air Station, San Diego, California, and in August of that year joined the USS *California*. Detached from that battleship in April 1931, he was ordered to the Naval Air Station, Pensacola, Florida, for flight training. Designated Naval Aviator on March 17, 1932, he remained at the Pensacola Air Station until May of that year, when he joined Observation Squadron ONE-B, attached to the USS *Texas*. In June 1934 he transferred to Fighting Squadron THREE-B, based on the USS *Langley* and continued in that duty for a year.

Between June 1935 and June 1937 he was an Instructor in primary land planes for the first nine months, and fighters thereafter, at the Naval Air Station, Pensacola. He next had duty with Patrol Squadron NINE-F, aboard the USS *Wright*, and from June 1933 to April 1940 continued service in the *Wright* with Patrol Squadron SEVEN (redesignated Patrol Squadron ELEVEN on July 1, 1939). Returning to the United States, he was assigned to the Flight Test Section at the Naval Air Station, Anacostia, D. C., until January 1943, and following a month's duty with Fleet Air, West Coast, reported for fitting out duty with Bombing Squadron ONE HUNDRED AND THIRTY-SEVEN. When that squadron was put into commission, he assumed command. For outstanding services in that capacity he was awarded the Air Medal, the Gold Star in lieu of the Second Distinguished Flying Cross and the Distinguished Flying Cross. The citations follow in part:

Air Medal--"For meritorious achievement...during operations against enemy Japanese forces in the vicinity of Tarawa and other islands in the Gilbert and Marshall Groups from July 1, 1943 to January 15, 1944...Captain Sanders carried out search and photographic missions and anti-shipping and mining strikes against the Japanese and inflicted damage on the enemy, thereby contributing materially to the success of his squadron..."

Gold Star in lieu of the Second Distinguished Flying Cross--"For heroism and extraordinary achievement...as Squadron Commander, Bombing Squadron ONE HUNDRED AND THIRTY-SEVEN during operations against the Gilbert and Marshall Islands on December 18, 1943. Flying unescorted to the extreme range of his craft on a hazardous daylight mission, Commander Sanders went in low over the target and most heavily defended of the Japanese bases in the Marshalls to conduct a thorough reconnaissance of Kwajalein Atoll. As a result of valuable information obtained...., our forces were able to launch a successful night attack on enemy shipping in the area..."

Distinguished Flying Cross-- "For...extraordinary achievement...during operations against the Gilbert and Marshall Islands on December 23) 1943. Courageously commanding his squadron in a fierce attack on Nauru at dusk he flew in low through intense gunfire and vigorously bombed his target. Although a severely damaged plane of his force collided with his own during the engagement, he skillfully maneuvered his stricken craft and led the squadron back to base, making a successful landing..."

Detached from command of that squadron in January 1944, he again had brief duty at Fleet Air, West Coast, before reporting, in February for duty in the Bureau of Aeronautics, Navy Department, Washington, D. C. He remained there until June 1945, when he transferred to the Office of the Chief of Naval Operations, Navy Department. In September 1945 he reported as Executive Officer aboard the USS *Hancock* and in April of the next year joined the staff of Commander Battleships-Cruisers, U. S. Atlantic Fleet.

In January 1947 he became Chief of Staff on the staff of Commander Fleet Air Wing FIVE, based at Norfolk, Virginia, and in July 1948 was assigned to the Naval War College, Newport, Rhode Island. He continued duty there until June 1951, assuming command, the next month of the USS *Cape Esperance*. Detached from that carrier escort, he reported in July 1952 as Commanding Officer of the Naval Air Station, Grosse Ile, Michigan. He remained in that command until August 1953, after which he had duty in the Air Warfare Division, Office of the Chief of Naval Operations, Navy Department. In November 1954 he was ordered to command the USS *Hancock*.

In addition to the Distinguished Flying Cross with

- Continued -

Gold Star and the Air Medal, Captain Sanders has the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Campaign Medal with three engagement stars; the World War II Victory Medal; and the Navy Occupation Service Medal, Asia Clasp and National Defense Service Medal.

He was married to Margaret Routten Sanders and they had three children, Thomas, Suzanne and Eddie R. Sanders





**Walter M. Schirra, Captain, USN (Ret.)**
"Wally"

Date of Designation: 10 June 1948 NA # J-1362

Dates of Active Duty: June 1942 - 1 July 1969.

Total Flight Hours: 4,600

Carrier/Ship Landings: Fixed wing: 263

Approximate Flight Hours:
Jet: 3,800 Prop: 800 Helo: 15 VF/VA: 4,400 VR/VP: 200 Other: Spacecraft 295

Combat Tours:
Korea: 154th Fighter Bomber Squadron , 136th Fighter Bomber Wing (National Guard/USAF), Jun. 1951 - Dec. 1951. 91 Missions (two MIG-15's)

Space Program Missions:
Mercury 8 - "Sigma 7", October 1962.
Gemini 6 - December 1965.
Apollo 7 - Oct. 1968 (awarded USN Deep Draft Insignia)

Combat Awards:
2 Distinguished Flying Crosses
2 Air Medals
(1 Distinguished Flying Cross - Space Flight)

## Duty Assignment Chronology

| | |
|---|---|
| 6/42-6/45 | U. S. Naval Academy - Midshipman. |
| 7/45-2/46 | USS *Alaska* (CB-1). |
| 2/46-12/46 | Seventh Fleet Staff, Tsingtao, China. |
| 1/47-6/48 | Navy Flight Training. |
| 6/48-1/51 | VF-7A/VF-71 (USS *Leyte*, USS *Philippine* Sea, USS *Midway* and USS *F. D. Roosevelt*. Mediterranean deployments). |
| 2/51-12/51 | 136th Fighter Bomber Sqdn. (Korea F-84E). |
| 2/52-2/54 | Naval Ordnance Test Station (NOTS), China Lake, CA. |
| 3/54-10/54 | Project Cutlass, NAS Miramar, CA. (Steam catapults off USS *Hancock*). |
| 10/54-4/56 | VC-3 Transitional Training Unit (F7U-3, FJ-3 and F9F-6), NAS Moffett Field, CA. |
| 4/56-9/57 | VF-124 (F3H-2N), Operations Officer. NAS Miramar and Westpac on USS *Lexington*. |
| 10/57-1/58 | Naval Aviation Safety School, U.S.C. |
| 2/58-7/58 | Test Pilot School, NAS Patuxent River, MD. |
| 8/58-4/59 | Service Test, NAS Patuxent River, MD. |
| 5/59-7/69 | NASA (Space Task Group, Project Mercury, Langley AFB, Virginia; Manned Spacecraft Center, Houston, TX). |

## Summary of Significant Career Events

(1) Carrier qualified on USS *Wright:* SNJ-5, October 1947; F6F June 1948; F9F-2 June 1950.

(2) Second 1,000 hour Naval Jet Aviator. (Bud Sickel first, Duke Windsor third. Duke grounded me as XO of VC-3, but I sneaked in some extra time.)

(3) Sidewinder missile project officer/pilot, China Lake, NOTS, 1952-53. Fired Sidewinder with first hit on a QB-17 (drone), 25 November 1953.

(4) Second in F3H-2N air race from USS *Shangri La* (off Monterey, CA.) to Oklahoma City National Air Show, 2 Sep. 1956. (Plain Jayne Mansfield, Miss OKC!)

(5) As test pilot at Naval Air Test Center (Feb. 1958-Apr. 1959), flew 20 different model test aircraft. (13th to fly XF4H-1, Buno 142259 - ship number one).

(6) Mercury 8 "Sigma 7" - orbited Earth six times (9 hours) with carrier "landing" on USS *Kearsarge,* Oct. 1962.

- Continued -

Summary of Significant Career Events continued

(7) Gemini 6 “Gemini 6” - orbited Earth 17 times (26 hours) with worlds first rendezvous. Carrier “landing” on USS *Wasp,* Dec. 1965.

(8) Apollo 7 “Apollo 7” - orbited Earth 173 times (260 hours). First Apollo launch, with carrier “landing” on USS *Essex,* Oct. 1968. First and only Deep Draft Command.


1968


1997

## William A. Schroeder, Jr., Captain, USN (Ret.)

"Tank"

Date of Designation: 16 January 1943

Dates of Active Duty: 5 May 1942 - 1 July 1972

Total Flight Hours: 3,800

Carrier/Ship Landings: Fixed wing: 400

Approximate Flight Hours:
Jet: 800 Prop: 3,000 VF/VA: 3,500

Combat Tours:
WW II: USS *Yorktown*, Tarawa & Gilbert Islands, Oct. 1943 - Feb. 1944.
WW II: VF-1, Marianas & Bonin Islands campaigns, May 1944 - Aug. 1944. - 200 missions.
Korea: XO, VF-191, USS *Princeton*, Sep. 1952 - Jan. 1953 - 200 missions.

Aviation Commands:
CO, VA-86 (A4D), Jun 1957 - Apr. 1959. Med cruise USS *Randolph*.
CO, VX-5 (A4, F4, AD), Jun. 1961 - Jan. 1963. Air Development Projects.
CO, NAS Oceana, VA., Dec. 1968 - Sep. 1970. Major command.

Combat Awards:
2 Legion of Merit (Wash. D.C. tours 1965-68 & 1970-72. OPNAV/AIRSYSCOM).
3 Distinguished Flying Crosses (2-WW II, 1 Korea)
7 Air Medals (WWII/Korea)

### Duty Assignment Chronology

| | |
|---|---|
| 5/42-1/43 | Flight Training, Pensacola, FL. |
| 1/43-3/43 | Advanced Training (Fighters - F2A), Opa Locka, FL. |
| 5/43-8/44 | VF-1 (Tarawa Atoll & USS *Yorktown* - TF-58 Operations). |
| 8/44-1/45 | VF-8 (Leader VF Replacement Team Training), Datona Beach, FL. |
| 2/45-7/45 | VF-100 (VF Training, El Centro, CA.), Los Alamitos, CA. |
| 8/45-11/45 | VF-32, USS *Cabot*. Flight operations in Yellow Sea, China. |
| 12/45-12/47 | Training Command, Corpus Christi, TX., (Chief Flight Instructor). |
| 1/48-12/49 | VF-31, NAS Quonset Point, R.I., and USS *Kearsarge*. Med cruise. |
| 1/50-10/51 | Tulane University, New Orleans, LA. (Holloway Plan). |
| 11/51-1/53 | XO, VF-191. Moffett Field, CA. (Korean operations, USS *Princeton*). |
| 1/53-3/54 | VX-5, Moffett Field, CA. (Project Pilot). |
| 3/54-10/54 | General Line School, Monterey, CA. (Student). |
| 10/54-8/56 | NAVCAD Procurement Officer, NAS New Orleans, LA. |
| 8/56-6/57 | Naval War College, Newport, R.I. (Student). |
| 7/57-4/59 | CO, VA-86, NAS Oceana, VA. (Med cruise, USS *Randolph*). |
| 5/59-6/60 | Air Boss, USS *Bon Homme Richard* (Pac cruise). |
| 6/60-6/61 | U. S. Naval Postgraduate School, Monterey, CA. (MS degree in Management Sciences). |
| 6/61-1/63 | CO, VX-5, NAS China Lake, CA. |
| 1/63-7/65 | COMNAVAIRLANT Staff (Aviation Maintenance Officer). |
| 7/65-12/68 | OPNAV , Pentagon (OP-05C Comptroller). |
| 12/68-9/70 | CO, NAS Oceana, VA. |
| 9/70-7/72 | NAVAIRSYSCOM (Comptroller). |
| 7/72 | Retired from active duty. |

### Summary of Significant Career Events

(1) Early jet pilot. First flight in FH-1 at Quonset Point, R.I., October 1948.

- Continued -

(2) As Chief Flight Instructor in Corpus Christi training squadron, conducted controlled study to phase out N3N as a primary training plane in 1946.

(3) As VX-5 project pilot in 1953, participated in test/ development effort related to first use of nuclear weapons on naval aircraft.

(4) As CO, VA-86, among first to deploy A4D with full nuclear weapons delivery capability. USS *Randolph* Med. Cruise 1958-59.

(5) As CO, VA-86, used first loft delivery tactics and conducted projects in night in-flight refueling techniques.

(6) As CO, VX-5, conducted numerous projects to marry new "eye" series weapons to Navy carrier aircraft, developing delivery tactics, and write pilots hand books. 1961-63.

(7) As a project while on the staff of COMNAVAIRLANT in 1963-65, I was responsible for the introduction of the new 3M (aviation maintenance management system) in the Atlantic Fleet.

(8) In 5 years of Washington, D. C. duty (3 in OPNAV and 2 in AIRSYSCOM) I was assigned as Comptroller of the Naval Aviation Budget (OP-05/NAVAIR). As such, I was responsible for briefings throughout the Navy Department and the Congress.

(9) Conducted and taught at a series of seminars related to project management and budget planning during Washington tours.



Carl Seiberlich (center) receiving Harmon International Trophy from President Truman in ceremonies at the White House 1952



1971

## Carl J. Seiberlich, Rear Admiral, USN (Ret.)

"Carl"

Date of Designation: 15 April 1947

Dates of Active Duty: 15 December 1943-1 February 1980

Total Flight Hours: 9,850

Carrier/Ship Landings: Fixed: 364 Rotary: 129 LTA: 43

Approximate Flight Hours:
Jet: 300 Prop: 4,250 Helo: 1,150 VR/VP: 2,150
HS/HC/HU: 1,150 VS: 1,800 VT: 600 LTA: 4,150

Aviation Commands:
CO, ZPM-4, Jul. 1949 - Feb. 1952
CO, VS-26, Jul. 1959 - Jul. 1960
CO, USS *Salamonie* (AO-26), Nov. 1967 - Dec. 1968
CO, USS *Hornet* (CVS-12), May 1969 - Jun. 1970
Commander, ASW Group-3, Jul. 1971 - Jun. 1973

Combat Awards:
Non-combat Air Medal for night and all-weather flying in development of towing techniques for AQS-2 towed sonar.

### Duty Assignment Chronology

| | |
|---|---|
| 12/43-3/46 | USS *Mayo* (DD-422), Navigator. |
| 4/46-12/46 | NAS Lakehurst, NJ., LTA Flight Training. |
| 1/47-6/49 | ZP-1, Operations Officer. |
| 7/49-2/52 | CO, ZPM-4, Airship Experimental Center, NAS Lakehurst, NJ. |
| 3/52-12/52 | NAS Pensacola, FL., HTA Flight Training. |
| 1/53-3/53 | NAS Hutchinson, KS., VP Flight Training. |
| 4/53-6/55 | VP-5, Administrative Officer. |
| 7/55-6/56 | Fleet Airship Wing ONE, NAF Weeksville, NC., Readiness Officer. |
| 7/56-12/57 | OPNAV (OP-54), Officer Detailer, Washington, D. C. |
| 1/58-12/58 | BUPERS, Washington, D. C. (Officer Detailer). |
| 1/59-6/59 | Armed Forces Staff College, Norfolk, VA. |
| 7/59-7/60 | XO, VS-36, USS *Valley Forge*/USS *Randolph*. |
| 7/59-7/60 | CO, VS-26, USS *Randolph* Task Group ALFA |
| 8/61-4/63 | ASWFORLANT, Norfolk, VA., Plans Officer. |
| 5/63-12/64 | USS *Intrepid* (CVS-11), Navigator. |
| 1/65-10/67 | Naval Air Reserve Training Command, NAS Glenview, IL., ACOS for Readiness. |
| 11/67-12/68 | CO, USS *Salamonie* (AO-26). |
| 1/69-5/69 | SERVLANT, Norfolk, VA. |
| 5/69-6/70 | CO, USS *Hornet* (CVS-12). |
| 7/70-6/71 | OPNAV (OP-503), Washington, D. C. |
| 7/71-6/73 | Commander, ASW Group-3, USS *Ticonderoga* (CVS-14). |
| 7/73-6/77 | OPNAV (OP-51/OP-05B), Washington, D. C. |
| 7/77-6/78 | Deputy Chief of Naval Personnel, Washington, D. C. |
| 7/78-1/80 | Commander, Naval Military Personnel Command, Washington, D. C. |
| 2/1/80 | Retired from active duty. |

### Summary of Significant Career Events

(1) Made first airship night carrier landing aboard USS *Mindoro* (CVE-120), November 1948.

(2) Developed world's first variable depth towed sonar at Airship Experimental Center, Lakehurst, NJ. Received Harmon International Trophy in 1952 from President Truman in ceremonies at the White House.

(3) Flew first winter arctic ice recoinnasiance missions from Thule AFB, Greenland, 1953-1954. Flew mission to North Pole.

(4) Flew airship towed sonar in initial ASW operations against USS *Nautilu*s, 1955.

(5) Commanding Officer of first S2D squadron. Fleet introduction system bypassed. Aircraft came directly to squadron in Task Group ALFA. Made first S2D carrier landing. (- Continued -)

(6) Served as Commander Primary Landing Area Recovery Group directing recovery of astronauts and Command Module's after first two lunar landing missions, Apollo 11 and 12.



Advanced Training - FG-1D, Cecil Field.
Bottom row left to right - Alan Shepard, Botts and Hardy.
Standing - Webster, Herzog, Gilchrest and Instructor.




## Alan Bartlett Shepard, Jr., RADM, USN (Ret.)

"Alan"

Date of Designation: 18 March 1947

Dates of Active Duty: June 1944 - August 1974

Total Flight Hours: 8,440 (Military: 5,810 Civilian: 2,630)

Carrier/Ship Landings: Fixed wing: 435 (45 night landings)

Approximate Flight Hours (Other Categories):
Spacecraft: 218 Helo: 105
Lunar Landing Training Vehicle - VTOL - 5 hours

Aviation Commands:
CO, VF-42, Apr. 1947 - May 1950
Tactical Test Division, NATC Patuxent River, MD. Jun. 1950 - Feb. 1953.
CO, VF-193, Mar. 1953 - Oct. 1955
Flight Test Division, Pax River, November 1955 - July 1957
NASA Astronaut, April 1959 - July 1994.

### Duty Assignment Chronology

| | |
|---|---|
| 6/44-12/46 | Navigator, Destroyer USS *Cogswell*. |
| 1/46-3/47 | Navy Flight Training.VF-42, Flight Officer. VF-193, Operations Officer. |
| 1957-1958 | Naval War College, Newport, RI. |
| 6/58-3/59 | Aircraft and Readiness Officer, CINCLANT-FLT Staff, Norfolk, VA. |
| 4/59-7/94 | NASA Astronaut |

### Summary of Significant Career Events

(1) Assigned Test Pilot Training as LTJG.

(2) Two projects 1951: F2H-2 (special engine) over 50,000 feet in F2H-2N and in late 1951, all the heavy carrier qualification tests.

(3) May 1952. First in-flight refueling of F2H-2B.

(4) January 1953. Did first trials on canted deck - USS *Antietam* in F2H-3, with Feightner, Watkins and Bud Sickel in F7U, F9F-6 and FJ-2.

(5) Jan. 1956. Carquals in F9F-8.

(6) 1956. Preliminary evaluation of F5D-1 at Edwards AFB - unsatisfactory report.

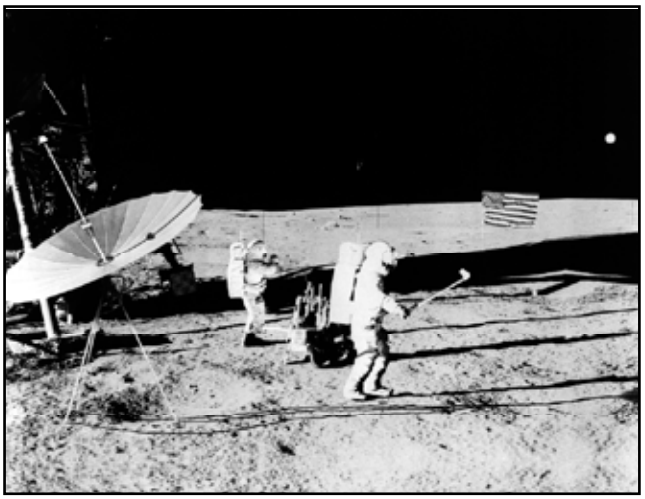
(7) 1956. XF8U-1 spoiler evaluation at Pax River.

(8) Mar. 1957. F5D-1 preliminary evaluation II - still unsatisfactory. Apr. 1957, F11F-1F Edwards AFB with Tom Gallagher, recommended against buy!

(9) First American in space- Redstone sub-orbital mission, May 1961.

(10) Physical grounding in 1963. Chief of Astronaut Office from 1963 until ungrounding in 1969.

(11) Commander Apollo 14 - third landing on moon, February 1971.



**Lunar Golf Shot - 6 February 1971**


1945


2007

## Sydney S. Sherby, Captain USN (Ret)

"Sid"

Date of Designation: 19 June 1939 NA# 5981

Dates of Active Duty: June1936 - November 1958

Total Flight Hours: 3,100

Carrier/Ship Landings: Fixed wing: 107

Approximate Flight Hours:
Prop: 3,100 VF/VA: 3,000+

## Duty Assignment Chronology

| | |
|---|---|
| 6/32-6/36 | U.S. Naval Academy. |
| 6/36-6/39 | USS *Ranger* (CV-4). |
| 6/38-6/39 | Flight Training, NAS Pensacola, FL. |
| 7/39-3/41 | VS-42, USS *Ranger* (CV-4), SBU-1, SB2U-1 |
| 4/41-5/42 | Flight Instructor, NAS Pensacola, FL. |
| 6/42-6/44 | PG School, Annapolis/MIT, MS Aero Engineering. |
| 7/44-3/48 | Test Pilot and Chief Projects Officer, Flight Test Division, NATC Patuxent River. |
| 4/48-12/48 | Founder and first Director of the U.S. Navy Test Pilot Training, later changed to The U.S. Naval Test Pilot School, NATC Patuxent River. |
| 1/49-6/51 | Ass't Head, Fighter Design Branch, BuAer. |
| 7/51-6-53 | Head, Fighter Design Branch, BuAer. |
| 7/53-6/55 | Aircraft Engineering Officer, ComNavAirPac. |
| 7/55-7/56 | Founder and first Director of Systems Directorate, Plans and Programs Group, BuAer |
| 8/56-8/57 | Head Air Branch, Director Naval Services, Office Naval Research (ONR). |
| 9/57-11/58 | Division Director, Director Naval Services, ONR, Retired from the U.S. Navy |
| 11/58 | Retired from active duty. |

## Aviation Civilian Chronology

| | |
|---|---|
| 12/58-6/64 | V.P. Engineering, Hiller Aircraft Corp. |
| 7/64-4/66 | Director, Engineering and Research, Curtis Div, Curtis-Wright Corps. |
| 5/66-6/68 | Ass't to President, Ft Worth Div., General Dynamics Corp. |
| 7/68-7/71 | Vice President, Chief of Staff, Varo Inc. |
| 8/71-3/75 | Private Consultant, Engineering, Management, Marketing |

## Summary of Significant Career Events

(1) #92 Naval Aviator qualified in helicopters.

(2) Master Science in Aeronautical Engineering at MIT.

(3) Organized, founded and was First Director of the U.S. Navy Test Pilot Training, later changed to The Naval Test Pilot School. Portrait and bronze bust recognizing Capt Sherby repose in the atrium of the USN TPS. CDR Tom Connolly was the second director of TPS and Joe Smith was the third director.

(4) Co-authored two flight test textbooks: Flight Test Manual Part 2- Stability and Control, and Airplane Aerodynamics (4 editions used in 27 universities)

(5) Member NACA sub-committee on high speed aerodynamics

(6) While in VF Design Branch, BuAer, in addition to general duties:
- Supervised the development of the FJ-2 and 3
- Was Project Officer for the F3H from Competition to Production.
- Supervised competition for Pogo airplanes, the XFY and XFV
- Supervised competition for the F8U

- Continued -

Summary of Significant Career Events continued

(7) At ComNavAIr Pac, supervised the fleet introduction of the F7U-3 and the F9F-6. (Was a very strong opponent of both the F7U-3 and the F9F-6).

(8) At ONR:
- Co-worked with Werner Von Braun to launch the EXPLOER satellite two months after Sputnik.
- Instrumental in developing the micro-chip for Navy use as a fall-out from George Hoover's Flight Instrumentation Program.

(9) At Flight Test, NATC, Patuxent River, initiated new test methods obtained from NACA Langley into Navy Flight Test which directly resulted in the modernization of Navy flight test methods and the establishment of the U.S. Navy Test Pilot Training and the follow-on U.S. Naval Test Pilot School.

(10) As Systems Director, Plans & Programs, BuAer, was instrumental in setting up BuAer Program Managers.

(11) Associate Fellow AIAA

(12) Former Senior Member American Helicopter Society.

(13) Since 1980 the Sydney S. Sherby Leadership Award has been presented to a recipient in each US Naval Test Pilot School class, selected by the members of each class and sponsored by the Navy League.



**Ralph L. Shifley, Vice Admiral, USN**

Date of Designation: 17 November 1937

Ralph Louis Shifley was born in Mounds, Illinois, on October 26, 1910, was graduated from Cairo (Illinois) High School, attended the University of Illinois for a year, and entered the U. S. Naval Academy from his native state on June 13, 1929. Graduated and commissioned Ensign on June 2, 1933, he was designated Naval Aviator on November 17, 1937, and attained the rank of Vice Admiral, USN, on September 1, 1967. He completed the Naval War College course in Strategy and Tactics in June 1952.

During the period July 1933 to December 1936, he served at sea in the cruisers *Memphis* and *Astoria* and after flight. training at the Naval Air Station, Pensacola, Florida, served in the aviation unit of the cruiser *Savannah*, and subsequently had duty as her Senior Aviator. At the outbreak of World War II, he was an Instructor at the Naval Air Station, Jacksonville, and after his detachment in May 1942, was assigned successively as Executive Officer of the Naval Air Gunners School, Hollywood, Florida, and as Air Gunnery Training Officer on the Staff of the Chief of Naval Air Operational Training.

In June 1943 he assumed command of Bombing Squadron EIGHT, and from May to November 1944 was Commanding Officer of Air Group EIGHT, operating with Admiral Mitscher's Task Forces THIRTY-EIGHT and FIFTY-EIGHT. For "extraordinary heroism as Pilot of a Fighter plane and Commander Air Group EIGHT, attached to the USS *Bunker Hill*, in the First Battle of the Philippine Sea..." he was awarded the Navy Cross. He was four times awarded the Distinguished Flying Cross and three times awarded the Air Medal, and is entitled to the Ribbon for the Presidential Unit Citation to the USS *Bunker Hill*.

During the last eight months of the war he served as Superintendent of Aviation Training at the Naval Air Station, Jacksonville, and in June 1947 he again went to sea, serving successively as Air Officer and Executive Officer of the carrier *Randolph*, as Operations Officer of the carrier *Leyte*, and as operations Officer on the Staff of Commander Air Force, Atlantic Fleet. After completing the Naval War College course in June 1952, he was assigned for two years to the Office of the Chief of Naval Operations (Aircraft Programs), then served as Deputy Chief of Staff to the Commander SIXTH Fleet in the Mediterranean.

In August 1956 he reported as Commanding officer of the USS *Badoeng Strait*, and in February 1957 returned to the office of the Chief of Naval Operations, where he served from May of that year until July 1958 as Executive Assistant and Senior Aide to the Chief of Naval operations. He next commanded the attack aircraft carrier *Franklin D. Roosevelt* and in August 1959, was assigned as Assistant Director of the Aviation Plans Division, Office of the Chief of Naval Operations.

The President approved his selection for the rank of Rear Admiral in July 1960 and in October of that year he became Director of the Aviation Plans Division. He was Commander Carrier Division SEVEN from May 1962 until April 1963 when he was assigned to the Office of the Chief of Naval Operations. Two months later on 1 June 1963 he was assigned to duty with the Chief of Naval Material to assist in the planning for the organization of the Naval Material Support Establishment. Upon its activation in December 1963 he was ordered as Vice Chief of Naval Material with additional duties as Deputy Chief of Naval Material (Programs and Financial Management). In September 1965 he was relieved of his additional duties as Deputy Chief of Naval Material, but continued his primary assignment as Vice Chief until August 1967. "For exceptionally meritorious service from June 1963 to August 1967..." he was awarded the Legion of Merit.

Promoted to the rank of Vice Admiral on 1 September 1967, he assumed duties as Deputy Chief of Naval Operations (Logistics),

PROMOTIONS:
Commissioned Ensign, June 1, 1933
Lieutenant (junior grade), June 1, 1936
Lieutenant, July 1, 1940
Lieutenant Commander, October 1, 1942
Commander, January 1, 1944
Captain, July 1, 1951
Rear Admiral, July 1, 1961
Vice Admiral, September 1, 1967

DECORATIONS AND MEDALS:
Navy Cross
Legion of Merit

- Continued -

DECORATIONS AND MEDALS continued
Distinguished Flying Cross, with three gold stars
Air Medal, with two gold stars
Presidential Unit Citation (USS *Bunker Hill*)
American Defense Service Medal
American Campaign Medal
Asiatic-Pacific Campaign Medal, five operation stars
World War II Victory Medal
Navy Occupation Service Medal
National Defense Service Medal, with service star
Vietnam Service Medal
Spanish Naval Order of Merit Third Class
Philippine Liberation Ribbon
Philippine Republic, Presidential Unit Citation

CITATIONS:

Navy Cross: "For extraordinary heroism as Pilot of a Fighter Plane and Commander Air Group EIGHT, attached to the USS *Bunker Hill*, during action against warships of the enemy Japanese Fleet in the First Battle of the Philippine Sea, on June 20, 1944. Gallantly leading his strike group at extreme combat radius to attack major hostile Fleet units, Commander Shifley pressed to within point-blank range of his targets in bold defiance of fierce fighter opposition and intense antiaircraft fire from guns of all calibers including Japanese battleship and cruiser main battery fire, directing his group in a closely timed and well coordinated strike to inflict extensive and costly damage on hostile warships and, at the same time flying through the intense shellfire to obtain valuable photographs of the fierce action. Exerting every effort to protect aircraft of his group from enemy air attack during the engagement, he valiantly led his two-plane section against seven Japanese fighters and, striking furiously despite the tremendous odds, succeeded in blasting one from the sky, in probably destroying another and in damaging a third..."

Legion of Merit: "For exceptionally meritorious service from June 1963 to August 1967 as Vice Chief of Naval Material. Through his outstanding professional competence, effective leadership, and devotion to duty...was instrumental in the development and implementation of concepts and organization necessary for the establishment of a truly integrated Naval Material support system fully responsive to the complex material acquisition and support needs of the Navy and Marine Corps. His accomplishments in the creation and development of the Naval Material Command have immeasurably contributed to the improvement of the material readiness of the Naval Service..."

Distinguished Flying Cross: "For heroism and extraordinary achievement ... as Commanding Officer of Bombing Squadron EIGHT, attached to the USS *Bunker Hill*, and Pilot of a dive bomber during operations against enemy Japanese shipping and shore installations at Palau, Woleai, Hollandia and Truk Islands, in March and April 1944...(he) inflicted extensive damage on enemy war and merchant vessels, grounded aircraft, hangars, runways, fuel dumps, buildings and gun positions...(he) inspired the members of his Squadron to an exceptionally high degree of achievement..."

Gold Star in lieu of the Second Distinguished Flying Cross: "For heroism and extraordinary achievement... as Task Force Target Evaluator and Task Group Strike Leader, attached to Air Group EIGHT, operating from the USS *Bunker Hill*, during action...in the Philippine Islands Area from September 9 to September 24, 1944. By capable and efficient planning while over the target, (he) organized his forces and assigned targets to destroy or damage large numbers of enemy aircraft and numerous ground installations, and to inflict extremely heavy shipping losses upon the enemy. On September 21, he personally attacked and shot down one enemy plane and damaged another..."

Gold Star in lieu of the Third Distinguished Flying Cross: "For heroism and extraordinary achievement...as Commander Air Group EIGHT and as Pilot of a Fighter Plane, attached to the USS *Bunker Hill*, during operation... in the Nansei Shoto, Formosa and Philippine Islands Areas, from October 10 to 22, 1944... during strikes against enemy aircraft, installations and shipping, (he) skillfully directed the attacks assigning and changing targets as the situation required... he personally shot down one hostile fighter, destroyed another on the ground, bombed and severely damaged a medium cargo ship, and strafed a destroyer escort...

Gold Star in lieu of the Fourth Distinguished Flying Cross: "For heroism and extraordinary achievement... as Commanding Officer of Bombing Squadron EIGHT, attached to the USS *Bunker Hill* during operations against enemy Japanese forces during the period from July 27 to September 8, 1944. Completing his twentieth mission, (he) led bombing and strafing attacks against hostile shipping and ground installations, thereby contributing materially to the success of his Squadron..."

PERSONAL DATA:

| | |
|---|---|
| Born: | Mounds, Illinois, October 26, 1910 |
| Parents: | M. M. Shifley and Mrs. Elizabeth Hawkins Shifley |
| Wife: | Frances Ellen Norman of Demster, New York |
| Daughter: | Mrs. Susan Shifley Cox |
| Education: | Mounds and Cairo High Schools; University of Illinois, Urbana, one year; U.S. Naval Academy (BS, 1933); Naval Air Station, Pensacola, Fla. (Designated Naval Aviator, December 23, 1937); Naval War College, Newport, R. I. (Strategy and Tactics), 1952. |

VADM Shifley died of cancer at his home in Washington, D. C. on January 5, 1995.







## Allen M. Shinn, Vice Admiral, USN (Ret.)

"Al"

Date of Designation: 6 July 1937 NA # 5265

Dates of Active Duty: June 1928 - 7 May 1970

Total Flight Hours: 5,250

Carrier/Ship Landings: Fixed wing: 225

Approximate Flight Hours:
Jet: 25 Prop: 5,175 Helo: 50 VF/VA: 2,500
VP: 1,923 VS: 450 VT: 300 LTA: 2

Combat Tours:
WW II: ASW (VP), Dec. 1941 - Jun. 1943
CAG-89, Jun. - Dec. 1945

Aviation Commands:
CO, Headquarters Squadron 12, FAW 12, Sep. 1942 - Jun. 1943.
Commander, Air Group 89, Oct. 1944 - Jan. 1946.
CO, FAETULANT/Commander, Carrier Air Groups, Hampton Roads, VA., Oct. 1946 - Jul. 1948.
Commander, Air Early Warning Squadron 12 (VC-12), Jul. 1948 - Sep. 1949.
CO, USS *Saipan* (CVL-48), Dec. 1955 - Jul. 1956.
CO, USS *Forrestal* (CVA-59), Jul. 1958 - May 1959.
Commander, Carrier Division 14, Dec. 1959 - Feb. 1961.
Commander, Carrier Division 6, Jul. 1963 - Apr. 1964.
Chief BUWEPS/COMNAVAIRSYSCOM, May 1964 - Oct. 1966.
COMNAVAIRPAC, Nov. 1966 - May 1970.

Combat Awards: None.

Non-combat Awards:
Distinguished Service Medal

## Duty Assignment Chronology

| | |
|---|---|
| 6/27-7/28 | Apprentice Seaman USNR, Oakland, CA. |
| 7/28-6/32 | Midshipman, U. S. Naval Academy, Annapolis |
| 6/32-3/35 | USS *Tennessee*. Junior Division Officer. |
| 3/35-6/36 | Staff, ComBatShip Div 3. (Flag in USS *Idaho, New Mexico* and *Mississippi*). Assistant Communications Officer and Staff Duty Officer. |
| 7/36-7/37 | NAS Pensacola, FL. - Student Naval Aviator. |
| 9/37-6/39 | Torpedo Squadron 3, USS *Saratoga*. "E" in IBP (Torpedoes). |
| 6/39-7/40 | Cruiser Scouting Squadron 5, USS *Chicago*. XO of aviation unit. |
| 8/40-9/42 | VP-43 (redesignated VP-81 in June 1941). Based in Seattle, San Diego, Norfolk, Bermuda and Key West. Atlantic Neutrality Patrol in 1941, ASW in Gulf and Caribbean. Commanded 6 plane detachments in Panama, Galapagos and South America in spring of 1942. |
| 9/42-6/43 | CO, Headquarters Sqdn., Fleet Air Wing 12. |
| 6/43-10/44 | Staff, COMNAVAIRLANT. Senior Assistant Material Officer. |
| 10/44-1/46 | Commander, Carrier Air Group 89, USS *Antietam*. In LantFlt to May 1945; then PacFlt to Jan. 1946. Participated with 7th Fleet in occupation of Korea; supported CHINATS in occupation of Manchuria and North China. |
| 1/46-10/46 | Staff, Commander 5th Fleet. Fleet Aviation Officer on staff. (USS *New Jersey* and USS *Iowa*). |
| 10/46-7/48 | CO, Fleet Airborne Electronics Training Unit (FAETU). Additional duty as Commander Carrier Air Groups, Hampton Roads. |
| 7/48-9/49 | CO, Carrier Air Early Warning Squadron 2 (Redesignated Composite Squadron 12). Participated in Atlantic Fleet AEW and ASW operations aboard CVs and CVEs. |

- Continued -

| | |
|---|---|
| 9/49-8/52 | OPNAV, Washington, D. C. Head, Aircraft Program and Budget Section in DCNO (Air). |
| 8/52-6/53 | National War College - Student. |
| 6/53-10/55 | Staff, CINCPACFLT. Pacific Fleet Air Operations Officer from 1953-54, and Pacific Fleet Operations Officer from 1954-55. |
| 12/55-7/56 | CO, USS *Saipan* (CVL-48). |
| 8/56-7/58 | U. S. Naval Academy. Commandant of Midshipman. President of Naval Academy Athletic Association and Member of the Naval Institute Board of Control. |
| 7/58-5/59 | CO, USS *Forrestal* (CVA-59). Operated with LantFlt and deployed to Med as Flagship, CTF 60. |
| 5/59-12/59 | Chief of Staff, COMSECONDFLT. |
| 12/59-2/61 | Commander, CARDIV FOURTEEN. |
| 2/61-7/63 | Bureau of Weapons (S) & (C). Assistant Chief of Field Support. |
| 7/63-4/64 | Commander, Carrier Division SIX |
| 5/64-10/66 | Chief, BUWEPS/Commander, Naval Air Systems Command. |
| 11/66-3/70 | COMNAVAIRPAC, San Diego, CA. |
| 3/70-5/70 | Commander, Eleventh Naval District, San Diego, CA. |
| 5/7/70 | Retired from active duty. |

Promotions

| | |
|---|---|
| Ensign | 2 June 1932 |
| LTJG | 2 June 1935 |
| LT | 1 November 1939 |
| LCDR | 15 June 1942 |
| CDR | 29 September 1943 |
| CAPT | 1 January 1951 |
| RADM | July 1959 |
| VADM | 11 November 1966 |

## Summary of Significant Career Events

Most Significant: I succeeded in establishing a coherent Naval Air Systems Command - to embrace the entire aircraft weapons systems of the Navy. At the time, Defense Secretary McNamara ordered Bureaus abolished and the "System Commands" established. Neither he nor SECNAV Nitze understood our Navy's organizational requirements, and Admiral Galantin (Chief of Naval Material) was ordered to splitup the aircraft weapons systems among five different system commands. This would have been most unwise - even chaotic for Navy/Marine aircraft design and procurement.

After gaining CNO Dave McDonald's direct intervention, and after a week at the "bloody" Farmington Country Club meeting, I was able to reverse Galantin's directive and pull the aircraft systems together in NAVAIRSYSCOM, an organization which has survived from April 1966 until now!



Part of USS Macon crew aboard USS Richmond (CL-9) the morning after the airship crashed on 14 February 1945.

LT Leroy C. Simpler (far right)

## Leroy C. Simpler, Rear Admiral, USN

Leroy Coard Simpler was born in Lewes, Delaware, on June 19, 1905, son of Roy D. and Carrie C. (Warrington) Simpler. He was graduated from Lewes High School in 1923, and attended Goldey Business College prior to entering the U. S. Naval Academy, Annapolis, Maryland, on appointment as Midshipman from his native state in 1925. He was graduated and commissioned Ensign on June 6, 1929, and through subsequent promotions attained the rank of Captain, to date from March 30, 1945, retiring as a Rear Admiral in June 1959.

After graduation from the Naval Academy in June 1929, he had sea duty for a year, assigned first to the USS *Idaho* and later the USS *Colorado*. On May 23, 1930, he reported to the Naval Air Station, Pensacola, Florida, where he completed flight instruction and was designated Naval Aviator on April 7, 1931. He was then ordered to Aircraft, Scouting Force, and on May 29 joined Scouting Squadron 5. aviation unit of the USS *Marblehead*. He was detached on June 2, 1934, and later that month reported to Fighting Squadron 4, attached to the USS *Macon*, airship. In that assignment he flew fighter planes from this unusual airborne aircraft carrier. These were America's first "parasite fighters."

In February 1935 the *Macon* was lost off Point Sur, California, and he was assigned duty in connection with the decommissioning of the Naval Air Station, Sunnyvale, California, with additional duty at the Naval Reserve Aviation Base, Oakland, California. From February 1936 until August 1938 he was attached to the aviation unit of the USS *Augusta*, flagship of the Asiatic Fleet. During that period the Sino-Japanese war was fought, and the *Augusta* played an important part in the conduct of United States affairs in the Far East. Admiral Simpler, then a Lieutenant, was Officer-in-Charge of a detachment of bluejackets landed to assist the U.S. Marines in defense of the International Settlement.

Upon his return to the United States he was ordered to the Naval Air Station, Norfolk, Virginia, where he served from October 1938 until May 1940. For six months thereafter he was, assigned to Fighting Squadron 6, based on the USS *Enterprise*. On November 11, 1940, he was ordered to Fleet Air Detachment, Pearl Harbor, T.H., where he joined Fighting Squadron 5 of the USS *Yorktown's* Air Group. "Fighting Five," successor to one of the oldest squadrons in the Navy (Fighting Squadron 3, organized in 1927, its insignia the Striking Eagle), was temporarily based on the USS *Wasp* in the Atlantic when the Japanese attacked Pearl Harbor on December 7, 1941.

On January 2, 1942, he assumed command of "Fighting Five," which on May 11, 1942 was transferred to Pearl Harbor, to be based on the USS *Saratoga*. Under his command Fighting Squadron 5 assisted in the air coverage of Guadalcanal operations, and participated in the First Battle of the Stewart Islands on August 24, 1942. Flown to Guadalcanal to bolster defenses there, the squadron operated from land bases in the islands until decommissioned in November 1942 as the result of damage sustained by the *Saratoga* while operating in "Torpedo Junction." The following letter was received from Admiral William F. Halsey, Jr., USN, Commanding the South Pacific Area: "You, and the men under your command, comprising Fighter Squadron Five, are to be congratulated on your outstanding performance of duty during operations in the Guadalcanal area between September 11 and October 16, 1942. Although operating under difficult and hazardous conditions, the many tasks assigned you were carried out with marked success as proven by the great number of enemy losses as compared to our own. Your report of operations submitted November 11, 1942, is excellent and copies are being sent to all interested parties. It will be of great value in future planning."

For his services in command of Fighting Squadron 5 during operations from the *Saratoga*, Admiral Simpler was awarded the Distinguished Flying Cross, and a Gold Star in lieu of the second Distinguished Flying Cross. The Navy Cross was awarded him by the Commanding General, First Marine Air Wing. He also received a facsimile of, and is entitled to wear the Ribbon for, the Presidential Unit Citation awarded the First Marine Division, Reinforced,

having operated with that Division from September 11 to October 16, 1942. The citations follow:

Distinguished Flying Cross: "For heroism, and extraordinary achievement as Commander of a Fighting Squadron during action against enemy Japanese forces in the Solomon Islands Campaign on August 24,1942. Leading his squadron in a vigorous and determined attack against an enemy air group headed toward our surface forces, Lieutenant Commander Simpler, with utter disregard for his own personal safety in the face of tremendous anti-aircraft fire, contributed greatly to the aggressive fighting spirit and high combat efficiency which enabled his squadron to destroy nineteen Japanese aircraft and damage three more..."

Gold Star in lieu of Second Distinguished Flying Cross: "For extraordinary achievement in aerial flight as Squadron Commander, Fighting Squadron Five, during operations

- Continued -

against the Japanese occupied Solomon Islands, 7 August 1942. Boldly leading twelve planes of his squadron in determined and repeated machine gun strafing attacks against enemy land troops and sea installations (he) assisted effectively in silencing Japanese opposition and assuring the consummation of our landing operations without undue casualties. His inspiring leadership and loyal devotion to the accomplishment of an important mission were instrumental in the successful invasion of our forces in that area."

Navy Cross: "For extraordinary heroism and distinguished service in the line of his profession as Commander of a Fighter Squadron during action against enemy Japanese aircraft in the Solomon Islands Area from September 11 to October 6, 1942. Leading his squadron daringly and fearlessly against overwhelming formations of enemy aircraft, Lieutenant Commander Simpler contributed to the destruction of seventeen Japanese planes from September 12 to 14, and, on October 2, personally shot down one Zero-type fighter. Vigorously pressing forward attacks in the face of fierce enemy opposition, the Squadron under Lieutenant Commander Slimpler's command accounted for thirty-five enemy aircraft during its service in this area..."

Presidential Unit Citation, First Marine Division, Reinforced: "The officers and enlisted men of the First Marine Division, Reinforced, on August 7 to 9, 1942, demonstrated outstanding gallantry and determination in successfully executing forced landing assaults against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida and Guadalcanal, British Solomon Islands, completely routing all the enemy forces and seizing a most valuable base and airfield within the enemy zone of operations in the South Pacific Ocean. From the above period until 9 December l942, this Reinforced Division not only held the important strategic positions despite determined and repeated Japanese naval, air and land attacks, but by a series of offensive operations against strong enemy resistance drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks..."

Following decommissioning of his squadron in November 1942, Admiral Simpler was ordered to the Navy Department, Washington, D.C., where he served in the Office of the Chief of Naval Operations from December 1942 until May 1943. He was then transferred to the Bureau of Aeronautics, where he was instru'menta1 in developing the F8F BEARCAT carrier-based fighter, one of the world's fastest propeller-driven planes. Detached in August 1944, he assisted in fitting out the USS *Randolph*, and served as Air Officer of that carrier from her commissioning, October 9, 1944, until June 1945, and as her Executive Officer until October 22 that year.

He was awarded the Bronze Star Medal with the following citation: "For distinguishing himself by meritorious achievement, while serving aboard a United States carrier, in connection with operations against the enemy in Western Pacific waters and in attacks on the Japanese Empire, the Nanpo Shoto, and the Nansei Shoto, during the period 16 February 1945 to 26 July 1945, and for outstanding services in connection with the pre-scheduled delivery of an urgently needed major warship to the combatant fleet. As Air Officer and subsequently as Executive Officer he displayed ceaseless effort, exceptional professional skill, a conspicuous capacity for leadership and outstanding organizational ability, all of which contributed materially to the preparation and early readiness of an effective Air Department which was a most essential factor in the successful operations against the enemy..."

Detached from the *Randolph* in October 1945, he next served briefly as Air Officer on the staff of Commander Reserve Fleet, Atlantic Fleet. In December of that year he returned to the Navy Department for duty in the Office of Public Relations. There he served for three years as Director of the Aviation Division. Early in 1949 he reported for duty on the staff of Commander-in-Chief, Atlantic Fleet, and on April 5, 1950, was transferred to the staff of Commander FIRST Fleet. Later that year he assumed command of the USS *Pine Island*, and on June 20, 1951, was transferred to command of the Naval Auxiliary Air Station, Whiting Field, Milton, Florida.

Under orders of June 2, 1953, he reported for duty at the Joint Operations Center, Korea, and on April 20, 1954, he was ordered detached for duty as Commanding Officer of the USS *Oriskany* (CVA 34). After a year in that command he reported as Chief of Staff and Aide to the Chief, Naval Air Reserve Training, Naval Air Station, Glenview, Illinois. In 1957 Admiral Simpler reported as Chief of Information, for Commander-in-Chief Pacific, serving in this assignment until his retirement from active duty on June 30, 1959.

In addition to the Navy Cross, the Distinguished Flying Gross with Gold Star, the Bronze Star Medal, and the Presidential Unit Citation Ribbon, Admiral Simpler has the China Service Medal; the American Defense Service Medal, Fleet Clasp; Asiatic-Pacific Campaign Medal with six bronze stars; American Campaign Medal; the World War II Victory Medal; National Defense Service Medal; Korean Service Medal; United Nations Service Medal; and, the Philippine Liberation Ribbon.



**Alvin Wallingsford Smith Jr., LCDR. USNR.**

Alvin Wallingsford Smith Jr. was born in Cincinnati, Ohio on August 18, 1896, the son of Alvin W. Smith Sr. and Jennie Youhnt Smith. Prior to entering the Naval Reserve he attended the University if Cincinnati for two years and New York University, NY for two years.

He enrolled as a Seaman Second Class in Washington, D.C. on July 9, 1917. He was in Class B, the second ground school class of 25 at Massachusetts Institute of Technology and then went on to flight training at Pensacola. He was designated Naval Aviator # 356 (HTA) and commissioned Ensign on February 13, 1918. He then went to Mouchic, France where he completed the seaplane-bombing course. Then to Claremont Ferrand, France to complete the course in French Breguet land planes. Upon completion he was to join the land forces at Dunkerque, France, but instead was sent to Porta Corsini, Italy where he participated in night bombing attacks on Palo, Austria and received the Navy Cross. He was also awarded the War Cross by Italy.

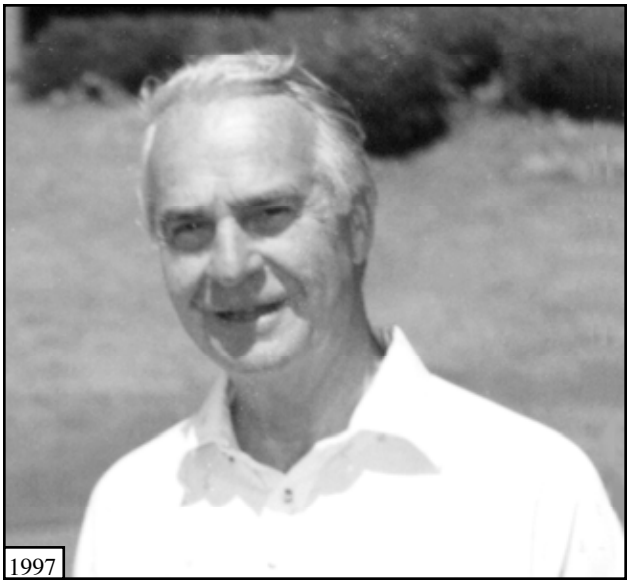
Upon returning to the United States after the war, he had various assignments from instructor in "H Boats" to Aviation Recruiting Officer in New York City. In 1920, his request for inactive status was granted and he returned to civilian life, Honorably Discharged on July 9, 1921 as a LTJG. Between 1921 and 1927 He then became actively engaged in aviation work with the Civil Aeronautics Administration and the Bureau of Air Commerce. During the period 1927-1937 he traveled extensively throughout the United States – surveying airfields – selecting and leasing intermediate fields – beacon and radio range sites. For about three years of this period he was re-enrolled as a LTJG and assigned duties as Patrol Pilot on the Pacific Coast and spent about 2,000 flying hours checking all air navigation facilities.

From 1937-1941 he was an Air Carrier Inspector for Operations. Based at Oakland, California he handled all operations for United Airlines, Western Operations Division, which came under C.A.A. supervision. This work included flight checking pilots for air line and multimotor equipment (land and water) certificates; approving or disapproving airline operating procedures and technique. As a result he traveled extensively on airlines and solo flying up and down the Pacific Coast and east to Cheyenne, Wyoming. Alvin Smith held an airline transport certificate and had approximately 4,620 hours of certified flying time as of July 1, 1941, in various airplane classifications from 1S to 5M land and water.

On January 15, 1941 he returned to duty a Lieutenant Commander in reserve status as Squadron Commander VS-20R and the N.R.A.B., Oakland, CA. His reserve status was terminated and he was ordered to active duty at the U. S. Naval Air Station, Alameda, CA where he reported on January 19, 1941, as Assistant Operations Officer. He went on to assignments at OPNAV in Washington, D.C. and Officer-in-Charge of Project Baker, Banana River, FL. He was returned to the Inactive List on January 1, 1951 and retired on November, 1, 1953 as a Lieutenant Commander with a 1319 designator.

He married Ruth Logan Smith in Nevada in March 1938. They had two children, Katherine Smith and Grant Spencer Smith.




## Armistead B. Smith, Jr., Captain, USN (Ret.)

"Chick"

Date of Designation: 19 February 1942 NA # 11112

Dates of Active Duty: May 1942 - July 1972

Total Flight Hours: 4,130

Carrier/Ship Landings: Fixed wing: 532

Approximate Flight Hours:
Jet: 1,000 Fixed Wing: 3,130

Combat Tours:
WW II: VF-9, USS *Ranger* (CV-4), Nov. 1942 ( North African invasion) - 10 missions (F4F);
WW II: VF-9, USS *Essex* (CV-9), Sep. 1943 - Mar. 1944 (Marcus, Wake, Rabaul, Tarawa, Kwajalein, Marshalls, Truk and Saipan) - 41 missions (F6F);
WW II: VBF-12, USS Randolph (CV-15), Jan. 1945 - Jun. 1945 (Tokyo, Bonins, Iwo Jima, Tokyo, Okinawa and Japan) - 44 missions (F6F).

Aviation Commands:
CO, VF-71, Jul. 1948 - Jul. 1949.
CO, ATU-223, Jan. 1957 - Jul. 1957.
Commander, CVG-7, Jul. 1957 - Mar. 1959.
CO, USS *Pine Island* (AV-12), Jun. 1966 - May 1967.
CO, NAS Miramar, Jun. 1967 - Jul. 1969.
Commander, Fleet Air Miramar, Jun. 1970 - Jul 1972.

Combat Awards:
Silver Star
4 Distinguished Flying Crosses
8 Air Medals

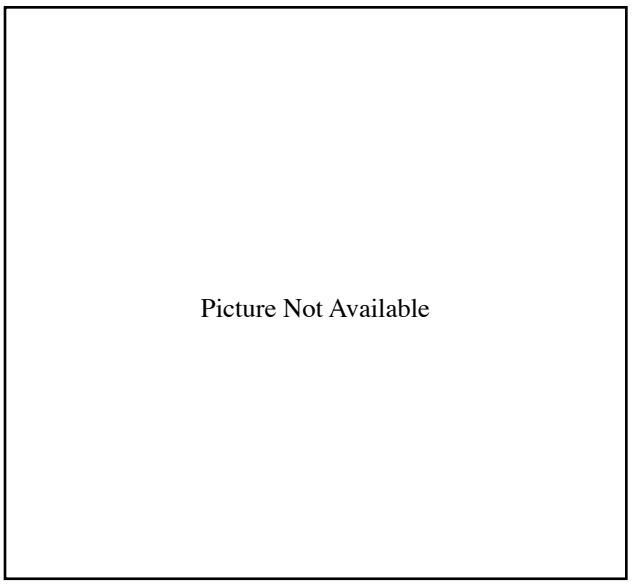
## Duty Assignment Chronology

| | |
|---|---|
| 5/41-2/42 | Aviation Cadet. |
| 2/42-4/44 | VF-9 (F4F, F6F). |
| 4/44-7/45 | VBF-12 (F6F). |
| 7/45-7/46 | ATU-1 |
| 7/46-7/47 | General Line School. |
| 7/47-7/49 | VF-71 |
| 7/49-1/50 | USAF Command and Staff School. |
| 1/50-7/51 | Carrier Qualification Training Unit (CQTU). |
| 7/51-6/53 | COMFAIRJAX Staff. |
| 6/53-8/55 | CINCNELM Staff. |
| 8/55-7/57 | ATU-223. |
| 7/57-3/59 | Commander, Carrier Air Wing-7. |
| 3/59-4/60 | USS Essex (CV-9). |
| 4/60-5/62 | OPNAV, Washington, D.C. |
| 5/62-7/63 | COMCARDIV-6 Staff. |
| 7/63-6/64 | Naval War College. |
| 6/64-6/66 | OPNAV, Washington, D.C. |
| 6/66-5/67 | CO, USS *Pine Island* (AV-12). |
| 5/67-7/69 | CO, NAS Miramar, CA. |
| 7/69-6/70 | Chief of Staff, CARDIV-7. |
| 6/70-7/72 | Commander, Fleet Air Miramar. |
| 8/1/72 | Retired from active duty. |

## Summary of Significant Career Events

(1) Eleven confirmed air victories.

Family
Captain Smith is married to the former Margaret Pagliotti of Santa Barbara, California. They have three children - sons Michael and Armistead B. III, and daughter Mrs. John Wallace. They have six grandchildren.




## Donald F. Smith, Captain, USN

Captain Smith was born in Timmonsville, South Carolina, June 2, 1900, the son of the late Charles A. Smith, former Governor of South Carolina, and Mrs. (Fannie Byrd) Smith. He was graduated from Timmonsville High School and attended Wilmer and Chews Preparatory School, Annapolis, Maryland, before his appointment to the U. S. Naval Academy from the Sixth District of South Carolina in 1917. While a Midshipman he qualified as an expert rifleman, was a member of the lacrosse squad, and during the summer of 1918 served in the USS *Maine* which operated with the Atlantic Fleet during the World War. Graduated and commissioned Ensign in June, 1921, he was subsequently advanced through the grades to Captain, to rank from June 20, 1942.

After graduation in 1921, Captain Smith served two years in the USS *Utah* before he joined the newly commissioned minesweeper USS *Penguin* at Pearl Harbor. He remained on duty on Asiatic Station until December, 1925, and during this period while serving in the USS *Palos*, was an armed guard officer with forces ashore in the Yangtze River Valley. Returning to the United States, he served in the destroyers USS *Sharkey* and USS *Worden* before he reported at the Naval Air Station, Pensacola, Florida, for flight training. Designated naval aviator June 1, 1927, he has served continuously with naval aviation since that time, with and in command of squadrons based on the USS *Langley*, as an instructor at Pensacola, with patrol squadrons at Coco Solo, Canal Zone, and as commanding officer of a squadron based on the USS *Lexington*

Captain Smith was Commander of the Naval Reserve Aviation Base at New York, New York from June, 1939 until April, 1941, when he was transferred to duty as Commander of the New York Naval Air Station, continuing in command of the Reserve Base. Returning to sea duty, he was navigator of the USS *Wasp* from August, 1941 until September 7, 1942, being detached just eight days before the loss of that aircraft carrier in the Solomon Islands area while she was assisting in protecting the supply lines at Guadalcanal. Following command of the USS *Wright*, Captain Smith became the first Director of the Naval Air Transport Service in the Pacific Area, serving in this assignment from April to October, 1943, when he was named Director, Naval Air Transport Service, Office of the Deputy Chief of Naval Operations (Air), Navy Department, Washington, D.C. He was the first Commander of Naval Air Transport Service in the Pacific Area and Director of one of the greatest fleets of transport airplanes ever in existence to assume a command at sea. He inaugurated the Naval Air Transport Service in the Pacific for the purpose of extending and integrating functions previously performed by an inadequate emergency service. For services in that assignment he received a Letter of Commendation with the authorization to wear the Commendation Ribbon with the following citation:

LETTER OF COMMENDATION

"For exceptional services as the first Commander of the Naval Air Transport Service in the Pacific Area from April to October, 1943. With broad vision and sound judgment, Captain Smith inaugurated the Naval Transport service for the purpose of extending and integrating the functions which had been performed by an inadequate emergency service. Through his tireless efforts in fostering this necessary organization and the application of his singular technical knowledge, new bases were established and the services in this area grew from desultory flights accomplished on an irregular basis to well ordered flights maintained on rigid schedules. Captain Smith's devotion to his cause and skillful performance of duty throughout this period laid the ground work for the success and effectiveness of the Naval Air Transport service in the Pacific Area."

Under the efficient and personal supervision of Captain Smith the Naval Air Transport Service, which he directed from October, 1943, to December, 1944, expanded during this period from approximately 65,000, route miles flown to more than 85,000 route miles, exclusive of the flights of the Naval Air Ferry Command established in January, 1944, under his supervision. Naval Air Transport Service (NATS), organized December 12, 1941, under authorization of the Secretary of the Navy, flew mail, personnel, and vital supplies to the fleet on far flung battle fronts on regular schedule. An exceptional safety record has been established despite the fact planes were landed on fields where the Japanese still threatened. In addition, NATS maintained a flying ambulance service for-World War II war casualties. In December, 1944, he was ordered to duty in connection with fitting out the USS *Boxer,* assuming command when that aircraft carrier was commissioned on April 17, 1945.

Relieved of command of the *Boxer* on June 3, 1946, and ordered to duty as Commander, Naval Air Bases, Saipan, with additional duty as Island Commander, Saipan, and further additional duty from August 1946 as Chief Military Governor of other islands in that vicinity, including Tinian, Guam and Rota. He returned to the United States in October 1947, and following temporary duty with Fleet Air, West

- Continued -

Coast, proceeded to the Naval Air Station, Anacostia, D.C. for duty. On January, 27, 1948 he reported for duty as Commanding Officer, Naval Air Station, Quonset Point, Rhode Island.

In addition to the Letter of Commendation with Ribbon, Captain Smith has the Navy Expeditionary Medal (member landing force ashore, Yangtze River, 1924-25); the American Defense Service Medal with bronze "A" (for service in the USS *Wasp* which operated in actual or potential belligerent contact with Axis Forces in the Atlantic Ocean, September 23 - October 17, 1941); the Asiatic-Pacific Area Campaign Medal; the American Area Campaign Medal and the World War II Victory Medal.

He was married to Mrs. Sophie Thompson Smith and their home of record is Timmonsville, South Carolina.





Joe Smith & Adm. Tom Connolly beside F-14 at Point Mugu.

## Joseph G. Smith, Captain, USN (Ret.)

"Joe"

Date of Designation: 1939 NA # 6172

Dates of Active Duty: 31 October 1939 - 31 August 1969

Total Flight Hours: Over 9,000 hours (5,898 military)

Combat Tours:

WW II: Scouting Squadron Two, 4-12 May 1942, USS *Lexington* (until sunk) and USS *Yorktown*. Battle of the Coral Sea.

Aviation Commands:

CO, VF(N)-106, 1944 - 1945
CO, VF-19, 1945 - 1946
CO, VF-61, 1950 - 1951
Director, Naval Test Pilot School, Patuxent River, MD.
CO, Air Development Squadron FOUR (VX-4), 1959-1961
CO, NAS Point Mugu, CA., 1961 - 1963
CO, USS *Hyades* (AF-28), 1963 - 1964
CO, USS *Intrepid* (CVS-11), 1964 - 1965

Combat Awards:

Navy Cross
2 Air Medals
Presidential Unit Citation

### Duty Assignment Chronology

| | |
|---|---|
| 1938 | U.S. Army 387th Field Artillery Regiment - Second Lieutenant - Active Duty June 1938 (Later resigned to enter Navy). |
| 1938-39 | Naval flight training, NAS Pensacola, FL. Completed course, single and multi-engine land and sea from VF to VP. |
| 1939-42 | Scouting Squadron TWO (Scout and Dive Bombing Squadron) aboard USS *Lexington*. During Coral Sea patrol, sighted and relayed position of 2 Japanese carriers, 4 heavy cruisers and many destroyers. Awarded Navy Cross for ensuing action. Was one of last planes finally launched from burning and sinking Lexington. Landed on USS *Yorktown* after fighter CAP mission. |
| 1942-44 | Staff, Training Command, Corpus Christi, Texas - Training Officer. |
| 1944-45 | CO, VF(N) 106 - Night Fighter Squadron. COMCARDIV 11 Staff - Assistant OPS for Night Fighter Operations. |
| 1945-46 | CO, VF-l9 (F8F) Fighter Squadron. |
| 1946-47 | General Line School, Newport, Rhode Island - Student. |
| 1947-48 | Naval Air Test Center, Patuxent River, MD., Tactical Test Division - Test Pilot and Project Officer. |
| 1949-50 | Empire Test Pilots School, Farnsborough, England - Exchange Duty with Royal Air Force and Ministry of Supply. Awarded the McKenna Trophy for best test pilot (1st American to get it). |
| 1950-51 | CO, VF 61 (F9F) based aboard USS *Coral Sea* and USS *F. D. Roosevelt*. |
| 1951-54 | Director, Naval Test Pilot School, Patuxent River, MD. |
| 1954-56 | Operational Development Force Staff - Special Weapons Officer. |
| 1956-57 | USS *Valley Forge* (CV-45) - Operations Officer. |
| 1957-58 | Bureau of Aeronautics; Head, Fighter Design Branch. |
| 1958-59 | Naval War College, Newport, Rhode Island - Senior Course. |
| 1959-61 | CO, VX-4, Air Launched Guided Missile Development. |
| 1961-63 | CO, Naval Air Station, Point Mugu - Navy's Missile and Space Base. |
| 1963-64 | CO, USS *Hyades* (AF 28). |
| 1964-65 | CO, USS Intrepid (CVS 11). Picked up astronauts Gus Grissom and John Young after |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| | Gemini GT-3 flight, March 23, 1965. Intrepid won COMNAVAIRLANT FY-64 Battle Efficiency Pennant award and four of the Departmental awards (Air, Engineering, Operations and Weapons). |
| 6/65-12/68 | CNO Office (OP-91 & OP-96) - CNO Project Officer for Tactical Aviation Study - Center for Naval Analysis. |
| 1/68 -8/69 | Headquarters, Naval Material Command - Deputy Chief of Naval Material (Management and Organization) |
| 8/31/69 | Retired from active duty. |
| 1969-74 | Grumman Aerospace Corporation. Director of Pt. Mugu operations for GAC. |

## Summary of Significant Career Events

(1) Aircraft flown include: N3N-1/2/3 (Land and sea), NS-1, N2S-2, O3U-3, SU-2, SBU-1/2, O2U-1 (Floats and 4 powder cat shots), PD-1, P3M-1, PM-2, NJ-1, TG-2, TBD-1, F4B-3/4, SBC-3/4, BT-1, SBD-2/3/4/5/6, SNJ-1/2/3/4/5, GB-1/2, GH-1/3, SNV-1, OS2U-3, R3D-2, F3F-2, PBY-3, R50-2, N2T-1, SNC1, SNB-1/ 2/3E, JRB-6, J2F-3, F6F-3, F6F-5N/5E, FM-1, F6F-5P, F4U-1/4, TBM-3/3E, SB2C-4, F8F-1/2/2N and XF8F-1, F7F-3/3N, HE-1, P51-D, P61-B, R5C-2, PB4Y-2, P59-B, XBT2D-1, NE-1, FD-1, F26-1, PB4Y-1, BT2D-1N, AM-1, FH-1, XFJ-1 (Straight Wing), FJ-2 (Swept Wing), F2H-1, AD-2/3/3N/4N, P2V-2, B-25, TO-1 (Navy version F-80), F2G-2, F9F-2, XNQ-1, P4M-1, HPP-2, F4U-5/5N, PBY-6A, P4Y-2, R4D-8, XF4U-5, SA-16 Albatross, HTK-1, HRS-1, HO5S-1, HUP-2, JRF-5, F80-C, F-86A, HTL, XP2V-2, UF-1, F3D-2/2T, F2H-2/3/4B, AD-4/4B/5/6, F7U-3, T-28/28B, T-34, S2F-1/2, HO4S-1, F9F-8/8T, HSS-1, F-101C, HSS-1, GR-21, TF-1, F3H-2M, F-11F-1F (Supertiger), F-101A, TA4D-1, F4D-1, A4D-1/2, F8U-1/1E/2/2N, R5D1/2/3/4, R7V-1, F-5, SH3A, UH-1B, F3D-2, TV-2, UC45J, T38A, CH-19E and 18 British aircraft Lincoln II 4 engine heavy bomber, Fairey Firefly (attack type), Sea Fury fighter, Vampire I & V jet fighter, Meteor III twin jet fighter, Tempest (mean fighter), Mosquito twin fighter, Anson utility aircraft, Oxford light twin transport, Harvard (British SNJ), Dominic twin light transport, Anson twin light transport, Seafire (Spitfire MKXX contra-prop), Auster (light cub-like tow plane), Olympia sail plane, DeHaviland Dove medium transport, Devon medium transport, and the R4D with British turbo-prop engines.

(2) Sighted and reported location of Japanese fleet in Battle of the Coral Sea 4-12 May 1942.

(3) Was one of few planes finally launched from buring and sinking USS *Lexington* to act as a fighter for what was expected to be a second air attack by Japanese forces. Second attack did not materialize and all planes were ordered to land on the USS *Yorktow*n. Lost all posessions on *Lexington*. Arrived in San Diego with only a pair of cut-off khakis, no shoes and two dimes in my pocket. When I found out I had been promoted to LTJG, I took the two dimes, pounded them flat, cut them into strips and attached them to my collar.

(4) Toward the end of the war, was assigned as CO of VF-19, a Grumman "Bearcat" fighter squadron aboard the carrier USS *Hornet* on its way to attack Japan. After Hiroshima was bombed, this fabulous airplane never saw combat action.

(5) As CO, USS *Intrepid*, was primaryrecovery ship of Project Gemini - recovering astronauts Virgil (Gus) Grissom and John W. Young in the Western Atlantic, March 23, 1965.

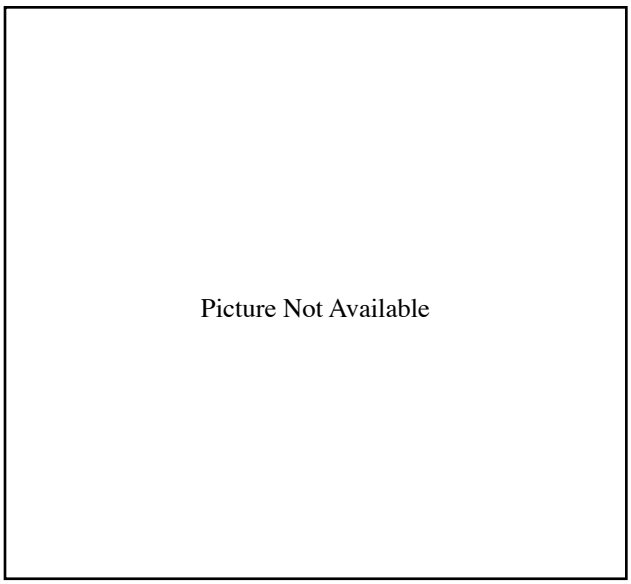
(6) While at Empire Test Pilots School, Farnsborough, England, LCDR Joe Smith was awarded the McKenna Trophy as the best test pilot. Joe made history, for he was the first American to take away from the British Empire one of the few trophies that really mattered. (He was not actually allowed to take the Trophy away, but he got a mug for keeps).

## Personal Data

Joe is married to the former Bertha B. Barker of Ogden, Utah. They met at the University of Utah and have been married for 58 years. They have three sons - Lincoln J. Smith, Cordell C. Smith, and Charles L. Smith.

Degrees Held

B.S. Mechanical Engineering, University of Utah - 1938
B.S. Aero Engineering - 1950
M.S. International Affairs, GWU - 1967




**Kenneth Rose Smith, LCDR, AVS, USNR**

Lieutenant Commander. Smith was born May 17, 1894, in Patchogue, Long Island, New York. He attended Hatchkiss Preparatory School, Lakeville, Connecticut and graduated from Yale University in 1917. He enlisted in the naval service as an Electrician's Mate, First Class, March 24, 1917. He completed flight training later that year, was designated Naval Aviator No. 87 and promoted to the rank of Ensign in the United States Naval Reserve Force, September 4. 1917.

On September 12, 1917, he was detached from duty in the Third Naval District, and ordered to Paris, France, for duty with the Naval Aviation Forces, reporting to the Naval Air Station, Le Croisic, France. At this duty station he was Engineering Officer at the first Naval submarine operating base at Le Crosic and flew the first submarine patrol from an American operated seaplane base in French waters. He was detached from that station in February 1918, and reported to duty at the Naval Air Station, Ile Tude Finnitere, France where he assisted in the establishment of a seaplane patrol base. While at Ile Tude, France, he was chief flight officer until his transfer July 8, 1918. While in France, he was promoted to the rank of Lieutenant (jg), was ordered to temporary additional duty with the Northern Bombing Group, and went to Milan, Italy, in connection with the Flying Caproni machine.

In October, 1918, Lieutenant (jg) Smith was detached from the Bombing Group and was ordered to Brest, France, and then back to the United States, reporting to the Bureau of Navigation, Washington, D.C. On November 20, 1918, he was promoted to the rank of Lieutenant, and during this same month, he was detached from the Bureau of Navigation, and reported to the Office of Naval Operation, Aviation Section, and released from all active duty January 3, 1919.

Lieutenant Smith was invited to attend the ceremonies aboard the Flagship USS *Pennsylvania* on June 28, 1918, at which time the officers of the Atlantic Fleet were assembled to receive the French Legion of Honor at the hands of Captain Saint Seine, French Naval Attache in Washington.

Lieutenant Smith was honorably discharged March 23, 1921, at the expiration of his enrollment.

He was appointed Lieutenant Commander, AVS, USNR, March 30, 1942, and reported for duty at the Naval Air Station, Corpus Christi, Texas, April 6, 1942. He was a squadron executive officer at NAS Kingsville, TX and in June 1943 he assumed command of Cuddihy Field, Corpus Christi, Texas.

During the peace years between WW I and WW II he was a member of the New York Stock Exchange and headed a banking and brokerage firm with offices in six cities

Lieutenant Commander Smith holds two French decorations – the Croix de Guerre with Palm and the French Legion of Honor with the rank of Chevalier; the Navy Cross, and the New York State Reserve Conspicuous Service Medal.

The latest home address recorded for Lieutenant Commander Smith is: 1172 Park Avenue, New York, N.Y.




Swoose - second row, far right (standing)
First fleet operational A-6A squadron (VA-75)

1965



1971

## Leonard A. Snead, Rear Admiral, USN (Ret.)

"Swoose"

Date of Designation: 20 May l950 NA # V-1072

Dates of Active Duty: 19 June 1943 - 30 June 1976

Total Flight Hours: 4751.5

Carrier/Ship Landings: Fixed: 312

Approximate Flight Hours:
Jet: 2,000 Prop: 2,750 VF/VA: 2000
VP: 1,750 VT: 1,000

Combat Tours:
Vietnam: VA-75 (A-6A), USS *Independence* (CVA-62), 1965.

Aviation Commands:
CO, VA-75, May 1964 - August 1965. First A-6A Squadron.
CO, VA-42, August 1965 - July 1966. A6-A Training Squadron.
CO, USS *Forrestal* (CVA-59), November 1970 - July 1971.
Commander, Fighter/Airborne Early Warning Wing Pacific, July 1974 - June 1976.

Combat Awards:
Air Medal with Gold Star in lieu of second award.

### Duty Assignment Chronology

| | |
|---|---|
| 1943-46 | Midshipman, U.S. Naval Academy, Annapolis, MD. |
| 1946-49 | USS *Spokane* (CLAA-120), Norfolk, VA. |
| 1949-50 | Flight Student, NAS Pensacola, FL., and NAS Corpus Christi, TX. |
| 1950-53 | Pilot in Anti-Submarine Warfare Squadron (VP-45), Norfolk/Panama. |
| 1953-55 | Flight Instructor at NAS Pensacola, FL. |
| 1955-57 | Staff, Commander Carrier Group Three - Flag Lieutenant, NAS Alameda and WestPac. |
| 1957-59 | Special weapons delivery pilot in VAH-6 flying A3D aircraft, NAS Whidbey Island, WA. |
| 1959-60 | Student at the Naval War College, Newport, RI. |
| 1960-63 | Student, U. S. Navy Test Pilot School/Flight Test Division - Head of Flying Qualities & Performance Branch, NAS Patuxent River, MD. |
| 1963-65 | XO/CO, VA-75 - the Navys' first fleet operational A-6A squadron, NAS Oceana, VA., and USS *Independence* (CVA-62). |
| 1965-66 | CO, VA-42 (A6 Training Squadron) NAS Oceana, VA. |
| 1966-67 | Operations Officer, USS *Independence* (CVA-62) Norfolk, VA/Mediterranean. |
| 1967-69 | A6A Program Coordinator in the Office of the CNO, Pentagon. |
| 1969-70 | CO, USS *Diamond Head* (AE-l9), Norfolk. |
| 1970-71 | CO, USS *Forrestal* (CV-59), Norfolk, VA., and Mediterranean Sea. |
| Feb. 1971 | Selected for Flag Rank |
| 1971-74 | Program Manager, F-14/AWG-9/Phoenix Missile/F401 engine, NAVAIRSYSCOM. |
| 1974-76 | Commander, Fighter /Airborne Early Warning Wing, Pacific, NAS Miramar, CA. |
| 6/30/76 | Retired from active duty - immediately joined the Grumman Corporation as Vice President of their European/Middle East operations until 1982, London, England. |
| 1978-79 | Managing Director of all Grumman Operations in Iran, Isfahan, Iran. |
| 1981-82 | Grumman European Headquarters moved to Paris, France. |
| 1982-92 | Vice President of Programs for Pratt & Whitney, West Palm Beach, FL. |
| 1992 | Fully retired - thoroughly enjoying playing golf/tennis and skiing the Colorado Rockies with my youngsters and grand youngsters!! Here and there and Colorado. (- Continued -) |

## Summary of Significant Career Events

(1) After graduating from the Naval Test Pilot School in 1960, participated in the early NPE flights of the A6-A airplane at Grumman. Participated in much of the flight test work and BIS trials at PAX River. Ordered as XO/CO of VA-75--the Navy's first fleet operational A6-A squadron--and took it into combat in Vietnam on its first cruise. As the A6 Program Coordinator in the Pentagon, I was instrumental in obtaining the funding for/and the development of, the upgrade A6-E. Spent 8 years (1961-69) working with the A6 airplane.

(2) Was relieved early (not for cause) as CO of *Forrestal* to return to DCA to become Program Manager of the Navy's newest fighter airplane--the F-14--in June 1971. The #1 aircraft had crashed and the #2 F-14 was grounded with "weeping hydraulic leaks". OSD/ OMB/The Congress were all unhappy with the F-14 contract--and the Fighter community of the Navy was totally divided over what they wanted in a new fighter aicraft!! After getting our TEAM put back together--and working together we brought the F-14--its AWG-9 weapons control system--and the Phoenix missile to fruition. It turned out to be the finest fighter weapons system in the world.

(3) Have flown 55 different designations of aircraft--including a number of British and French operational types. Am an Associate Member of The Society of Experimental Test Pilots.

(4) Throughout the development/testing/upgrade of both the highly sophisticated and very capable A6 and F-14 weapons systems, the Grumman Corporation should be highly commended by the Navy for their diligence and dedication, and all of their efforts involved in bringing both of these great aircraft to fruition. It was a great TEAM effort and a real privilege to work with their TEAM

Family: Married Elizabeth Sandruck 6 June 1946--have 4 youngsters--Alex/Jim/Michael/Paul and to date they have presented us with 10 beautiful Grand Children.





## Jack L. Snyder, Captain, USN (Ret.)

"Jack"

Date of Designation: 15 Jan 1946 NA#: P23284

Dates of Active Duty: July 1943 - July 1976

Total Flight Hours: 7,500

Carrier/Ship Landings: Fixed wing: 842 (Night 120)

Approximate Flight Hours:
Jet: 5,000 Prop: 2,500 VF/VA: 5,875
VR/VP: 200 VFP: 25 VT: 1,400

Combat Tours:
Korea: USS *Philippine Sea*, Jan. 1953 - Aug. 1953.

Vietnam: USS *Ticonderoga*, Nov. 1965 - Jun. 1966.

Aviation Commands:
CO, VF-191, Apr. 1963 - Jul. 1964.
CAG-5, Nov. 1965 - Nov. 1966.

Combat Awards:
18 Air Medals (Korea and Vietnam)
Bronze Star with Combat "V" (Vietnam)
2 Distinguished Flying Crosses (Vietnam)
Legion of Merit with Combat "V" (Vietnam)

### Duty Assignment Chronology

| | |
|---|---|
| 7/43-1/45 | College as a V-12A. Flight Preparatory School Green Castle, Ind. Pre-flight, lowa City, IA. |
| 1/45-12/45 | Primary Flight Training, Ottumwa, IA. Advanced Flight Training, Pensacola, FL. |
| 1/46-8/46 | Operational flight training, Opalocka, FL. |
| 9/46-6/49 | VBF-153, VF-16A and VF-152, Alameda, CA. |
| 7/49-7/50 | General Line School, Newport, RI. |
| 8/50-3/52 | Flight Instructor, Pensacola, FL. |
| 4/52-12/54 | VF-91, Alameda, CA. |
| 1/55-7/57 | Test Pilot training, ARMTEST Pilot, Patuxent River, MD. |
| 8/57-8/58 | Aide & Flag Lieutenant, COMCARDIV 2, Mayport, FL. |
| 9/58-6/60 | VF-174, Cecil Field, FL. |
| 7/60-7/61 | Naval War College, Newport, RI. |
| 8/61-4/62 | VF-124, Miramar, CA. |
| 4/62-6/64 | XO and CO VF-191, Miramar, CA. |
| 7/64-7/65 | BUWEPS, Washington, D.C. |
| 8/65-11/65 | CAG-4 Staff, Miramar, CA. |
| 11/65-11/66 | CAG-5, Miramar, CA. |
| 11/66-7/68 | COMNAVAIRPAC Staff, Coronado, CA. |
| 8/68-9/69 | Industrial College of the Armed Forces (ICAF), Ft. McNair, Washington, D. C. |
| 9/69-6/70 | Naval District Washington, D. C. George Washington University |
| 6/70-9/70 | OPNAV, Washington, D. C. |
| 12/70-12/71 | CO, USS *Manatee* (AO-58) |
| 3/72-6/74 | COMSTRIKEFORSOUTH, Chief of Staff, Naples, Italy |
| 7/74-7/76 | NAVAIRSYSCOM, Deputy Test and Evaluation Coordinator, Patuxent River, MD. |
| 7/76 | Retired from active duty |

### Summary of Significant Career Events

(1) Won the Pacific Fleet Aerial Gunnery individual championship in 1949, flying with VF-152 in an F8F-1 Bearcat. Team championship won by VF-152. Alameda, North Island and El Toro squadrons had a shoot-out. The three area winners competed at North Island. Used a 6'x30' vertical banner making six high-sides and four opposite from below runs firing ahead of the beam.

(2) As a test, pilot at Naval Air Test Center during 1955-57, flew 16 different model aircraft, including single engine, twin engine, four engine, seaplanes and nine models of jet aircraft. Lead Project Pilot for FJ-4 Fury BIS Trials. Assistant Project, then Lead Project pilot for the F-8 Crusader.

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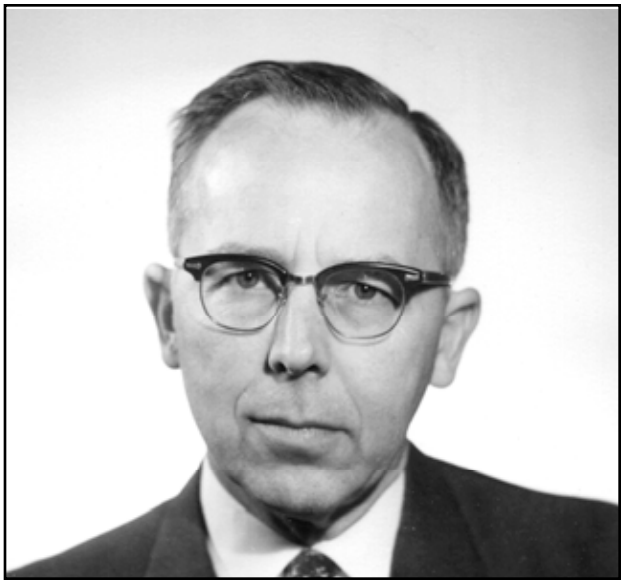
(3) As CO, VF-191, took the first squadron of F8E Crusaders to sea assigned with the night fighter mission flying from a 27C carrier, the USS *Bon Homme Richard*. During tour, won safety award and the Air Force Pacific Fleet Battle "E".

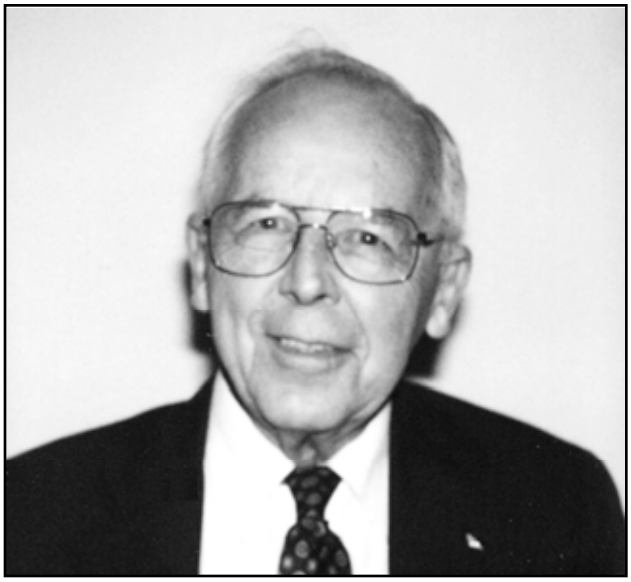
(4) Hair Raising Events:

A. During the first firing run in a supersonic gunnery flight at 30,000 feet in an F-8 Crusader, the right outer wing panel came off as the hinge point wing lock forgings failed due to stress cracks. In that flight condition, 30,000 feet supersonic, the center of lift jumps forward of the wing fuselage hinge point when losing an outer wing panel and the lift snatches the wing off the fuselage. The tail falls off, engine falls out and fuselage breaks into two pieces. Ejected while supersonic landing in the Chocolate Mountains.

B. While flying in Vietnam, destroyed 2 airborne SAMs with an A-4. Missiles won anyway but A-4 held together 25 miles for an overwater ejection and helo pick-up, barely avoiding 7 years at the Hanoi Hilton with good friend, Jim Stockdale.

C. During F-8 Crusader BIS Trials, fired guns at lower right-hand corner of the envelope, 625 Kts, 0.98 Mach No. at sea-level and the landing gear came down. Windshields rain remover hose with 300 psi of pressure, broke loose in a compartment. It flailed around and tripped the emergency landing gear down cable. The system worked as advertised. It blew the main landing gear doors open and the nose gear down with the gear handle up. I zoomed to 10,000' with the gear down. Returned to Atlantic City, NJ., a hundred miles away with just enough fuel for a tower fly by to check landing gear status and make one landing approach. Landing gear doors were shredded and fuselage and elevators had shrapnel damage. The landing gear was intact. (WHEW!!!!)





## George A. Spangenberg, Civilian, PL-313

Dates of Navy Active Civil Service Duty:
12 August 1935 to 23 June 1973.

"Combat Tours":
USN vs. Office of Secretary of Defense, 1960 - 1973.

Aviation "Command":
Director, Evaluation Division, Naval Air Systems Command and Predecessor Agencies.

Honors and Awards:

| | |
|---|---|
| 1962 | Navy Superior Accomplishment Award. |
| 1963 | Navy Distinguished Civilian Service Award. |
| 1968 | Aviation Week, "Laurels for 1968" - one of Laureates cited. |
| l970 | Navy Superior Civilian Service Award . |
| l973 | Honorary Naval Aviator #12. |
| 1973 | Navy Civilian Career Achievement Award. |
| 1974 | AIAA, Fellow. |
| 1976 | AIAA, Sylvanus Albert Reed Award. |
| 1990 | Enshrined, Naval Aviation Hall of Honor. |
| 1993 | Honorary Golden Eagle. |

## Biographical Data

| | |
|---|---|
| Born: | Duluth, Minnesota, June 22, 1912. |
| Education: | Fairhaven (Mass.) High School, 1930. |
| | University of Michigan, BSE (Aero), 1934. |
| | University of Michigan, MSE (Aero), 1935. |
| Employment: | Naval Aircraft Factory, Philadelphia 1935 - 1939. |
| | Bureau of Aeronautics, 1939 - 1973 |
| | Bureau of Naval Weapons. |
| | Naval Air Systems Command. |
| | Navy Department, Washington, D. C. |
| Last Navy | Director, Evaluation Division 1957 - 1973. |
| Position: | Naval Air Systems Command. |
| Principal | Responsible for establishing overall design |
| Duties: | Requirements for all new naval aircraft and missiles, conducting design competitions and selecting best design. Also served as spokesman on naval aircraft design matters to the Navy, OSD, and Congress. |
| | Retired June 23, 1973, but was available as a consultant on a"rehired annuitant" basis through 1976. |

Publications -Trade Journals:

| | |
|---|---|
| 1974 | "Armed Forces Journal" - April 1974 "Cheap Fighters, the Impossible Dream". |
| 1974 | "Astronautics and Aeronautics"- Sep. 1974 "The High-Low Mix, Solution or Problem?" |
| 1980 | "Armed Forces Journal" - August 1980 "Why the Country Can't Afford the OSD". |
| 1981 | "Military Science and Technology", Vol. I No. 4, 1981 "Hi:Lo = Cost: Capability". |
| 1981 | "Wings of Gold", Fall 1981 "Aircraft Acquisition - Management Malpractice". |
| 1985 | "The Gold Book of Naval Aviation", 1985 "Naval Aviation Planning, A Retrospective View". |




**MGEN Ralph H. Spanjer, USMC (Ret.)**
"Smoke"

General Spanjer was born September 20 ,1920, in Hillside, NJ., and graduated from high school in East Orange, NJ., in 1938. He attended New York University and served a year in the U.S. Navy prior to entering the Marine Corps Reserve in January 1942. He was commissioned a Marine second lieutenant upon completing flight training in Miami, FL., July 15, 1942, and was integrated in the regular Marine Corps in July 1946.

During World War II, he was assigned to Marine Fighter Squadron 441 in the Central Pacific area where he earned the Distinguished Flying Cross and five Air Medals. Later in the war, flying night fighter aircraft, he took part in the Peleliu and Okinawa campaigns. After the war, he served in Japan and aboard carriers in the Sixth Fleet in the Mediterranean area. He was promoted to first lieutenant in April 1943.

Upon his return to the United States, he completed the Amphibious Warfare School, Quantico, VA., in 1946, then served for three years at the Naval Air Station, Glenview, IL., as aide-de-camp and staff pilot to General Christian F. Schilt, now retired. He later served for 18 months with Marine Fighter Squadron 223. He was promoted to captain in April 1944 and major in January 1950.

In June 1951, he completed the U.S. Air Force Command and Staff College at Maxwell Air Force Base, Montgomery, AL., then served as Executive Officer and later Commanding Officer of Marine Fighter Squadron 114 at Cherry Point, NC.

Ordered to Korea in April 1952, General Spanjer flew 71 attack missions in North Korea with Marine Fighter Squadron 115. Later, as an exchange pilot with the Air Force, he flew another 44 missions along the Yalu River . He returned to Korea in July 1953, this time with Marine Attack Squadron 324, flying the "Skyraider" from the USS *Saipan*. For his service in Korea, he earned a second Distinguished Flying Cross, the Navy Commendation Ribbon and his sixth through ninth Air Medals. He later returned to Miami with the squadron. While commanding Marine Photographic Squadron 3, he was promoted to lieutenant colonel in December 1954.

From 1955 to 1958, he served with the 3d Marine Aircraft Wing at El Toro, CA., as a squadron commander and group operations officer, respectively. During this time, he commanded Marine Fighter Squadron 115 and introduced the F4D "Skyray", the fleet's first supersonic aircraft, to the Marine Corps. He was then assigned to the Personnel Department, Headquarters Marine Corps for three years.

In 1962, General Spanjer earned a B.A. degree from George Washington University, then attended the Armed Forces Staff College in Norfolk, VA., graduating in 1963.

Transferred to Okinawa, he served as Assistant Chief of Staff G-3, Task Force 79. Later, he served in the same capacity with Headquarters VII Marine Expeditionary Force, FMF Pacific. He has promoted to colonel in August 1963.

In June 1964, General Spanjer assumed command of Marine Aircraft Group 13, deploying that unit from Hawaii to the Far East in support of operations in Vietnam. He participated in the initial landing of Marine Forces in Chu Lai in May 1965. The Legion of Merit was awarded to him for his service in this capacity with the 1st Marine Aircraft Wing from June 1964 to June 1966, and subsequently as Commanding Officer, 1st Marine Brigade, FMF, from July 1965 to July 1966.

Upon his return to the U.S., he completed the National War College, Washington, D.C., in June 1967 and also completed the requirements for his masters degree in International Affairs. He then reported to Quantico to serve as Director, Amphibious Warfare School.

After his advancement to brigadier general in September 1967, he was assigned duty as Deputy Assistant Director,

- Continued -

Plans, Programs and Systems, Headquarters, Defense Supply Agency. For his service in this capacity, he was awarded a gold star in lieu of a second Legion of Merit.

In May 1969, General Spanjer returned to the Republic of Vietnam for duty as Assistant Wing Commander, 1st Marine Aircraft Wing, Fleet Marine Force, and earned a gold star in lieu of a third Legion of Merit with Combat “V”.

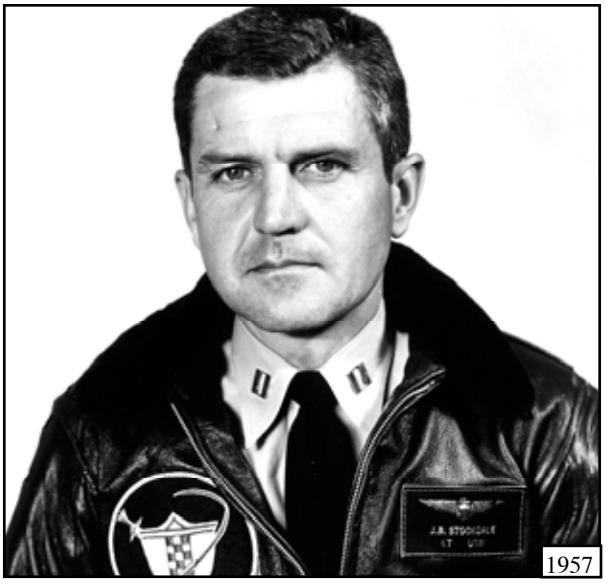
Returning to the United States in May 1970, he reported to Headquarters Marine Corps for duty as Director, Systems Support Group. After his advancement to major general on August 26, 1971, He was assigned duty as the Assistant Chief of Staff. J-3, Pacific Command in Hawaii. In this capacity he directed operations in the Pacific area during the final years of the Vietnam War. He was also instrumental in the planning and execution phases of the return of American POWs from captivity in Southeast Asia.

General Spanjer returned to the United States and assumed command of the 2d Marine Aircraft Wing, Marine Corps Air Station, Cherry Point, NC., on June 21, 1974. He assumed duty as Deputy Commander, Fleet Marine Force, Atlantic, Norfolk, VA., in August 1976, serving in this capacity until his retirement on January 1, 1978,

A complete list of his medals and decorations include: the Legion of Merit with Combat "V" and gold stars in lieu of second and third awards, the Distinguished Flying Cross and gold star in lieu of a second award, the Air Medal with eight gold stars and Oak Leaf Cluster in lieu of a 10th Air Medal, the Navy Commendation Medal with Combat "V", the Navy Unit Commendation with ribbon bar, the American Defense Service Medal, the Asiatic-Pacific Campaign Medal, the World War II Victory Medal, the Navy Occupation Service Medal with Asia clasp, the National Defense Service Medal with one bronze star, the Korean Service Medal with two bronze stars, the Armed Forces Expeditionary Medal, the Vietnam Service Medal with four bronze stars, the Korean Presidential Unit Citation, the United Nations Service Medal and the Republic of Vietnam Campaign Medal

Major General Spanjer's wife is Suzanne. Gen Spanjer has three daughters, Jan, June and Jill.

General Spanjer passed away on 8 February 1999.







## James B. Stockdale, Vice Admiral, USN (Ret.)

"Jim"

Date of Designation: 22 September, 1950 NA # V-1349

Dates of Active Duty: 23 June 1943 - 1 September, 1979

Total Flight Hours: 5,359
Carrier/Ship Landings: Fixed wing: 894

Approximate Flight Hours:
Jet: 2,630 Prop: 2,729 VF/VA: 3,219
VR/VP: 487 VS: 1,059 VT: 290 Other: 304

Aviation Commands:
CO, VF-51, Sep. 1963 - Oct. 1964
Commander, Attack Carrier Air Wing 16, Feb. - Sep. 1965
Senior Naval Officer in the North Vietnam prison system:
Sept. 1965 - Feb. 1973
Commander, ASW Warfare Wing, Pacific, Jan. 74 - Apr. 76

Combat Awards:
Congressional Medal of Honor
Navy Distinguished Service Medal with two Gold Stars
Silver Star Medal with three Gold Stars
Legion of Merit with Combat "V"
Distinguished Flying Cross with one Gold Star
Bronze Star with one Gold Star
Purple Heart with one Gold Star
10 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/46-8/46 | USS *Carmick* (DMS-33), Asst. Gunnery Off. |
| 8/46-1/47 | USS *Thompson* (DMS-38), Asst. Engineer Off. |
| 1/47-7/48 | USS *Roan* (DD-853), Communications Officer. |
| 7/48-6/49 | XO, USS *Deming* (PCS-1392). |
| 6/49-6/50 | Naval Air Basic Training Command. |
| 6/50-10/50 | Naval Air Advanced Training Command. |
| 10/50-1/51 | FAETU Atlantic. |
| 1/51-9/51 | Air ASW Squadron 27 (TBMs) - Line Officer. |
| 9/51-1/52 | Corry Field - LSO School. |
| 1/52-1/54 | Air ASW Squadron 27 (AFs)- LSO/Flight Off. |
| 1/54-7/54 | Naval Air Test Center - Test Pilot Training. |
| 7/54-11/54 | Service Test Division - Test Pilot. |
| 11/54-1/57 | Test Pilot Training Instructor. |
| 1/57-3/59 | VF-211 (F8 Crusaders) - Ops. Off. WestPac. |
| 3/59-8/60 | XO, VF-24 (F8 Crusaders). WestPac cruise. |
| 9/60-9/62 | PG School - Stanford University (MA degree) |
| 9/62-2/63 | VF-124 (F8 Rag) - Replacement Pilot. |
| 2/63-9/63 | XO, VF-51 (F8 Crusaders). WestPac cruise. |
| 9/63-10/64 | CO, VF-51 (F8). WestPac combat cruise. |
| 10/64-2/65 | Various RAGS for Wing Commander job. |
| 2/65-9/65 | Commander Carrier Air Wing 16.Combat cruise |
| 9/65-2/73 | Senior USN Officer in North Vietnam prisons. |
| 2/73-1/74 | Naval Hospital Balboa, San Diego, CA. |
| 1/74-4/76 | Commander ASW Warfare Wing, Pacific Fleet. |
| 4/76-10/77 | OPNAV (OP-60B) Dep. Dir., Strategic Plans. |
| 10/77-9/79 | President, Naval War College, Newport. |
| 9/1/79 | Retired from active duty. |
| 9/80-8/81 | President of The Citadel. |
| 4/81-7/96 | Senior Research Fellow, Hoover Institution at Stanford University. In July 1996, was made Emeritus by Stanford University and I retired retired. |

## Summary of Significant Career Events

**Combat Tour 1**. The first was in 1964, with Air Group 5 aboard the USS *Ticonderoga*. I was CO, VF 51, flying F8E Crusaders. I had taken the precaution to equip my squadron with an air-to-ground capability while still stateside in the early days of 1964; I did this-independently - the RAG offering no syllabus for this - and the move was to have a profound effect on the utilization of my squadron during the opening days of the Vietnam War, six months later. We had just arrived in WestPac in early June when I was awakened before dawn on Sunday the 7th and told to get up and read a classified message from Vice Admiral Tom Moorer, Com7thFleet, directing my squadron to depart that day and fly to the USS *Constellation* at a location later known as Yankee Station. Our movement was secret; our mailing address remained *Ticonderoga*. A destroyer came alongside about noon to pick up my maintenance crews, as I and my pilots blasted off for a grand adventure over Laos and Vietnam.

- Continued -

It turned out that all this was prompted by ground fire in Laos shooting down LT Klusman, pilot of an F8 photo plane, one of the first pilots to reconnoiter the Pathet Lao military units which were threatening to invade the Plain of Jars. He was a member of "Yankee Team" - a term I'd never heard before - a rapidly assembled cluster of F8 photo planes and pilots aboard the *Kitty Hawk* to meet this communist threat in Laos. The *Constellation* was taking over the "Yankee Team" duty from *Kitty Hawk* that very day. This was work that had to be done at low level and high speed for surprise and safety. Washington had ruled that the flights would continue, but that the photo F-8's would be escorted by air-to-ground capable fighters. The only airplanes in the Navy which could keep up with photo crusaders at 600 knots at tree top level were F-4's and F8's. The F-4's on the *Kitty Hawk* and *Constellation* had no air to ground capability - no guns, no rocket systems. The plan was to put VF-51, the only squadron in the Navy that was able to perform this escort mission aboard *Constellation*, and send the regular Connie F-4's back to Cubi Point.

We stayed aboard the Constellation from 7 June to 13 July, flying photo escort missions and occasionally being assigned ground targets to hit. This was a "do it yourself" war; there was no time to establish what the criteria for "combat missions" were, but I and others were frequently scared crapless by flak during that June and July, 1964. When it was time for the *Connie* to go into port, the "Yankee Team" obligation was passed to the *Ticonderoga*, and we flew over to our "mother" ship, which had made a port call in our absence.

Our F-8's, particularly with our 8 Zuni Rocket stations, started getting-called out for lots of special events day and night. In less than three weeks after we returned to *Tico*, the country was in the midst of what is know now as the "Tonkin Gulf Affair." This happened in the first week of August. There were three major air actions that week, and I led all three: (1) Going to the defense of the destroyer *Maddox* when she was attacked by three North Vietnamese torpedo boats on Sunday afternoon, August 2nd, (2) answering the call to defend the *Maddox* and *Joy* on the night of August 4th when they were supposedly being attacked by North Vietnamese PT boats about half way between the North Vietnamese coast and China-owned Hainan Island, and (3), the first American air raids into targets on the mainland of North Vietnam the next day, August 5th. In this "reprisal" for an event that did not happen the night before, my assignment was to destroy the POL storage facility in the city of Vinh. It consisted of 14 giant tanks, and with my six Crusaders were six A-4 flak suppressors and our "main battery", 4 A-1's loaded to the gills with bombs.

The Captain, Hutch Cooper, called me before dawn, told me that I was to lead the strikes over the beach he'd been assigned, and to get up and tell his XO, Hap Chandler what ordnance loads I wanted on the planes.

I had come aboard at 11 PM the night before, having been the first airplane over the Maddox and Joy that stormy evening. I had spent an hour and a half below 1,000 feet, lights off, looking for the big PT boat wakes I had seen so brightly on Sunday afternoon, and became convinced we were chasing phantom radar targets. I was so convinced of this that I forbade the wasting of zuni rocket hard points on our F-8 fuselages with air-to-air missiles. We all went with full ammo and 8 Zunies. There was no question in my mind; they wouldn't be expecting us and there would be no air opposition. And there was none. And we wiped out ten of the fourteen big oil storage tanks, and left holes with oil spewing out of the others.

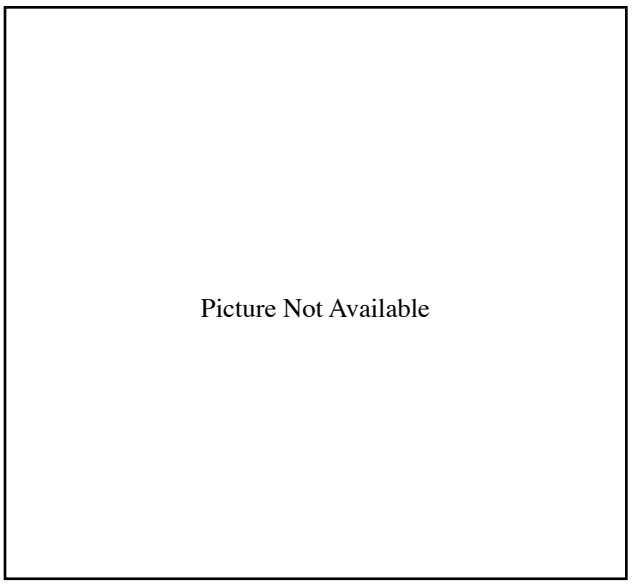
Soon thereafter I got dispatch orders to return to the United States to work up my own Air Group for a 1965 cruise.

**Combat Tour 2.** My second combat tour commenced in the first week of May, 1965. There was no significant air opposition yet, we no longer took A-1's on air strikes in the north, and in Air Wings like mine (no A-6's), it was the heyday of the little A-4's and their persistent bombing. Accordingly, I shifted my flying emphasis from the Crusaders to Skyhawks - about two A-4 combat missions to every single F-8 mission. I had flown the A-4 at Patuxent ten years before, and had flown it occasionally over the years since. I had spent time with the A-4 RAG at Lemoore between cruises, but never connected on a carqual deployment. The *Oriskany's* skipper was Bart Connolly, and he was game for every improvisation I came up with (like loading Crusaders with a 2,000 pound bomb under each wing). In early May I was on the bridge watching a morning launch of A-4's loaded with bombs, and I remember casually saying to the Captain: "On the next cycle, if you see an A-4 having trouble getting aboard, don't worry about it - it'll be me, and I've never done it before." In reply I got nothing but a big broad grin. And I had no trouble of course; after four full deployments in Crusaders that A-4 was a piece of cake in the groove. Four months later, I was shot down in one - but I was just hit at point blank range on a low run - pilot technique was in no way a factor.

Our first line period was 46 days at sea. In was during this time that a ring of SAM sites was being built around Hanoi and Haiphong, and we were prohibited from hitting the sites under construction. Our most notable strike of that period was against the Nam Dinh oil storage facility on 2 July. It was the first attack against that large city, and all tanks were burning brightly when we completed the maneuver and started south for the *Oriskany.*

We then had a week and a half in Japan, and on the first anniversary of the reprisal raids of the year before, August 5th, we headed south for a second line period. At least half of our Alpha Strikes were against the Thanh Hoa bridge on this second line period. With A-4's delivering most of the ordnance, their 500 pounders were just ricocheting off the over-built girders. It was on the last day of this line period, September 9th, that I was shot down. On this cruise I had already flown over 100 combat missions. It was a Thursday and we had already lost two pilots KIA that week. That made 7 KIA pilots during my time as CAG. Two more were killed during the rest of the deployment. Four of us CAG 16 pilots on this 1965 cruise lived through the ordeal of prison.

**Combat Tour 3.** My third combat tour was seven and a half years of imprisonment, throughout which I was leader of the underground. I was in solitary for over four years, in leg irons for two, and tortured to submission 15 times.




## Philip T. Stonemetz, Captain, USNR

Phillip Thayer Stonemetz was born in Newton, Massachusetts, on April 6, 1899, son of Harry M. and Flora B. (Cooley) Stonemetz. He graduated from Newton High School in 1917 and was attending Williams College, Williamstown, Massachusetts, when on May 9, 1918, he enlisted in the U. S. Naval Reserve Force.

Naval Aviation was in its infancy and to build up air power as rapidly as possible the Navy Department established a ground school at the Massachusetts Institute of Technology. Enlisted men with proper qualifications were ordered to the school with the rating of Chief Quartermaster. Meeting the qualifications, he had training there until August 1918, when he reported for flight training at the Naval Air Station, Miami, Florida. He continued his instruction at the Naval Air Station, Pensacola, Florida, where he was designated Naval Aviator No. 2029 and commissioned Ensign, USNRF on January 14, 1919. He advanced progressively in rank attaining that of Captain, to date from November 10, 1945. On March 1, 1954 he was transferred to the Retired List.

Released from active duty on February 15, 1919, he was subsequently employed as a Securities Broker with investment bankers in New York and Boston. When Rear Admiral Richard E. Byrd, USN (now deceased) started the first Naval Reserve Aviation Unit at Squantum, Massachusetts, in 1923, he rounded up all the Naval aviators who had returned to civil life in the vicinity and formed the nucleus of the present Naval Reserve Aviation organization. With many others, Captain Stonemetz maintained his flying efficiency through regular flight periods up to July 1935 when he returned to active duty.

He was assigned four years to the Naval Air Station, Pensacola, Florida, where he trained and gave instruction to Naval aviation reserve personnel. Transferred to the Naval Air Station, Anacostia, D. C., he served for a year there, October 1939-Qctober 1940, after which he was attached to the Bureau of Aeronautics, Navy Department, Washington, D. C. In April 1941, he reported as Assistant Detail Officer in the Aviation Branch, Enlisted Personnel Division, Bureau of Naval Personnel, Navy Department.

In May 1942 he was ordered to Peru, Indiana, for duty in connection with the establishment of the Naval Air Station, Bunker Hill, Indiana. He commanded that activity from its commissioning, July 1, 1942 until October of that year, when he became Executive Officer of the Naval Air Station, Dallas, Texas. From June to November 1943 he was assigned to the Naval Air Station, Norfolk Virginia, after which be served as Chief Staff Officer to Commander Naval Air Bases, Fifth Naval District with headquarters in Norfolk, Virginia. On April 12, 1945 he became Commander Naval Air Bases, Eighth Naval District and Commanding Officer of the Naval Air Station Houma and New Orleans, Louisiana. He remained there until June 1946 and following duty in the Bureau of Naval Personnel, Navy Department, was designated in September 1941 Assistant Director of Training for Aviation Volunteer Reserves in the Third Naval District with headquarters in New York, New York. Captain Stonemetz was retired on March 1, 1954.

He has the Naval Reserve Medal with star; the Victory Medal (World War I); the American Defense Service Medal; the American Campaign Medal; and the World War II Victory Medal.

His present address is 53 Silver Street, Dover, New Hampshire. He is married to the former Winifred Studley Moore of Newton Center, Massachusetts, and they have one daughter, Ann Stonemetz.



**Aaron P. Storrs, III, Rear Admiral, USN**

Aaron Putnam Storrs was born in Owego, New York, on December 3, 1901, son of Charles P. and Elsie (Smull) Storrs. He attended public schools and Marion Institute, Marion, Alabama, before entering the U. S. Naval Academy, Annapolis, Maryland, from the Thirty-seventh New York District in 1919. Graduated with the Class of 1923, he was commissioned Ensign on June 8, 1923, and through subsequent promotions attained the rank of Rear Admiral, to date from January 1, 1951.

He was assigned to the USS *Oklahoma* when detached from the Naval Academy in June 1923, and served as a junior officer in that battleship for two years. On August 1, 1925 he reported to the Naval Air Station, Pensacola, Florida, for flight training, and was designated Naval Aviator on April 24, 1926. He then served in Fighting Squadron Two, based on the USS *Langley*, until January 1927, when he was transferred to Fighting Squadron Six, also based on the USS *Langley*. He next had duty from June 1928 to July 1929 as Aide and Flag Lieutenant on the staff of Commander Aircraft Squadrons, Battle Fleet (USS *Langley*, flagship). From August 1929 until May 1931 he was stationed at the Naval Air Station, Anacostia, D. C.

He served for two years as Aide and Flag Lieutenant to Commander Aircraft, Battle Force, in the USS *Saratoga*, flagship, and in July 1933, still aboard the *Saratoga*, he returned to Fighting Squadron Six for a year's service. In July 1934 he returned to the Naval Air Station, Anacostia, and remained on duty there until October 1935. From November 1935 until July 1937 he had command of the seaplane tender *Pelican*. He flew in and commanded air units based on Pearl Harbor, T. H.; San Diego, California; Key West, Florida; San Juan, Puerto Rico; Guantanamo, Cuba; and Argentia, Newfoundland, until July 1941, when he reported as Operations Officer on the staff of Commander, Patrol Squadron Eight.

He had command of Patrol Wing Eight from May until August 1942 and was then ordered to duty on the staff of Commander, Alaska Sector, Western Sea Frontier. For this service he was awarded the Legion of Merit. In November 1943 he was ordered to duty as Commanding Officer of the Naval Air Station, Patuxent River, Maryland. He assumed command in January 1944, and served in that assignment until June 16, 1945.

He next joined the USS *Saidor*, commanding that escort carrier from September of that year until July 1946. Returning to the United States in August 1946, he was assigned to the National War College Washington, D. C., for the course then in progress. In July 1947 he was ordered to the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, in connection with the fitting out of the USS *Coral Sea*, and assumed command of that carrier upon her commissioning on October 1. 1947.

Relieved of command of the *Coral Sea* in August 1948, he became Chief of Staff and Aide to Commander, Naval Air Training, with headquarters at the Naval Air Station, Pensacola, Florida. In June 1949 he was designated Chief of Naval Air Basic Training, and remained in Pensacola until January 1951, when he reported as Chief of Staff and Aide to the Commander Air Force, U. S. Atlantic Fleet. On November 1, 1952 he assumed command of Carrier Division SIXTEEN, and in May 1953 was assigned as Chief of Staff, Joint Staff, Commander in Chief, U. S. Pacific Fleet. He continued to serve on the staff of the Commander in Chief', U. S. Pacific Fleet until February 1956, when he became Commander Carrier Division FIVE. On April 30, 1957 be assumed duty as Commander, Fleet Air Hawaii and continued to serve in that capacity until relieved of all active duty pending his retirement, effective August 1, 1957.

In addition to the Legion of Merit and the Commendation Ribbon, Rear Admiral Storrs has the American Defense Service Medal, Fleet Clasp; the Asiatic-Pacific Campaign Medal; the American Campaign Medal; the World War II Victory Medal; and the National Defense Service Medal. He has also been awarded the Diploma of the Military Order of Avis (Grand Officer), by the Republic of Portugal.





**Bernard M. Strean, Vice Admiral, USN (Ret.)**

"Smoke"

Date of Designation: 20 July 1936 NA # 4286

Dates of Active Duty: 1 June 1933 - 20 July 1971

Total Flight Hours: 10,960

Carrier/Ship Landings: Fixed wing: 500

Approximate Flight Hours:
Jet: 250 Prop: 10,710 VF/VA: 3,300
VR/VP: 5,460 VS: 50 VT: 1,900

Combat Tours:
WW II: VF-1, Tarawa Island Defense and VF-1, USS *Yorktown* (CV-10), Nov. 1943 - Feb. 1944. Task Force 58, USS *Yorktown* (CV-10), Mar. 1944- Oct. 1944, Philippine Sea, all over West Pacific, Gilberts, Marshalls, Guam, Bonins, etc. - 60 combat missions

Aviation Commands:
CO, Primary Flight Instructor School (N2S) , NAS Jacksonville, FL. 1942 - 1943.
CO, VF-1 (F6F), USS *Yorktown* (CV-10), 1943 - 1944.
CO, Air Group 98, Los Alamitos, CA. 1944.
CO, Air Group 75 (F4U, SB2C), USS *Franklin D. Roosevelt* (CVB-42), 1944 - 1946.
CO, Air Transport Squadron 8 (R7), Hickam Field, HI., 1952 - 1954.
CO, Naval Preflight School, Pensacola, FL., 1954 - 1956
CO, USS *Kenneth Whiting,* 1956 - 1957.
CO, USS *Randolph* (CV-15) 1958 - 1959.
Commander, Fleet Air Whidbey, 1960 - 1961
Commander, Carrier Division 2, 1964 - 1965.
Chief, Naval Air Training, 1968-1971.

Combat Awards: (WW II)
Navy Cross
3 Distinguished Flying Crosses
8 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1929-33 | Midshipman, U.S. Naval Academy, Annapolis. |
| 1933-35 | Fleet Flagship USS *Pennsylvania*. |
| 1935-36 | Fighter training, Pensacola, FL. |
| 1936-38 | VF-6 and VF-3, USS *Saratoga* (CV-3). |
| 1938-39 | VP-11, (FAW-1), NAS San Diego, CA. |
| 1939-40 | VP-6 and VP-23 (FAW-2), Pearl Harbor, HI. |
| 1940-42 | VT (training) and VP (patrol) squadrons, NAS Jacksonville, FL. In October 1942, became member of Flight Standardization Board, Kansas City, MO. |
| 1942-43 | Primary Flight Instructor (N2S) , NAS Jacksonville, FL. |
| 1943-44 | CO, VF-1 and VF-6, Tarawa and the USS *Yorktown* (CV-10). |
| 1944-45 | CO, Air Group 98. |
| 1945-46 | CO, Air Group 75, USS *Franklin D. Roosevelt* (CVB-42) . |
| 1946-49 | Operations Officer on Staff of COMFAIR Quonset, Quonset Point, RI. |
| 1949-49 | Armed Forces Staff College, Norfolk, VA. |
| 1950-51 | Head of Technical Training Programs Section Office of the CNO, Washington, D. C. |
| 1951-54 | CO, Air Transport Squadron 8, Hickam Field, HI. |
| 1954-56 | CO, Naval School Preflight School, NAS Pensacola, FL. |
| 1956-57 | CO, USS *Kenneth Whiting*. |
| 1957-58 | Student, National War College, Washington, D. C. |
| 1958-59 | CO, USS *Randolph* (CV-15). |
| 1959-60 | Chief of Staff, COMNAVAIRLANT. |
| 1960-61 | Commander, Fleet Air Whidbey, NAS Whidbey Island, Oak Harbor, WA. Additional duty as COMNAB 13th Naval District and Commander Fleet Air Wing 4. |

- Continued -

| | |
|---|---|
| 1961-62 | Commander, Taiwan Patrol Force/Commander Fleet Air Wing 1, Okinawa, Japan. |
| 1962-63 | Head, OP-33 (Fleet Operations), Navy Department, Washington, D.C. |
| 1964-65 | Commander, Carrier Division 2, USS *Enterprise* (CVAN-65). Commander of round the world cruise of worlds first all nuclear Task Force - called "Operation Sea Orbit". |
| 1965-68 | Deputy Chief of Naval Personnel,Washington, D.C. |
| 1968-71 | Chief, Naval Air Training, Pensacola, FL. |
| 7/22/71 | Retired from active duty. |

**Family:**

He has three children, Bernard M. Strean, Jr., Richard L. Strean and Judy Strean, now married to Lieutenant Commander William Graves, USN. On April 16, 1988, VAdm Strean married Susan Noble Webb of Beverly Hills, CA.

Other Activities:

Board of Directors, N. Virginia Community College, 1979-1983
Board of Directors, U. S. Olympic Committee, 1964-68.
Vice Pres., O.S.C Franchise Development Corp., 1971-75.
President, USNA Class of 1933, 1973-88.
President, Washington Chapter USNA Alumni Assoc. 1974
Chairman, Board of Solaray Corp, 1975-80.
Founder/Board of Directors, Maryland Aviation Historical Society, 1978-82.

## Summary of Significant Career Events

(1) Credited with shooting down four Japanese aircraft plus two probables (WW II).

(2) Credited with direct bomb hit on Japanese aircraft carrier, during battle of Philippine Sea.

(3) Flew in VP-4 during first mass flight to Hawaii from California. Broke record in 1938 for crossing in 16 hours and 45 minutes.

(4) Commanded the worlds first all-nuclear task force in first round the world cruise "Operation Sea Orbit" demonstration cruise in USS *Enterprise* (CVAN-65).

(5) While CO, USS *Randolph* (CV-15), welcomed Winston Churchill aboard while anchored in Cannes, France.





**Robert J. Stroh, Vice Admiral, USN (Ret.)**

Date of Designation: January 1932 NA # 3888

Dates of Active Duty: June 1930 - December 1969

Total Flight Hours: 5,000+

Carrier/Ship Landings: Fixed wing: 127 (approximate)

Approximate Flight Hours:
Jet: 10 Prop: 5,000+ VP/VPB: 3,000
VS/VB: 2,000

Combat Tours:
WW II: CO, VD-3, 1943-1944; Gilbert, Marshall and Marianas Islands.

Aviation Commands:
CO, VD-3, Mar. 1943-Mar. 1944.
CO, Tactical Air Control Group TWO, Jul. 1949 - Jul. 1950.
CO, USS Valcour (AVP-55), Jul. 1950 - Jul. 1951.
CO, USS Saratoga (CV-60), Apr. 1956.
COMCARDIV 14, Aug. 1958.
COMCARDIV 6, Jul. 1962.
Deputy Director, Joint Strategic Target Planning Staff (JSTPS), Jul. 1963.
COMFAIRJAX, Aug. 1967.
Gray Eagle, Jul. 1968.

Combat Awards:
Distinguished Flying Cross
3 Air Medals

## Duty Assignment Chronology

Admiral, Stroh was born in New York City, and got his early education in the city public schools. He graduated from the U. S. Naval Academy in 1930, followed by Navy flight training 1931-1932. His first fleet duty assignment was VS-9, aboard USS *Pensacola*.

Because of his interest in. photography, he was ordered in 1942 to London, England to investigate the efforts of the British in photo reconnaissance and photo interpretation. When he returned from England, he was ordered as Officer-in-Charge of the Navy Photo Interpretation School in Anacostia, D.C. In 1943, he became Commanding Officer of Photron III which consisted of eight PB4Y1 Liberator Bombers modified for photo reconnaissance. The command accomplished the initial reconnaissance of the Japanese bases in the Gilbert, Marshall and Marianas Islands at the onset of the Central Pacific Campaign under Admiral Nimitz. At the conclusion of WW II, Admiral Stroh was assigned to CNO staff duty and later attended the Air War College at Maxwell Air Force Base.

Admiral Stroh took command of the USS *Valcour* (AVP-55) on a six month deployment to the Persian Gulf in 1950. In 1951, he was ordered to a staff of SACLANT, the first NATO Naval Command. In 1953, he attended the National War College in Washington, D. C. followed by a tour on the CNO staff.

In 1955, Admiral Stroh was assigned as the Prospective Commanding Officer (PCO) of the USS *Saratoga* (CV-60) and in April 1956, he commissioned and took command as the first Commanding Officer of CV-60. Following this tour, he was again assigned to the CNO staff. In 1958 he commanded Carrier Division 14 with his flag in the USS *Wasp* and a division of destroyers, forming a Submarine Hunter Killer group in the Atlantic. He was assigned to staff duty at CINCPAC at the beginning of the Vietnam War. Following this tour of duty, he commanded Carrier Division 6 with his flag in the USS *Independence*. His task group was involved in the Cuban Missile Crisis supporting Naval Base Guantanamo Bay, Cuba.

In 1963, Admiral Stroh was ordered as Deputy Director of the Joint Strategic Target Planning Staff responsible for targeting all of the armed forces nuclear weapons. In August 1968 he became the "Gray Eagle", the oldest Naval Aviator still on active duty. Admiral Stroh's last tour of duty was COMFAIR Jacksonville, where he was retired in 1969.

Admiral Stroh married the late Gloria Shea Stroh, his childhood sweetheart in 1937. He has 2 children, son Tim and daughter Robin, and 3 grandchildren.



## Paul D. Stroop, Vice Admiral, USN

Paul David Stroop was born in Zanesville, Ohio, on October 30, 1904, son of John H. and Margaret M. (Jacobs) Stroop. He attended Mobile, Alabama, High School and Werntz Preparatory School before entering the U. S. Naval Academy, Annapolis, Maryland on appointment from the Seventh Congressional District of Alabama in June 1922. As a Midshipman he was a member of the Varsity Gymnastic Team for four years (Captain, one year), and was All-Around Intercollegiate Champion. Graduating on June 3, 1926, he was commissioned Ensign, and through subsequent promotions, attained the rank of Rear Admiral to date from November 1, 1953. His date of rank as Vice Admiral is September 25, 1962.

After graduation from the Naval Academy in 1926, he had preliminary aviation instruction there before joining the USS *Arkansas* in September. In May and June 1927 he had temporary additional duty under instruction at the Optical School, Navy Yard, Washington, D. C., and the Naval Air Station, Hampton Roads, Virginia. When detached from the *Arkansas* in March 1928; he reported to the Naval Academy as a candidate for the 1928 Olympic Team. Returning from the Games the following August, he was ordered to the Naval Air Station, Pensacola, Florida for flight training. Designated Naval Aviator in September 1929, he joined the USS *Wright* to serve three years with torpedo and patrol squadrons of Aircraft squadrons, Scouting Fleet, based on that tender.

He returned to Annapolis in June 1932, and there completed courses at the Naval Postgraduate School in Applied Communications and General Line. From June 1934 to June 1936 he was attached to Bombing Squadron 5, based first on the USS *Ranger*, later on the USS *Lexington*. Transferring to the USS *Portland*, he served until May 1937 as Senior Aviator, with Scouting Squadrons 10-S and 11-S, while the *Portland* operated in the Pacific. When detached he was assigned duty in the Bureau of Aeronautics, Navy Department, Washington, D. C., and remained there until May 1940.

Ordered next to the Staff of Commander Patrol Wing TWO, as Gunnery and Tactical Officer, he was transferred in November 1940 to the Staff of Commander Carrier Division ONE, to serve as Aide and Flag Secretary, first on board the USS *Saratoga*, later the USS *Lexingto*n. In July 1942 he became Operations Officer when his Carrier Division was assigned to the U. S. Naval Air Forces, Pacific Fleet. He later was assigned to the Staff of Commander Aircraft, South Pacific Force. He was awarded the Legion of Merit with Combat "V," and received a Letter of Commendation, with Ribbon and Combat "V." The citations follow in part: Legion of Merit: "For exceptionally meritorious conduct... as Flag Secretary for Commander Task Force ELEVEN during the Coral Sea action on May 7-8, 1942, and as Planning Officer for Commander Aircraft, South Pacific Force, during the period from September 26, 1942, to April 4, 1943. Frequently called upon to make numerous recommendations affecting military decisions of great importance, (he) displayed unerring judgment and excellent foresight in planning. His calm deliberation while under fire of Japanese aerial forces was an inspiration to his subordinates..." Letter of Commendation (from the Commander in Chief, U. S. Pacific Fleet): "For distinguished service in the line of his profession as Intelligence and Plotting Officer on the Staff of the Air Task Group Command in preparation for, during and after the successful engagements with the enemy in the Battle of the Coral Sea on May 7-8, 1942. He assisted In planning the air attack, maintaining an excellent system of recording intelligence information received and gave valuable assistance to the Task Group Commander...."

In April 1943 he assumed command of the USS *Mackinac* (AVP-13), a small seaplane tender operating in the South and central Pacific. In February 1944 he was detached for duty in the Navy Department, Washington, D. C., as Aviation Plans Officer on the Staff of the Commander in Chief, U. S. Fleet; During this period he attended Allied Military Staff Conferences at Quebec, Malta, Yalta and Potsdam. Upon completion of this duty in August 1945, he assumed command of the USS *Croatan* (CVE-25), operating in the Atlantic. Three months later he was transferred to duty on the Staff of the Commander FIFTH Fleet in the Western Pacific, and served as Operations Officer until February 1946. He then became Fleet Aviation Officer on the Staff of the Commander in Chief, Pacific Fleet, and later served as Assistant Chief of Staff for Operations. Upon his return to the United States in September 1948, he reported as Executive Officer of the General Line School, Monterey, California, and after a two year period of duty there was a student, from August 1950 until June 1951, at the National War College, Washington, D. C. During the period August 1951 until October 1952 he commanded, successively the USS *Princeton* (CV-37) and USS *Essex* (CV-9), both carriers operating against communist forces in the Sea of Japan. "For exceptionally meritorious conduct...as Commanding Officer of the USS *Princeto*n during operations against enemy aggressor forces in Korea from 30 April to 31 August 1952...." he was awarded a Gold Star in lieu of the Second

Legion of Merit. The citation further states: "A capable and resourceful leader, he organized a group of recalled reserves, inexperienced recruits and members of the regular Navy into a highly efficient fighting team, thereby overcoming numerous obstacles presented by increasing shortages of trained personnel and deficiencies of material and enabling him to apply the striking power of his vessel against the enemy with maximum effectiveness..." He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation awarded the USS *Princeto*n .

Reporting in October 1952 as Commander Naval Ordnance Test Station, Inyokern, California, he remained there almost a year being detached in September for duty as Senior Naval Member Weapons Systems Evaluation Group, Office of the Assistant Secretary of Defense (Research and Development), Washington, D, C. Returning to the Navy Department, he served as Deputy and Assistant Chief of the Bureau of Ordnance, from December 29, 1954 until March 1957, and for a year thereafter he was Commander U. S. Taiwan Patrol Force, with additional duty as Commander Fleet Air Wing ONE.

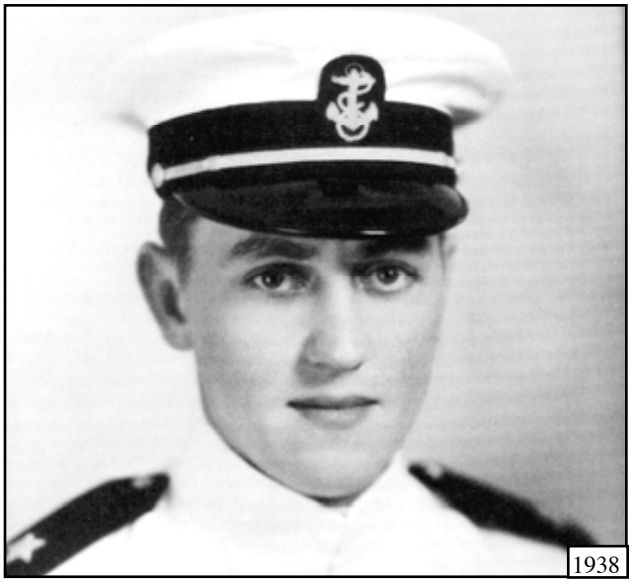
On March 14, 1958, he assumed the duties of Chief of the Bureau of Ordnance, Navy Department, and on September 9, 1959, became Chief of the newly created Bureau of Naval Weapons, activated in September 1959 to combine the functions of the Bureaus of Ordnance and Aeronautics. "For meritorious service as Chief, Bureau of Ordnance from March 14, 1958 to September 8, 1959, and as Chief Bureau of Naval Weapons from September 9, 1959 to July 20, 1960... " he was awarded the Commendation Medal. The citation further states: "Through his keen foresight and judicious direction of the many competent resources within his cognizance, Rear Admiral Stroop provided vital research, development, technical and administrative facilities and knowledge in support of the Fleet Ballistic Missile Program. Demonstrating an undeviating determination to utilize the total capabilities of his Bureau in meeting the varied and complex problems and schedules imposed by the Fleet Ballistic Missile Development Program, he made an important contribution toward the achievement of the final tactical weapon system on an accelerated schedule, which was five years in advance of the originally optimistic target date..." He was also awarded the Distinguished Service Medal and cited as follows: "For exceptionally meritorious service... during the period September 9, 1959 to October 29, 1962 as the first Chief of the Bureau of Naval Weapons. Exercising sound professional judgment, dynamic leadership and keen foresight Vice Admiral (then Rear Admiral) Stroop welded the Bureau of Ordnance and the Bureau of Aeronautics into a smoothly functioning Bureau of Naval Weapons. Providing the chief impetus through his own adeptness at getting things done, he efficiently solved some of the most complex management problems imaginable, causing the merger of the two bureaus to be completed seven months ahead of schedule. Operational support was not impaired at any time during this organizational melding. Vice Admiral Stroop's keen appreciation of both the human and technical problems involved was a major factor in the smoothness with which the consolidation was effected, His dedication to managing the Bureau resulted in great strides being taken to reduce the lead time between the expression of an operational requirement and delivery to the combat forces of fully developed and effective weapons systems. Through his personal effort, multi-service weapons systems such as the F4 aircraft, become a reality. His dedication to reducing the cost of weapons systems acquisitions has been directly reflected in the Department of Defense cost reduction achievements. By his exceptional devotion to duty, (he) rendered valuable and distinguished service and contributed greatly to the improvement of weapons systems acquisition and management. .."

Early in November 1962 he was detached from duty as the Chief of the Bureau of Naval Weapons and on November 30, reported as Commander Naval Air Force, Pacific Fleet, in the rank of Vice Admiral. During the period December 11, 1963 to April 1964 he also served as Acting Commander SECOND Fleet. On November 1, 1965 he was transferred to the Retired List of the U. S. Navy. "For exceptionally meritorious service...as Commander Naval Air Force, U. S. Pacific Fleet from November 7, 1962 to October 30, 1965...." he was awarded a Gold Star in lieu of the Second Distinguished Service Medal, The citation continues in part: "During this period, Vice Admiral Stroop skillfully directed the transition of Naval Air Force Pacific units from a peacetime tempo of operations to full combat strike operations in Southeast Asia. Under his adroit leadership the Naval Air Force, U. S. Pacific Fleet proved to be efficient and responsive to the constantly changing requirements occasioned by the increased participation of attack carriers in support of operations in Vietnam. (He) successfully introduced several new types of aircraft into the fleet in a minimal period of time, thereby increasing the effectiveness of the air arm of the Navy and providing air superiority in an area where air support is vitally important in the attainment of U. S. objectives..."

In addition to the Distinguished Service Medal with Gold Star, the Legion of Merit with Gold Star (two awards) and Combat "V," the Commendation Medal with Star and Combat "V," and the Navy Unit Commendation Ribbon, Vice Admiral Stroop has the American Defense Service Medal, Fleet Clasp; the Asiatic-Pacific Campaign Medal with four operation stars; American Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; National Defense Service Medal; Korean Service Medal; and United Nations Service Medal. He was awarded the following foreign decorations: Grand Master of the Order of Naval Merit (Commander) by Brazil; Order of Cloud and Banner by the Republic of China and the Italian Order of Merit. He also has the Korean Presidential Unit Citation Badge.

He was married to the former Esther Holacher of Baltimore, Maryland. They had four children: Paul D. Stroop, Jr., Margaret Ann, wife of Commander J. T. Wells, USN; Barbara Winthrop, wife of Commander J. M. Draddy, USN; and Patrick Allen Stroop.

Navy Office of Information
Internal Relations Division (01-430) 18 February 1966


1938


1968

**Leroy V. Swanson, Rear Admiral, USN (Ret.)**
"Roy"

Date of Designation: December 1938 NA # 5921

Dates of Active Duty: January 1938 - September 1975

Total Flight Hours: 6,000

Carrier/Ship Landings: Fixed : 600 (150 straight deck)

Approximate Flight Hours:
Jet: 250 Prop: 5,750

Combat Tours:
WW II: USS *Core* (CVE-13), Battle of the Atlantic (anti-submarine warfare) 1942 - 1943 (Flight Deck Officer and Assistant Air Officer).
XO/CO, VT-50, USS *Bataan* (CVL-29), Pacific - Bonin Island strike, 1944
Vietnam: Commander, CARDIV TWO, USS *America*, 1968

Aviation Commands:
CO, VA-45, 1948
Commander, Carrier Air Group 17, 1952 - 1954
CO, USS *Haleakala* (AE-25), 1960 - 1961
CO, USS *Independence* (CVA-62), 1962 - 1963
Commander, CARDIV TWO, 1968

Combat Awards:
2 Legions of Merit
2 Distinguished Service Medals
3 Air Medals
Navy Commendation Medal with combat "V"

## Duty Assignment Chronology

Rear Admiral Leroy V. Swanson, a native of Oneida, Illinois, is a graduate of Bradley Polytechnic Institute. After enlisting in the Naval Reserve in June, 1937, he was accepted in the Naval Aviation program and completed his flight training in December, 1938. He was commissioned Ensign in June, 1939.

As his first assignment, he reported to Scouting Squadron TWO followed by a tour of duty with Scouting Squadron SEVENTY-ONE on board USS *Wasp* (CVS-18). He returned to Pensacola as an instrument instructor until 1942, and then reported on board USS *Core* (CVE-13) as Flight Deck and Assistant Air Officer. While aboard this escort carrier, he participated in the early submarine battle of the Atlantic.

In 1943 he was assigned to Torpedo Squadron FIFTY on board USS *Bataan* (CVL-29) and served as Executive Officer and Commanding Officer of the squadron. He received his first Air Medal for meritorious achievement in an attack against a heavily defended enemy seaplane base in the Bonin Islands. Through his leadership and participation, this vital installation was completely destroyed. He received three Gold Stars in lieu of additional Air Medals for combat operations in the Pacific from April to July, 1944.

His next assignments included duty as Maintenance and Operations Officer at the Naval Air Station, Miami, Florida; Officer in Charge of the Carrier Qualification Training Unit at the Naval Air Station, Milton, Florida; and attendance at the General Line School, Newport, Rhode Island.

In June 1948 he assumed command of Attack Squadron FORTY-FIVE on board USS *Midway* (CVA-41) and USS *Franklin D. Roosevelt* (CVA-42). His next assignment was in the Office of the Chief of Naval Operations as Assistant Head for Armament in the Military Requirements and New Development Branch, followed by duty as Commander Carrier Air Group SEVENTEEN on board USS *Franklin D. Roosevelt* and USS *Wasp*. In June 1954, he reported to the Chief of Naval Air Advanced Training as the Single Engine Training Officer and then was assigned as Executive Officer of USS *Shangri La* (CVA-38).

He assumed command of the Combat Information Center School at the Naval Air Station, Glynco, Georgia in April 1957 and the next year reported for duty with the Joint

- Continued -

Staff, Joint Chiefs of Staff in Washington, D. C.

In 1960 he assumed command of USS *Haleakala* (AE-25) followed by attendance at the National War College, Washington, D.C. In September 1962, he became Commanding Officer of the USS *Independence* (CVA-62), one of the major U.S. Navy deterrent units in the Cuban Crises of that year.

He then served as Chief of Staff and Aide to Commander Carrier Division ONE before returning to the Office of the Chief of Naval Operations as Assistant to the Director, Navy Program Planning Office. After his selection as Rear Admiral, he was assigned as Assistant Chief of Naval Operations (Fleet Operations), before assuming command of Carrier Division TWO 23 February 1968. With his Flag aboard USS *America* (CVA- 66), Rear Admiral Swanson deployed on 10 April for operations against North Vietnam from the Tonkin Gulf. He returned 16 December 1968 after circling the globe.

In addition to the Air Medal with three Gold Stars, Rear Admiral Swanson has the American Defense Service Medal with Star; European-African-Middle Eastern Campaign Medal with three stars; Asiatic Pacific Campaign Medal with four stars; World War II Victory Medal; China Service Medal (extended); National Defense Service Medal with one Star; Korean Service Medal; Navy Expeditionary Medal; Armed Forces Expeditionary Medal; United Nations Service Medal; Vietnam Service Medal with two stars and the Vietnam Campaign Medal. He was awarded the Navy Commendation Medal with Combat "V" for duty in Vietnam while serving as Chief of Staff, CARDIV ONE, and the Navy Commendation Medal with Bronze Star for acting as Head, Washington Scientific Committee for the Nuclear Weapon Recovery Operation in Palomares, Spain. He was awarded the Legion of Merit for his services as Assistant Chief of Naval Operations (Fleet Operations) and recently, the National Order of Vietnam, Fifth Class, and the Gallantry Cross with Bronze Star for his services to the Republic of Vietnam.

Rear Admiral Swanson is married to the former Margaret Fentress of Norfolk, Virginia and they have four children, Virginia A., Carolyn Elizabeth, Mary Margaret and Michael Thomas.

The Swansons are truly a Navy family. Two daughters are married to Navy Lieutenants and Rear Admiral Swanson's son is a graduate of the U.S. Naval Academy, Annapolis, Maryland.

## Summary of Significant Career Events

(1) CAG of the first jet Air Group.

(2) XO, USS *Shangri La*. Won the pacific "Battle E" during my tenure.

(3) Selected for augmentation of Joint Staff, J-3 Operations.

(4) Selected for the National War College.

(5) CO, USS *Independence* during the Cuban Missile Crisis.

(6) Chief of Staff CARDIV ONE when the first strike was made in Vietnam.

(7) Selected for Flag Rank while in OPNAV (CNO) Assumed the Operations Directorate, (OP-33) after selection.

(8) Responsible for initiating underwater group for the recovery of the H-bomb, dropped by USAF off the coast of Palomares, Spain. Recovered same by Task Force with with RR. Adm. at the Conn.

(9) In charge of Market Time Operations, Vietnam. Direct contact with SECNAV Nitze.

(10) Served as Task Group 77.0., Vietnam, CARDIV TWO aboard USS *America*.

(11) Deputy Commander in Chief, U. S. Naval Forces Europe. Also Chief of Staff to Commander.

(12) Commander field command - Defense Nuclear Agency.

(13) In 1974 became the Navy “Gray Eagle” relieving Admiral Tom Moorer.







## James E. Swett, Colonel, USMC (Ret.)

"Jim"

Date of Designation: March 1942 NA # 11893

Dates of Active Duty: 26 August 1941 - 30 June 1946
Reserves:1 July 1946 - 30 June 1970

Total Flight Hours: 3,800

Carrier/Ship Landings: Fixed wing: 121

Approximate Flight Hours:
Jet: 130 Prop: 3,000 Helo: 20 VF: 3,000

Combat Tours:
WW II: VMF-221, Guadalcanal, Dec. 1942-May 1943.
VMF-221, Solomon Islands, May 1943-Dec. 1943
MAG-45 (Ops Officer), USS Bunker Hill (CV-17),
Jan. 1945- June 1945.
Total combat missions - 160.

Aviation Commands:
XO, VMF-221, Jan. 1944 - Jun. 1945
CO, VMF-221, Jul. 1945 - Jul. 1945
Ops Officer, MAG-46, Jul. 1945 - Nov. 1945.

Combat Awards:
Congressional Medal of Honor
6 Distinguished Flying Crosses
21 Air Medals
2 Purple Hearts
2 Presidential Unit Citations
1 Navy Commendation

## Summary of Significant Career Events

(1) Remained with Marine Fighter Squadron 221 (VMF-221) for the major part of World War II. Was land-based VF pilot during Solomons, Guadalcanal, Russells, New Georgia, Vella Lavella and Bouganville campaigns

(2) Spent six months on fast carrier USS *Bunker Hill* (CV-17). Ship was Admiral Mitchner's Task Force 58 Flagship.

(3) Was turned down for Korea due to Medal of Honor and fact that I was a Lieutenant Colonel, so went with the Marine Corps Reserves and stayed until I retired on 30 June 1970.



**Wendell G. Switzer, Vice Admiral, USN**

Wendell Gray Switzer, born in Topeka, Kansas, on September 30, 1898, attended Washburn College in Topeka for two years before his appointment to the U. S. Naval Academy, Annapolis, Maryland, in 1917 by Senator Thompson of Kansas. As a Midshipman, he served during World War I in the USS *Ohio*, operating with the Atlantic Fleet in the summer of 1918, and in the next summer in the USS *Florida*. Graduated and commissioned Ensign on June 5, 1920, with the Class of 1921, he subsequently advanced in rank to Rear Admiral, to date from July 25, 1944.

After graduation from the Naval Academy, he served successively in the USS *New Yor*k, USS *Macleish*, and USS *Hull*, and was detached from the latter in June 1923 for flight training at the Naval Air Station Pensacola, Florida. Designated Naval Aviator on January 11, 1924, he was ordered in May of that year, to Observation Plane Squadron SIX, operating with Aircraft Squadron Scouting Fleet, and based on Hampton Roads, Virginia. During this assignment, he had temporary additional duty in the USS *Texas*. In September 1925 he joined the USS *Utah* for three months' service.

Between January 1926 and June 1928, he served as a Flight Instructor at the Naval Air Station, Pensacola, Florida, then attended a course in ordnance engineering at the Postgraduate Schoo1, Annapolis, Maryland. He continued his instruction from March 1939 to May 1931 at the Navy Yard, Washington, D. C., and, in the following month, joined Patrol Squadron SEVEN-F in the USS *Argonne*. In September 1933 he was transferred to Fighting Squadron FIVE based on the USS *Lexington*.

In June 1934 he was assigned to the Engineering Division, Material Branch, Bureau of Aeronautics, Navy Department, Washington., D. C., and in June 1937 assumed command of Fighting Squadron FOUR, based on the aircraft carrier USS *Ranger.* He joined the staff of Commander Aircraft, Battle Force, as Gunnery Officer in May 1939, and in July 1940 was ordered to return to the United States.

He was attached to the Naval Air Station, Pensacola, as Superintendent of Aviation Training and Executive Officer, and for his outstanding services in this assignment received a letter of Commendation with authorization to wear the Commendation Ribbon, from the Secretary of the Navy. He assumed command of the USS *Tangier* in September 1942. He commanded the *Tangier* until September 1943, when he was assigned duty with Fleet Air, West Coast. During October 1943 he had duty in connection with the Pre-Commissioning Detail of the USS *White Plains* at the Naval Station, Astoria, Oregon, but was detached before its commissioning.

He assumed command of the USS *Tripoli* in October 31, 1943. Under his command that vessel was engaged in anti-submarine warfare in the Atlantic. In June 1944, he became Aviation Plans Officer in the Bureau of Ordnance.

On May 25, 1945 he assumed command of the USS *Wasp*, which was credited with shooting down the last two planes of the war and also with successfully fending off the last kamikaze attack on an American ship by a Japanese plane off Tokyo, on August 9, 1945. Planes from the *Wasp* carried food and supplies from Bataan and Corregidor to men imprisoned at an internment camp near Narumi, a suburb of Nagoya on Honshu, after the "Cease Fire" order had been given.

For his services in command of the *Wasp*, he was awarded the Legion of Merit with Combat Distinguishing Device, and for the period when the *Wasp* was cited for action, May 19, 1944 to August 15, 1945, he received the Ribbon for, and a facsimile of the Navy Unit Commendation awarded that carrier. The citation for the Legion of Merit reads in part: "For exceptionally meritorious conduct...during operations against enemy Japanese forces in the vicinity of the Japanese Homeland from July 11 to August 31, 1945. An officer of keen judgment and professional ability, (he) directed the *Wasp* in launching damaging strikes against hostile installations in the Yonago, Mito, Heratsuka, Fujisawa, Tokyo and. North Central Honshu areas and against shipping in Kure Harbor and Maizure Bay. Under his efficient command, the *Wasp* operated at times within eighty-seven miles of the Japanese coast despite numerous attacks by enemy kamikaze aircraft..."

Relieved of command of the *Wasp*, he was Commanding Officer of the Naval Air Station, Pensacola, Florida, from April 26, 1946 until August of that year. The following month he reported as Chief of Staff and Aide to the Commander

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Air Force, U. S. Pacific Fleet, and in October 1947 was assigned duty as Commander Naval Ordnance Test Station, Inyokern, California. He remained in that assignment until September 1949, when he assumed command of Carrier Division SIXTEEN and Task Force EIGHTY ONE. In April 1950 he became Commander Carrier Division SIX and for four months had additional duty as Commander Carrier Division TWO. A year later, on April 4, 1951, he joined the staff of the Commander in Chief, U. S. Atlantic Fleet, as Chief of Staff and Aide.

On July 1, 1953, Admiral Switzer assumed duties as Chief of Naval Air Technical Training with headquarters at the Naval Air Station, Memphis, Tennessee. In October 1955, he reported as Commander Naval Forces Marianas, assuming this duty at his headquarters on Guam on October 27, 1955. At the same time, he assumed additional duties as: Commander U. S. Naval Base, Marianas; Commander Marianas Bonin Defense Command; Representative for Commander in Chief, U. S. Pacific Fleet, for the Admniistration of the Saipan District, Trust Territory of the Pacific Fleet, for the Administration of the Saipan District, Trust Territory of the Pacific Islands; and Deputy Military Governor of the Bonin-Volcano Islands. On February 16, 1956 he became Commander Naval Forces, Philippines, and on June 30, 1957 reported as Commander Fleet Air, Jacksonville, Florida, with additional duty in command of the Naval Air Bases in the Sixth Naval District. He continued to serve in that capacity until relieved of all active duty pending his retirement effective April 1, 1959. Upon transferring to the Retired List he was advanced to the rank of Vice Admiral on the basis of a combat award.

In addition to the Legion of Merit with Combat Distinguishing Device, Commendation Ribbon, and the Navy Unit Commendation, Admiral Switzer has the World War I Victory Medal with Atlantic Fleet Clasp; American Defense Service Medal with Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal; European-African-Middle Eastern Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; and the National Defense Service Medal.

He was married to the former Miss Anna Lamar, and they had two children, Lieutenant John L. Switzer, U. S. Naval Academy Class of 1946, a Naval Aviator, and Mrs. Ann Reilly. A second son, Lieutenant (jg) Wendell G. Switzer, Jr., U. S. Naval Academy Class of 1953, was killed September 1, 1955 when his Navy attack bomber crashed into the James River off Fort Eustis, Virginia. He is buried at Arlington National Cemetery.



Stunt Flyers of VF-1B
Front row right
LT Jackson R. Tate

## Jackson R. Tate, Rear Admiral, USN

Jackson Rogers Tate was born in Clearwater, Florida, on October 15, 1898, son of Earnest Carnes and Leola Rogers Tate. He attended, Phillips Brooks Academy; Pennsylvania Money School; Ecola du Sud, in France; West Philadelphia High School; and Colombian Preparatory School, in Washington. On April 18, 1917 he enlisted in the U. S. Naval Reserve Force, and on December 2, 1918 was commissioned Ensign, USNRF. Transferring on May 26, 1929 to the U. S. Navy, he progressed, through subsequent promotions, to the rank of Captain, to date from June 18, 1942. He was transferred to the Retired List of the Navy on March 2, 1949, and advanced, to the rank of Rear Admiral on the basis of combat awards.

During World War I he served in minesweepers and transports, largely in the European area. In December 1918 he reported to Headquarters, Naval Auxiliary Reserve, New York, New York, and was assigned the next month to the USS *Agamemnon*, in which he served until August 1919. From September of that year until January 1920 he was aboard the battleship *Connecticut*, and after assisting in fitting out the USS *Borie* at William Cramp and Sons Shipbuilding Company, Philadelphia, he served aboard from her commissioning, March 20, 1920, until January 1922.

Eight months' duty in the USS *Langley* (CV-1) preceded instruction from January to September 1923 at the Naval Air Station, Pensacola, Florida. He then returned to the *Langley* for service as a Naval aviator from October 1923 to December 1924, and during that period was one of the first experimental pilots developing arresting gear on that vessel. For eighteen months thereafter he had duty with Fighting Squadron TWO, Aircraft Squadrons, Battle Fleet, the first carrier squadron so assigned, and participated in the search for Commander John Rodgers, USN, when he was lost on the first flight from the West Coast to Hawaii in 1925.

Ordered to the Canal Zone, he reported to the Naval Air Station, Coco Solo, in July 1926, and during his tour of duty there, ending in February 1929, he served as Operations Officer and as Commanding Officer of Torpedo Squadron 3. He next joined Fighting Squadron 1-B based on the USS *Saratoga*. This was the "High Hat Squadron" which in 1929 led the Acrobatic Team at the National Air Races in Cleveland, Ohio, and which held the Leach Gunnery Trophy for two years. While so attached, he participated in the first dive bombing experiments.

Shore duty followed at the Naval Air Station, Naval Operating Base, Norfolk, Virginia, from June 2931 to June 1933. His assignment there, while attached to the Experimental and Test Division, included the development of arresting gear for carriers and testing planes for carrier use. For two years thereafter he was Senior Aviator aboard the USS *Mississippi,* operating off the West Coast as a unit of Battleship Division 3, Battle Fleet. During the year June 1935-June 1936 he commanded Fighting Squadron 5 of the USS *Rang*er, and when detached he returned to Pensacola, where for two years he commanded the Advanced Flying Squadron testing acrobatic night flying and instrument flying.

He joined the USS *Yorktown* (CV-5) in June 1938 and for the next two years served at her Air officer and Air Group Commander. In July 1940 he was sent to Sitka, Alaska, to build and develop a Naval Air Station in that city, and commanded that station from her commissioning until after the outbreak of war. He was awarded the Legion of Merit by the War Department and cited as follows:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commander of a Naval Air Station in Alaska. During the construction of an Army Post near the Air Station, he extended all possible assistance to the Army authorities faced with the problem of constructing a new post and quartering troops in inadequate shelter. By his energetic efforts in directing the completion of naval construction and then extending these facilities to the temporary use of Army troops many hardships for military personnel were

eliminated..."

In August and September 1940 he assisted in fitting out the USS *Cor*e (CVE 13) and the USS *Altamaha* (CVE 18) building at the Seattle-Tacoma Shipbuilding Corporation. He assumed command of the latter at her commissioning, September 15, 1942, and immediately proceeded to the South Pacific in time to participate in the Guadalcanal Campaign. "For exceptionally meritorious conduct...as Commanding Officer of the USS *Altamaha* in operations against enemy Japanese forces in the Pacific Area from September 1942 to October 1943..." he was awarded a Gold Star in lieu of the Second Legion of Merit. The citation further states:

"Charged with carrying out many dangerous missions and having little opportunity for preparation, Captain Tate skillfully and daringly maneuvered his ship through more than 70,000 miles of enemy-infested waters and successfully

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completed all of his assigned tasks under the most difficult combat conditions...(and) contributed materially to the defeat of the Japanese in a vital area of the Pacific."

On his return to the United States in October 1943 after command of the *Altamaha* operating in the Indian Ocean, he was detached to the Second Marine Division as Air Support Officer for the Tarawa landing. Upon securing the island, he relieved Marine General Julian Smith as Island and Atoll Commander during the Gilberts-Marshalls Campaign. He was awarded a Gold Star in lieu of the Third Legion of Merit, with Combat "V" for outstanding services "as Commanding Officer of Tarawa Atoll from November 25, 1943 to February 23, 1944...(during which period he) skillfully directed the operations of the forces under his command in the successful and expeditious completion of the Tarawa air bases, despite hostile opposition and the difficulties of unfavorable weather conditions and terrain..."

Command of the Naval Air Station, Corpus Christi, Texas, for six months' preceded an assignment from January to June 1945 as Senior Naval Member of the U. S. Military Mission to the Union of Soviet Socialist Republic, Moscow, Russia, under General John Deane, USA. After VE-Day he returned immediately to the Western Pacific, where he assumed command of the USS *Randolph* (CV 15), continuing in command until the end of hostilities. He was awarded a Gold Star in lieu of the Fourth Legion of Merit with Combat "V," for exceptionally meritorious conduct...as Commanding Officer of the USS *Randolph* , during operations against enemy Japanese forces on the Japanese Homeland from July 26 to August 15, 1945..." The citation continues:

"Expertly maneuvering his ship and maintaining the fighting efficiency of the ship's company and air group at a high peak, Captain Tate directed the launching of air strikes and sweeps against hostile installations and forces to inflict damaging blows on the enemy, thereby hastening the final surrender..."

Detached from command of the *Randolph* in September 1946, he successively commanded the Naval Air Station, Terminal Island. California; Naval Air Facility, Litchfield Park, Arizona; Naval Air Station, Santa Ana, California; and the Naval Air Station, Alameda, California, with additional duty from March 1948 to February 1949 as Commander, Naval Air Bases, Twelfth Naval District. He was released from all active duty on February 26, 1949, and retired effective March 1, 1949.

In addition to the Legion of Merit (Army) and Gold Stars in lieu of the Second, Third, and Fourth Legion of Merit with Combat "V," Rear Admiral Tate has the Victory Medal, Transport Clasp (World War I); the American Defense Service Medal, Fleet Clasp; Asiatic-Pacific Campaign Medal; European-African-Middle Eastern Campaign Medal; American Campaign Medal; World War II Victory Medal; and Navy Occupation Service Medal, Asia Clasp.

Rear Admiral Tate was married to the former Miss Helen Harris of Madison, New Jersey. He had five children: Hugh, William, Roderick, Sonja, and Jacquiline Tate.





**Robert L. Temme, Captain, USN (Ret.)**
"Tem"

Date of Designation: 1 October 1942

Dates of Active Duty: 1 January 1942 - 1 July 1973

Total Flight Hours: 5,445

Carrier/Ship Landings: Fixed wing: 366

Approximate Flight Hours:
Prop: 5,445 VF/VA: 1,500 VR/VP: 350 VS: 1,600

Combat Tours:
WW II: VB-17 aboard USS *Bunker Hill* in South Pacific, Jan. 43 - Nov. 43.
WW II: VBF-83 aboard USS *Esse,* in South Pacific mainly from Okinawa North, Feb. 45 - Sep. 45.

Aviation Commands:
Acting CO, VS-22, Mar. 1954 - Aug. 1954.
CO, VS-36, Jul. 1964 - Jul. 1965.
CO, NAS Guantanamo Bay, Cuba, Jul. 1968 - Jul. 1971.

| Combat Awards: | Other Awards: |
|---|---|
| Distinguished Flying Cross | Meritorious Service Medal |
| 10 Air Medals | Legion of Merit |
| Purple Heart | 2 Presidential Unit Citations |

## Duty Assignment Chronology

1/42-10/42 AVCAD in Navy flight program.

1/43-3/45 Joined VB-17 in January 1943. The squadron was attached to the USS *Bunker Hill* and VB-17 was the first squadron to take the SB2C "Helldiver" into combat. First mission was a strike on Rabaul. Covered the invasion of Tarawa, then strikes on Kwajalein, Truk, Saipan, Tinian, etc.

3/45-9/45 In March 1945, deployed aboard USS *Essex* in squadron VBF-83 flying F4U-1D and FG-1D airplanes. My squadron stayed aboard *Essex* until the end of the war. We covered the invasion of Okinawa, conducted strikes on airfields in Kyushu, Honshu (Tokyo area), and Hokkaido. Struck naval bases, steel plants, ferrys, ships, etc. Credited with shooting down two Zeros and one high altitude, single engine Japanese reconnaissance airplane.

9/45 - Assignments following WW II:
- Instructed instructors at IATU-9 in Jacksonville, FL.
- V-1 Division Officer aboard USS *Franklin D. Roosevelt*.
- Instrument Flight Instructor at all-weather flight, Corpus Christi, TX.
- XO and acting CO of squadron VS-22.
- Project Officer on Grumman aircraft in BuAer.
- XO and CO of squadron VS-36.
- Student (one year) and Staff (two years) at the Naval War College, Newport, RI.
- Operations Officer, COMCARDIV-20.
- Action Officer in the J-1 Division of the JCS.
- CO, NAS Guantanamo Bay, Cuba.
- Chief of Staff, Eighth Naval District.

## Summary of Significant Career Events

(1) Combat experience during World War II (shot down two "Zeros" and one high altitude, single engine Japanese reconnaissance airplane).

(2) First to be catapulted out of hangar bay (athwart ship) aboard the USS *Bunker Hil*l in an SB2C while underway, early 1943.

(3) Instructed Adm. Apollo Sucheck and Adm. A. K. Morehouse in Instrument Flight at All Weather Fligh Squadron in Corpus Christi, TX.

- Continued -

Summary of Significant Career Events

(4) Aircraft flown during my career include:
Aronca (flying bathtub), Piper Cub, Waco, N2S, SNJ, SNC, SBC-3 & -4, VT, FM, SB2C, AF, F4U-1D, F2G, SNB, F6F, F8F, R4D, C-54, HU-16, Spitfire, S2F's , and AD.

(Note: Started flying at age of 16. Obtained private pilot license at age 18. AVCAD in Navy flight program, January 1942 - October 1942.



## John S. Thach, Admiral, USN

Date of Designation: 4 January 1930
Dates of Active Duty: 2 June 1927 - 1 May 1967

### Duty Assignment Chronology

John Smith Thach was born in Pine Bluff, Arkansas, on April 19, 1905, son of James H. and Jo Bocage (Smith) Thach. He attended the Fordyce High School before his appointment to the U. S. Naval Academy, Annapolis, MD., from his native state in 1923. As a Midshipman he participated in football and wrestling. Graduated and commissioned Ensign on June 2, 1927, he subsequently attained the rank of Rear Admiral, to date from November 1, 1955, was promoted to Vice Admiral, to date from January 6, 1960 and to Admiral, to date from March 25, 1965.

Graduated from the Naval Academy in 1927, he remained there during the summer for the short course in aviation and on July 14, was assigned to the battleship *Mississippi*, then operating with Battleship Division FOUR of the Battle Fleet. On June 7, 1928, he was transferred to the USS *California*, Flagship of the Battle Fleet, and served on board until detached in March 1929 for flight training at the Naval Air Station, Pensacola, FL., where he was designated Naval Aviator on January 4, 1930. In March of that year he reported for duty with Fighting Squadron ONE, the famous "High Hat" Squadron. This squadron was well known for demonstrating formation flying skill by taking off in a nine-plane formation with the wing tips or each plane tied by a manila line to the next plane in formation. After performing various maneuvers, this formation was able to land and taxi off the field with all planes still tied together.

Continuing duty involving flying, he soon became recognized as one of the Navy's aerial gunnery experts, repeatedly shooting "E" scores in each type of combat aircraft assigned. In July 1932 he reported for duty in the experimental division of the Naval Air Base, Hampton Roads, VA. As a test pilot of new experimental aircraft, he flew rough water tests of seaplanes and carrier arresting gear, tests of land plane types. In June 1934 he was assigned to Patrol Squadron NINE, based on the USS *Wright*. While in that assignment he was ordered by the Navy Department to a special test project in command of the Navy's large experimental seaplane, the XP2H-1. This four-engined giant, completed in 1932, was at that time the largest airplane ever constructed in the United States. It was the second largest in the world (the German DO-X being slightly heavier). He flew this experimental plane on a non-stop twenty-five hour test flight from Norfolk, VA., to the Panama Canal on January 15-16, 1935. For this feat, he received a "Well Done" from the Chief of Naval Operations.

In June 1936 he joined Scouting Squadron SIX-B, attached to the USS *Cincinnati,* and a year later reported for duty with Patrol Squadron FIVE-F, based at the Fleet Air Base, Coco Solo, Canal Zone. In June 1939 he was ordered to Fighting Squadron THREE as Gunnery Officer. "For exceptional skill and technique in aerial gunnery and bombing; efficient and meticulous operation of the squadron gunnery department; marked ability to train other pilots in fighting plane tactics and gunnery..." during the period 1939-1940, he received a Letter of Commendation. He was commanding that squadron when the United States entered World War II in December 1941.

He evolved the theory that a two-plane fighter formation would be superior in combat to the old established three-plane formation and developed special offensive and defensive tactics for them. In the South Pacific, Admiral (then Lieutenant Commander) Thach got a chance to put his new theory into practice. His Fighter Squadron THREE rose from the carrier *Lexington* to meet twenty Jap planes, and knocked down nineteen. The "Thatch-trained" Butch 0'Hare in this battle shot down six bombers in six minutes.

The tactics he taught the men of his squadron worked so well he was sent back to Pearl Harbor to teach young Army Air Force, as well as Navy pilots what had become known in the Pacific as the "Thach Weave." From Pearl Harbor he went to the Navy's Operational Training Command to indoctrinate new pilots with his war-proven tactics, and from Jacksonville he was sent to the Fast Carrier Task Force as Air Operations Officer, first under Admiral Mitscher, then under Admiral McCain. He developed the system of blanketing enemy airfields with a continuous patrol of carrier-based fighters that prevented the land-based planes from taking off, and systematically destroyed them on the ground. It was he who planned and directed, under Admiral McCain, the Navy's final offensive blows against the Jap homeland. Under his skillful planning, the planes of Admiral McCain's Task Force THIRTY-EIGHT were destroying hundreds of aircraft a day. In recognition of Admiral Thach's brilliant work, he was invited by Admiral Halsey to come aboard the USS *Missouri* to witness the Surrender ceremony. Returning to the United States soon after the Japanese surrender, he served the two succeeding years as Director of Training, on the Staff of the Chief of Naval Air Training, and two years as Special

Assistant to the Chief of Naval Air Training. He remained at Pensacola until June 1950, when he assumed command of the USS *Sicily.* Ten days later, war broke out in Korea. The *Sicily.* departed within few days for the Far East and was the first carrier to arrive in Korean waters to augment the USS *Valley Forge*, which was the only carrier in the Far East at the outbreak of Korean hostilities. During the fourteen months Admiral Thach had command of the *Sicily* the aircraft of this ship provided close air support of ground forces during many crucial battles, including the Inchon landing and the fight to the sea at Hungnam from the Chosin Reservoir area.

In August 1951 he reported as Chief of Staff and Aide to Commander Carrier Division SEVENTEEN and in December of that year came to Washington, D. C., to serve as Naval Aide to the Assistant Secretary of the Navy for Air. He commanded the USS *Franklin D. Roosevelt* (CVA-42) from May 1953 to April 1954, after which he was in command of Naval Air Bases in the Sixth Naval District, with headquarters at the Naval Air Station, Jacksonville, FL. In September 1955 he became Senior Naval Member, Weapons Systems Evaluation Group, Office of the Assistant Secretary of Defense, Research and Development, Washington, D. C.

He was Commander Carrier Division SIXTEEN from November 1957 until December 1959, then had duty until March 1, 1960 in the Office of the Chief of Naval Operations, Navy Department. Following an assignment in command of the Anti-Submarine Defense Force, Pacific (redesignated Anti-Submarine Force, Pacific and later Anti-Submarine Warfare Force, Pacific), he reported on July 8, 1963 as Deputy Chief of Naval Operations (Air), Navy Department. On March 25, 1965 he became Commander in Chief, U. S. Naval Forces, Europe and served as such until relieved of active duty pending his retirement, effective May 1, 1967.

Admiral Thach and his wife, the former Madalyn Jones, had two sons, John Smith Thach, Jr. and William Leland Thatch.

Admiral Thach participated in twelve major engagements or campaigns. During World War II, he operated from the USS *Saratoga*, USS *Lexington*, USS *Yorktown,* USS *Enterprise*, USS *Hornet*, USS *Wasp*, and USS *Shangri-La*. He has been awarded the following:

Distinguished Service Medal: "For exceptionally meritorious service in a duty of great responsibility as Commander of a Carrier Fighting Squadron, which he commanded for the first six months of the war. By his distinguished leadership and thorough training of his pilots in combat tactics and gunnery, he brought his squadron to the high state of efficiency which enabled it to play a major part in the destruction of nineteen out of twenty enemy bombers which attacked an aircraft carrier on February 20, 1942, and to contribute in great measure to the success of the air attack on Salamaua and Lae, New Guinea, on March 10, 1942. After analyzing the air combat reports of the Coral Sea Battle he evolved a system of fighting plane combat teams which he taught not only to his own pilots but to all fighting squadrons in the Hawaiian area. These tactics were used on June 4, 1942 by Lieutenant Commander Thach in leading an air combat against twenty Japanese "Zero" fighters with a four-plane division of fighter planes from his squadron during the successful attacks by carrier air groups against Japanese carriers north of Midway Island, resulting in the destruction of six of the enemy fighters and the driving off of the others, with the loss of only one of his four planes. This success was due entirely to the use of the fighter tactics developed by Lieutenant Commander Thatch, and contributed greatly to the success of our forces in this battle

Navy Cross: (Feb. 20, 1942) - Led his squadron against enemy barters attempting to attack the *Lexington* in the Coral Sea, resulting in the shoot-down of 19 out of the 20 enemy bombers in the attack.

Gold Star in lieu of second Navy Cross: Action in Battle of Midway. Led fighter escort in attack against enemy fleet. Engaged enemy fighter patrols, fought through defensive screen, Out numbered by at least 7 to 1, shot down six Zero fighters, drove others away and remained over enemy carriers as protection for torpedo planes and dive bombers during their attack and retirement.

Silver Star Medal: As Operations Officer, Fast Carrier Task Force off Formosa, planned successful attacks on enemy airfields and successfully directed defensive air operations against numerous large scale enemy air attacks when mobility was denied by the necessity to protect two crippled cruisers being towed at a speed of three knots until they were out of range of enemy air attacks.

Legion of Merit: As Air Operations Officer, Fast Carrier Task Force planned and directed 1,000 plane air attacks against over 100 enemy airfields in the Philippines. Designed method of "blanket attack" wherein enemy aircraft were pinned down continuously on all air-fields and could not move against American transports and troops invading the Philippines.

Bronze Star Medal: planned attacks on Japanese homeland from Okinawa to Hokkaido. Designed successful Task Force fighter defense against Japanese Kamikaze attack. Last two months of war not one carrier was hit.

Gold Star in lien of a second Legion of Merit: "For exceptionally meritorious conduct...as Commanding Officer of the USS *Sicily* in operation against the enemy in Korea from August 3, 1950 to January 15, 1951. With outstanding ability, energy and high technical skill, he operated his ship and its embarked air group as a unit of the United Nations Naval Forces, furnishing invaluable support to our fighting forces in Korea by the destruction of enemy air opposition, troop concentrations and the interception of the enemy lines of communica-tions, supplies and bases. During this period the ship maintained a superior performance in every phase of operations and the immediate and effective response to calls for extra effort reflect the highest caliber of leadership...."


1923


1987

## Daniel W. Tomlinson, CAPT, USNR (Ret)

"Tommy"

Date of Designation: August 1921 NA # 2923

Dates of Active Duty: 1914 - 1929, 1941 - 1946, 1947 - 1949

Total Flight Hours: 15,000 plus

### Duty Assignment Chronology

| | |
|---|---|
| 1914-1917 | U. S. Naval Academy. |
| 1917-1918 | Assigned to USS *Dubuque* and USS *Georgia*. |
| 1918-1919 | Assigned to Naval Air Station, Norfolk, VA. |
| 1920 | Aviation Maintenance Instructor, Norfolk, VA. |
| 1920 | Assigned to Aviation Flight Training, Pensacola, FL. |
| 1921 | Designated Naval Aviator. |
| 1922 | Assigned to USS *Oklahoma*. |
| 1922-1923 | Pensacola flight instructor and test pilot. |
| 1923 | Assigned VF-2B, San Diego Naval Air Station |
| 1924-1925 | Steam Engineering and Naval Construction Department and Instructor, Naval Academy |
| 1925 | Assigned to Fighting Two, North Island, San Diego, CA. |
| 1926-1927 | Cruise on USS *Langley* |
| 1928 | USS *Langley* cruise to Hawaii, return to San Diego on USS *Lexington*. Air races and formation of the Navy Three Seahawks flight team. Flew in air races and air shows. |



The Three Seahawks: Lieutenant W. V. Davis, Lieutenant D. W. Tomlinson, and Lieutenant A. P. Storrs. - 1928

| | |
|---|---|
| 1928-1929 | Aircraft test section at NAS Anacostia. |
| 1929 | Resigned from U. S. Navy. and joined Maddux Airlines. |
| 1929 | Maddux Airlines merged with TAT, which became TWA Airlines. Was the Operations Manager, Western Region. |
| 1930 | Reserve Captain and technical assistant to the TWA President. |
| 1934 | Set up night flying of U. S. Air Mail with various single engine aircraft. |
| 1935 | Assistant to the President of TWA and flew high altitude tests for TWA and aircraft manufacturers. |
| 1936-1937 | Assigned to North American Aviation as test pilot for various aircraft including Navy SNJ. |
| 1937-1938 | TWA advisor and test pilot to Boeing Aircraft for development of the Boeing 307 airliner. |
| 1939 | TWA advisor and test pilot to Lockheed Aircraft with Howard Hughes for the development of the Lockheed Constellation. |
| 1939-1941 | Captain TWA and set up Naval Air Reserve Squadron at Kansas City, Missouri. |
| 1941 | Returned to active duty as CO, Naval Reserve Base at Fairfax, Missouri and Olathe, Kansas. Chief of Staff at NAPTC. |
| 1942 | Commander, Naval Air Transport Squadrons, Pacific (COMNATSPAC). |
| 1946 | Released from active duty, U.S. Navy in June. |
| 1947 | Recalled to active duty, U. S. Navy. Assigned to MATS as deputy Commander, Continental Division (Former NATS). Pacific squadrons VR-6 and VR-8 flew in the Berlin Airlift. |
| July 1949 | Retired from US Navy |

Type aircraft flown and/or tested include:
JN, HS-2L, F-5L, Seagull, Fokker D-7, VE-2, H-12, VE-7, FB-2, Curtiss Hawk, FB-5, Vought Corsair PN-11, Wasp Ford, F-32, DC-1, DC-2, DC-3, Boeing 247, Tri-Ford,

- Continued -

Aircraft flown and/or tested (continued)
Condor, Patrician, Bernetti flying wing, Northrop Delta, Gamma & Alpha, Consolidated Fleetster, BC-1, NA-21, P-37, P-40, B-17, Boeing 307, DC-4, JRB, Curtiss Helldiver, N2S, N3N, Mariner, RY, PB2Y, R5D, R4D, and MARS.

## Summary of Significant Career Events

(1) First Naval Aviator to fly coast to coast, Annapolis to San Diego.

(2) Flew more high altitude flights for the Navy, TWA and aircraft manufacturers than any pilot prior to World War II.

(3) Member and leader of the Navy Three Seahawks that flew in air races and air shows. Preliminary to the Navy Blue Angels.

(4) Began initial instrument flying investigation and development immediately after becoming a Naval Aviator.

(5) Developed procedures and instruction for Air Force pilots flying Berlin Airlift in short field landing at Temperhof. Developed operational procedures for air-lift communications and navigation.

(6) Wrote numerous books and papers on high altitude and instrument flying.

(7) Awards:
- Air Force Legion of Merit.
- James B. Taylor Memorial Carrier Aviation Test Pilots Hall of Fame. Enshrined 1995 for Meritorious Achievement in Aviation.
- Society of Experimental Test Pilots Award.
- Award of Recognition and Appreciation from Douglas Aircraft Company, 1983, for contribution to the success of the Douglas DC-1.
- Honored at Frankfort, Germany at the 40th anniversary of the Berlin Airlift.
- Named for the annual Golden Eagle Captain "Tommy Tomlinson Award" presented to the outstanding Navy Test Pilot School graduate.



**Frederick Lanthrop Tracy, Commander USNR**

Frederick Lanthrop Tracy was born in Scranton, Pennsylvania on August 2, 1896, the son of Frederick K. Tracy and Mrs. Mary (Richmond) Tracy. He attended Princeton and received a degree in Economics and Banking. While at school he participated in track, cross-country and was a member of the Campus Club.

On May 9, he enrolled in the Navy as a Seaman Second Class at Newport, Rhode Island. He attended ground school at the Massachusetts Institute of Technology and went on to Pensacola for Navy flight training. He was designated a Naval Aviator #724 (HTA) and commissioned Ensign, USNRF at the completion of flight training July 9, 1918. He went on to duty at Hampton Roads and was Honorably Discharged in May, 1921 as an Ensign.

At the beginning of World War II he re-entered the Navy as a Lieutenant on August 14, 1942 and had duty assignments at Wright Field, Solomon's Island, Maryland and Philadelphia. He was released from active duty on July 20, 1946 and retired with the rank of Commander, USNR on November 1, 1954, with a designator of 3105.

During his service, he received a Letter of Commendation from the Secretary of the Navy for skill and daring in the rescue of a three-man seaplane crew when their plane caught fire and landed.

During civilian life he was the Secretary of the Wagner Hardware Company, Mansfield, Ohio, a member of the Board of Directors of that company and was on the Advisory Board for the Citizens National Bank of Mansfield, Ohio. He was also Director of the Rotary Club, Ex-Director of the American Red Cross, Richland County Chapter.

He was married to Harriett Swetland Tracy of Mount Vernon, Ohio on June 26, 1926 and they had one daughter, Anne Tracy Thiel.



Lloyd "Windy" Tracy, April 15, 1943. Promoted to LTJG from CPO-ACMM (NAP)

1943



1951

The HO3S-1 I flew off USS Bon Homme Richard (CV-31) in Korea with the all St. Louis Air Group

## Lloyd W. Tracy, LCDR, USN(T) (Ret.)

"Windy"

Date of Designation: 15 April 1943 NAP # 61-40
NA # 16628
Helo Pilot #25
Jet Pilot # 94

Dates of Active Duty: 21 July 1931 - 1 March 1958

Total Flight Hours: 18,000+

Carrier/Ship Landings: Rotary: 1,000+

Approximate Flight Hours:
Jet: 15 Prop: 7,000 Helo: 10,000 VF/VA: 250
VR/VP: 1,200 VS: 100 VT: 200

Aviation Commands:
OinC, HU-1 Detachment, NAS Seattle (Sand Point), 1948
OinC, HU-7 Detachment NAS Whidbey Island, 1949

### Duty Assignment Chronology

| | |
|---|---|
| 6/27 | First flight, summer of 1927. Flew a Curtis Jenny (JN-4) for five minutes. |
| 11/29 | Soloed a 150 horsepower Hisso A Eagle Rock, October 28, 1929, Chihalis, WA. |
| 7/31 | Enlisted in the U. S. Navy on July 28, 1931. |
| 4/39 | Pensacola Flight Class 125E started April 15, 1939 |
| 4/40 | Designated NAP #61-40 by Captain A. C. Read on April 22, 1940. |
| 4/43 | Promoted from ACMM (NAP) to Lieutenant (Junior Grade), USN(T) # 16628 on April 15, 1943. |
| 1944-1947 | Electronics Test, NAS Patuxent River, MD. Jet Pilot #94, P59-B1, on March 28, 1946. |
| 5/47-6/47 | VX-3. Qualified as helo pilot #25 at NAS Lakehurst, NJ. |
| 1947-1948 | USS *Burton Island* (AG-38), arctic cruise.Senior Pilot - first Naval Aviator to fly North of the arctic circle in a helicopter. Was told first helicopter seen at Point Barrow, AK. Det 4 project, August 7, 1947. Back to Lakehurst to qualify in HO3S-1 helicopter. Relieved LCDR Chris Fink on USS *Edisto* (AG-89) for Antarctic expedition (Task Force 39). Was Senior Helicopter pilot for Task Force 39. |
| 1948 | Had a glacier named for me - Aporn, 135 degrees West Longitude, below the tip of India in the antarctic. Transferred to USS *Burton Island* from USS Adisto (AG-89), Port of Lima, Peru, May 1948 Back to HU-1 at NAS Miramar in April 1948. HU-1 just formed. Made another trip to arctic to resupply Det 4 and eye the sights. Returned to HU-1 and transferred to NAS Sand Point as Officer in Charge of HU-1 Detachment, Seattle, WA. Winter expedition to USS *Pine Island* (AV-12). Returned to Sand Point and HU-1. Detachment was moved to NAS Whidbey Island, WA., because NAS Sand Point was turned over the the reserves. |
| 7/49 | HU-1 Detachment was placed aboard USS *Salisbury Sound* (AV-13) on July 9, 1949 for Alaska expedition and returned to San Diego. Flew helicopters from NAS Miramar to NAS Whidbey in 1949. |
| 11/49 | Transferred back to HU-1 at NAS Miramar, November 1949. |
| 2/50 | On February 3, 1950, reverted back to Chief so I could keep flying rather than be a deck officer on a surface ship. Transferred to NATC Point Mugu at Oxnard, CA. Went to Korea aboard USS *Sicily*, and later Wonsan. |
| 8/50 | August 17, 1950 - temporary duty at Camp Pendleton, CA., to assist the 1st Marine |

- Continued -

| | |
|---|---|
| | Division in getting ready for deployment to Korea. Marines wanted me to go to Korea but Navy wouldn't let me go. They wanted them to take a Marine helicopter pilot. Back to HU-1, now getting a Detachment ready to board USS *Bon Homme Richard* (CV-31) for Korea. Departed May 1951 - November 1951. |
| 1952-1954 | Back to HU-1, Service Test at NATC Patuxent River, MD. AMO School, Memphis, TN. Maintenance Officer, HS-4 and HS-8, Reem Field, San Ysidro, CA |
| 1/59 | Transferred to AEW-3 on Guam. (VW-3 Maintenance) |
| 3/1/58 | Retired from active duty. |
| 1958-1959 | Quality Control, Boeing Aircraft Co. |
| 1959-1961 | Flew helicopters in Canada, Northwest territories, Arctic Isle, and British Columbia. |
| 1962-1965 | Flew for four different companies in U. S. and 3 in Alaska. |
| 1/65-9/67 | Chief pilot putting 6 and 8 inch pipeline through the Grand Canyon. Over 6,000 round trips in Grand Canyon. |
| 9/67-1981 | After Grand Canyon flights, flew for six different companies, many hours on forest fires, etc., in Washington & Oregon. |

## Summary of Significant Career Events

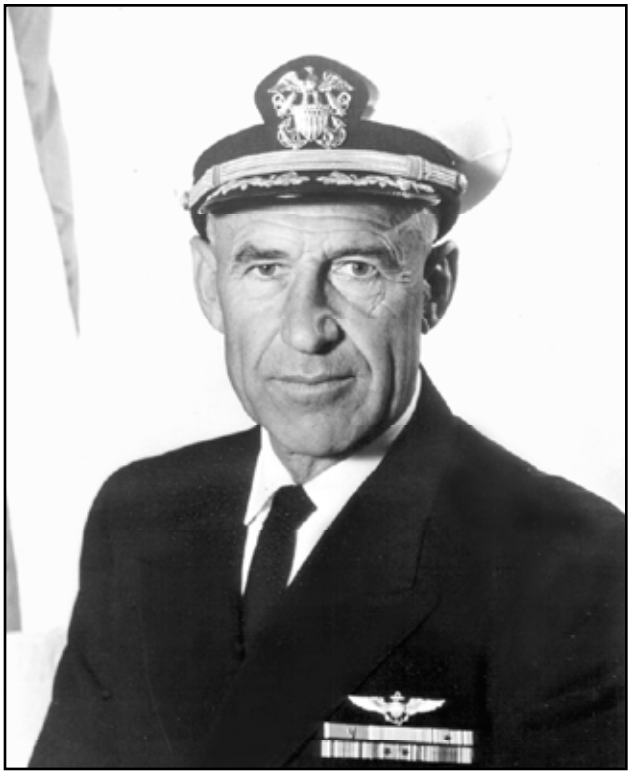
(1) One of the most interesting times was with the U. S. Forest Service during the Mt. St. Helens explosion and needed flights three days after the eruption.



On Island in Spirit Lake which was formed during eruption of Mt. St. Helens on 18 May 1980. That's me in pilot's seat of Bell Jet Ranger, the first to set foot on the island approximately 4 miles from the eruption. It was estimated that the eruption was 100 times the Nagasaki bomb. I say 90-200 times Nagasaki as I was there after the bomb was dropped).




Pilot Lloyd Tracy flying helo in Antarctic, January 1947 at point 135 degrees longitude, South of the tip of India. Picture was transmitted from USS *Burton Island* (AG-38) to Washington, D. C., approximately 11,500 miles which was a record for a radio telephoto then. Photo was published in many U. S. newspapers before I returned to the states.



**Magruder R. Tuttle, Rear Admiral, USN**

Magruder Hill Tuttle was born in Lenoir, North Carolina, on July 21, 1908, son of Magruder H. and Louisa (Ervin) Tuttle. He attended Lenoir High School and Duke University, Durham, North Carolina, prior to his appointment to the U. S. Naval Academy, Annapolis, Maryland, from his native state in 1928. As a Midshipman he played varsity football (was Captain of the Team in 1931), and in 1932 received the Thompson Trophy Cup (awarded each year to the Midshipman who has done most to promote athletics). Graduated and commissioned Ensign on June 2, 1932, he subsequently advanced in rank, attaining that of Rear Admiral to date from April 1, 1961.

Following graduation from the Naval Academy in 1932, he joined the USS WEST VIRGINIA and while attached to that battleship was Assistant Football Coach for the West Coast All-Navy Teams during the fall of 1932 and 1934. Detached from the WEST VIRGINIA in December 1934, he was ordered to the Naval Air Station, Pensacola, Florida. During the fall of 1934 and 1936 he served as Assistant Football Coach at the Naval Academy. He was designated Naval Aviator on February 24, 1936, and was assigned to the USS NEVADA for duty as a pilot with observation and Scouting Squadrons attached to that battleship. In July 1937 he transferred to Scouting Squadron FIVE on the USS YORKTOWN, and continued to serve with that carrier based squadron until July 1939.

He was Ordnance, Gunnery and Assistant operations Officer at the Naval Air Station, Pearl Harbor, Territory of Hawaii, and was serving there when the Japanese attacked the Naval Base at Pearl Harbor, on December 7, 1941. In July 1942 he reported as Executive Officer of Patrol Squadron TWO HUNDRED ONE, and. in December 1942 assumed command of that squadron. He commanded Bombing squadron ONE HUNDRED ELEVEN from July 1943 until February 1944, when he became Commanding Officer of Headquarters Squadron, Fleet Air Wing FIFTEEN. “For exceptionally meritorious conduct..." for contributing to the clearing of enemy submarines from Mediterranean approaches, he was awarded the Legion of Merit with Combat “V."

In September 1944 he became Director of Tactical Test at the Naval Air Station, Patuxent River, Maryland, and for a year, October 1945 October 1946, served as Chief Staff Officer to the Director of the Naval Air Test Center, Naval Air Station, Patuxent River. Following an assignment as Executive Officer of the USS WRIGHT, he reported in January 1949 as Executive Officer of the Naval School, Pre-Flight, Pensacola, Florida.

He assumed command of the Naval Auxiliary Air Station, Corry Field, Pensacola, Florida, in August 1950, and remained there until August 1951. He completed instruction at the Naval War College, Newport. Rhode Island in July 1952, after which he was in Command of the Fleet Airborne Electronics Training Unit, Atlantic, with headquarters at the Naval Air Station, Norfolk, Virginia. In May 1954 he reported as Chief of Staff and Aide to the Chief of Naval Air Basic Training, Naval Air Station, Pensacola, Florida, and from July 1956 until August 1957 was Chief of Staff and Aide to the Commander Carrier Division FIVE. He commanded the USS PHILIPPINE SEA until August 1958, when he became Deputy Commander of the Pacific Missile Range, Point Mugu, California.

On August 25, 1960 he assumed command of Carrier Division TWENTY, and in September 1961 became Chief of Naval Air Basic Training. with headquarters at the Naval Air Station, Pensacola, Florida. In August 1963 he reported as Commander Fleet Air, Quonset/Commander Naval Air Bases, First Naval District, with headquarters at the Naval Air Station, Quonset Point, Rhode Island. He was relieved of the latter duty upon the disestablishment of that command on January 1, 1965, but continued to serve as Commander Fleet Air, Quonset, until April 1966, when he was designated Chief of Naval Air Technical Training, with headquarters at the Naval Air Station, Memphis, Tennessee.

On July 1, 1967 he was transferred to the Retired List of the U. S. Navy. Upon retirement, he became Executive Director, Fiesta of Five Flags, Pensacola, Florida.

In addition to the Legion of Merit with Combat “V,” Rear Admiral Tuttle has the American Defense Service Medal, Fleet Clasp; American Campaign Medal; European-African-Middle Eastern Campaign Medal with star; Asiatic-Pacific Campaign Medal with star; World War II Victory Medal; and the National Defense Service Medal with bronze star,

He was married to the former Dorothy Mae Courtney of Lenoir, North Carolina, and they had four children, Harry Courtney, Robert Ervin, Courtney Ann, and Jame Ervin Tuttle.



**George Van Deurs, Rear Admiral, USN**

George Van Deurs was born in Portland, Oregon, on July 25, 1901, a son of Henry Martin Van Deurs and Mrs. (Sallie Forester Nice) Van Deurs. He attended Jefferson High School in Portland prior to receiving a senatorial appointment to the United States Naval Academy, Annapolis, Maryland, in August, 1917. The next summer he served as a midshipman aboard the USS *Maine*, operating with the Atlantic Fleet during World War I. He graduated and was commissioned Ensign in June, 1920 with the Class of 1921, and subsequently advanced through all the grades to attain the rank of Captain in April, 1943. He was appointed Commodore and served one year, May 1946-1946, when he reverted in rank to Captain. He transferred to the Retired List of the Navy on June 30, 1951 and was advanced to Rear Admiral on the basis of combat awards.

After graduation in 1920, he served a year in the battleship USS *Tennessee* on junior officer duties. Three months' instruction in engineering in the USS *William Jones* was followed by duty from October, 1921 to June, 1923 as Chief Engineer of the USS *Coghlan*, and in addition he was Executive Officer of that destroyer for the first year of that period. He then had instruction and flight training at the Naval Air Stations Pensacola, Florida, and was designated Naval Aviator #3109 on January 11, 1924. In May of that year he was assigned duty as pilot with Torpedo Squadron 1 then attached to the USS *Wright*, tender. After seven months with that squadron he transferred to Observation Squadron 3, then being organized as the first squadron to operate regularly from catapults, based on the USS MEMPHIS. This tour included the Fleet's cruise to Australia and New Zealand in 1925, and from January to March, 1926 he was on temporary additional duty at the Naval Air Station, Coco Solo, Canal Zone.

After four months with Observation Squadron 1 in the USS *West Virginia*, he served a tour of three years at the Naval Air Station, Pensacola, Florida, serving first as Flight Instructors, later as the Station Engineer Officer and Test Pilot. For his work in flood relief flying on the Mississippi River area in May, 1927, he was commended by the Secretary of the Navy and the Governor of Louisiana, and the next spring, for similar work in Alabama, he earned the thanks of the Post Office Department and a commendation from the Secretary of the Navy.

In September, 1929 he arrived on the Asiatic Station, and had three years' duty in Scouting Squadron 8 based on the tender USS JASON, with additional duty as Assembly and Repair Officer and Test Pilot of the Asiatic Station. During that period the JASON earned the Yangtze Service Medal. During the fall of 1931 he had temporary additional duty for about two months as an Aviation Observer at Singapore and in the Netherlands East Indies, and was especially commended by Commander Destroyers, Asiatic Fleet.

Returning from the Far East in June, 1932, he served three years as Erection and Test Superintendent and Test Pilot of the Naval Air Station, San Diego, California. Innovations in organization and methods originated and developed by him at this time resulted in large savings of both time and money in aircraft overhaul, and were widely adopted by other stations.

The year June, 1935-1936, he served as Flight Officer of Scouting Squadron 1, based in the USS *Ranger*, and for three months had additional duty as Commanding Officer of the experimental Cold Weather Test Detachment of planes aboard that ship. The accomplishments of this detachment were specially commended. Aboard the USS *Saratoga* he served one year as Flight Deck Officer, and the following year he was Assistant Air Officer and Operations Officer. In June, 1938 he became Structural Overhaul Superintendent and Test Pilot at the Naval Air Stations Norfolk, Virginia.

In March, 1939 he transferred to command of Patrol Squadron 23 based at Pearl Harbor, Territory of Hawaii. Under his command the Squadrons later redesignated Patrol Squadron 23 earned commendations for all fleet exercises in which it participated, and for gunnery efficiency in the year 1939-40. He also served for a few months as Chief Staff Officer of Patrol Wing 2.

On August 29, 1941 he reported for duty as Assistant Superintendent of Aviation Training at the Naval Air Station, Corpus Christi, Texas, and later was Superintendent of Training. When Corpus Christi was organized as a Training Center, he had additional duty as Chief of Staff. During that period he was largely responsible for the reorganization and expansion occasioned by the outbreak of the war, and by spring of 1943, the Center was graduating 300 pilots per week with over 1400 officers serving in the Training departments and about 18,000 enlisted men at the Center. This was the peak of its war expansion,

In May, 1943 he was ordered to report to the Commander, Air Force, South Pacific. For services in that assignment, he was awarded the Legion of Merit and made an Honorary Commander of the Order of the British Empire by the New Zealand government. The citations follow: Legion of Merit: "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Plans Officer and subsequently as Chief of Staff for Commander Aircraft, South Pacific Force from May 21,

1943 to April, 1944. (He) capably supervised the preparation of master plans for air operations in the New Georgia area and for the development of air bases at Vella LaVella and Treasury Islands; prepared the preliminary air plans for the occupation and development of the Empress Augusta Bay Area on Bougainville. Subsequently assuming the responsibilities of Chief of Staff, he continued to maintain high standards among all staff members and on numerous occasions capably performed the duties of Commander Aircraft, South Pacific Forces during the absence of that Commander, Order of the British Empire (Honorary Commander): "Captain van Deurs arrived in the South Pacific Area in April 1943, and became Staff Officer (Plans) to Commander Aircraft South Pacific, in which appointment he contributed materially to the successful operations in New Georgia and Bougainville... By his active interest in the Royal New Zealand Air Force of No. 1 Islands Group, and particularly in his advanced planning of its employment in new and forward locations, problems were considerably eased, thus facilitating the maximum operational efficiency under exceptionally difficult conditions."

On June 15, 1944, when the original South Pacific organization was disbanded, he assumed command of the USS *Chenango* (CVE-28), which thereafter provided air support for the seizure of Morotai, Leyte, and Okinawa. For services in that command, he was awarded two Gold Stars in lieu of the second and third Legion of Merit, each with combat distinguishing device V, and the *Chenango* was awarded the Navy Unit Commendation. The citations in part follow: "For exceptionally meritorious conduct in the performance of outstanding services... as Commanding Officer of an Escort Carrier Division during combat operations against enemy Japanese forces in the Pacific War Area, from October 18 to 24 and on October 28 and 29, 1944... (He) expertly directed the activities of his ship and squadron in delivering vigorous aerial offensives against heavily defended enemy held islands despite repeated attacks by hostile aircraft..."

Third Legion of Merit: as Commanding Officer of the USS *Chenango*, during operations against enemy Japanese forces in the vicinity of Sakishima Gunto and Okinawa on April 9, 1945. When a landing plane started a raging fire on the flight deck among parked planes loaded with bombs, rockets and 50 caliber ammunition, (he) assisted in averting disaster by expertly directing fire-fighting and bomb disposal forces and contributed materially to restoring the *Chenango* to normal operations within a few hours, thereby enabling the ship to remain in action for an additional 66 days..."

Navy Unit Commendations--USS *Chenango*: "For outstanding heroism in action against enemy Japanese forces in the air, ashore and afloat... Attacking boldly by day and night in the face of heavy enemy resistance, the courageous officers and men of the *Chenango* achieved a notable record of service and aggressiveness in combat..."

In May, 1945 he was relieved of that command and reported for duty as Chief of Staff to Commander, Battleship Squadron 1, and Commander Task Force 54, aboard the battleship *Tennessee*, almost 26 years after he served in her as Ensign. She participated in the bombardment of Okinawa until that island was secured, followed by minesweeping operations in the China Sea, and raids along the China Coast. With the task force commander, he moved into the *Pennsylvania* about two days before VJ day. About 12 hours later, without any warning, an enemy aviator sneaked into Buckner Bay and hit her with a torpedo. The next day the staff moved back to the *Tennessee*. Service with that squadron brought him a Letter of Commendation from Commander, Fifth Fleet, and a bronze star for the Navy Unit Commendation ribbon, awarded to the USS *Tennessee*, for her "splendid record of achievements from the Aleutians to the Ryukyus..."

From the close of the war until December, 1945, he still participated in the operations of Commander Battleship Squadron 1 for the evacuation of prisoners from Western Japan, and the landing of occupation forces. That squadron was then decommissioned, and he became Commander Task Group 55.2 and Commander Naval Forces, Kyushu, Japan, in the cruiser *Oklahoma City*, and later in the *Atlanta*. While on this assignment he controlled the operations of all Naval units west of Kure. In April, 1945 the last of the occupation duties in the area were turned over to forces ashore, the task group was dissolved, and he was detached and returned to the United States. Upon arrival, he was briefly attached to Fleet Air Wing 8 at Alameda, California, as Commanding Officer. The next June he was ordered to the Naval War College, Newport, Rhode Island, and completed the senior course there a year later.

On July 7, 1947 he assumed command of the carrier USS *Philippine Sea* at New York, New York, and during the next year the ship operated in the Atlantic and Mediterranean, winning commendations from the Commanders Sixth Fleet and the Battle Efficiency Pennant. Detached at the end of 1948, he reported to duty in the Office of the Chief of Naval Operations, Navy Department, in connection with aviation planning. In May, 1950 he joined the staff of Commander Eastern Atlantic and Mediterranean, and served one year, at that time returning to the Office of the Chief of Naval Operations. He was so attached until relieved of active duty pending his retirement on June 30, 1951.

In addition to the Legion of Merit and two Gold Stars with Combat V, the Commendation Ribbon, and the Navy Unit Commendation Ribbon with bronze start, Rear Admiral Van Deurs has the victory Medal, Atlantic Fleet Clasp (USS *Maine*); the Yangtze Service Medal (USS *Jason*); the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Campaign Medal with silver star (five engagements); the Philippine Liberation Ribbon with one star; the World War II Victory Medal. Medal, Occupation Service Medal; and other awards.

In 1924 Rear Admiral Van Deurs married Miss Ann Shepard of Foley, Alabama. They have two daughters, Sally and Katherine. His official address is 118 Northwest King Avenue, Portland 10, Oregon,

He was a member of Quiet Birdmen, Los Angeles Hangar. 6 July 1951





## Harold E. Vita, Captain, USN (Ret.)

"Hal"

Date of Designation: 17 February 1942 NA # 11550

Dates of Active Duty: 20 March 1941 - 30 June 1972

Total Flight Hours: 4,800

Carrier/Ship Landings: Fixed wing: 388

Approximate Flight Hours:
Jet: 480 Prop: 4,309 Helo: 11 VF/VA: 4,027
VAW: 230 Other: 543

Combat Tours:

WW II: USS *Ranger* (CV-4), 8 Nov. 42 - 10 Nov. 42, with VF-9 during the invasion of NW Africa flying F4F Wildcats - 8 combat missions and 1 aerial victory.

WW II: USS *Essex* (CV-9), May 43 - Mar. 44, with VF-9 flying F6F Hellcats. Marcus Islands, Wake, Rabaul, Gilbert Islands, Marshalls and Truk - 30 combat missions.

WW II: USS *Randolph* (CV-15), Jan.45 - Jun. 45, with VF-12 flying F6F Hellcats. Tokyo, Iwo Jima, Okinawa and Chichi Jima - 28 combat missions and five (5) aerial victories.

Aviation Commands:
CO, VA -174, flying AM and AD, Jun. 1948 - Dec. 1949.
CO, VA-83, flying F7U-3 then F7U-3M/Sparrow Missiles, Jan. 1955 - Aug. 1956.
CO, VAW-11, flying AD5W, WF, Jun. 1961 - Jul. 1963.
NAVPRO Bethpage, Aug. 1963 - Sep. 1966.
CO, NAVSTA Roosevelt Roads, Jul. 1969 - Jul. 1971.

Combat Awards:
2 Silver Stars
2 Distinguished Flying Crosses
6 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 7/41-5/42 | Flight Training, Jacksonville, Miami, Norfolk. |
| 5/42-3/44 | VF-9 flying F4F and F6F aircraft. |
| 3/44-6/44 | Assigned as an instructor, Melborne, FL. |
| 7/44-6/45 | VF-12. |
| 7/45-9/45 | Instructor NAS Corpus Christi, TX. |
| 1/46-8/47 | NAMC Philadelphia as Test Pilot for Labs. |
| 9/47-7/48 | George Washington University. |
| 7/48-1/50 | XO and CO, VA 174. |
| 2/50-2/52 | Air Development Squadron Three (VX-3). |
| 3/52-1252 | General Line School, Monterey, CA. |
| 1/53-1/55 | BUORD--Mine research. |
| 1/55-9/56 | CO, VA-83, NAS Oceana, VA. |
| 12/56-8/58 | Navigator, USS *Ticonderoga*. |
| 8/ 58-7/61 | NATC Patuxent River, MD. |
| 7/61-7/63 | CO, VAW-11, NAS North Island, CA. |
| 8/63-7/66 | BWR (now NAVPRO) Bethpage, New York. |
| 10/66-7/69 | NAVAIRSYSCOM-Research then Acquisition. |
| 7/69-7/71 | CO, NAVSTA Roosevelt Roads. |
| 7/71-7/72 | Inspection Coordinator, COMNAVAIRPAC. |
| 7/1/72 | Retired from active duty. |

## Summary of Significant Career Events

(1) Shot down my first aircraft while flying F4F wildcat during invasion of French Morocco (11/8/42).

(2) Shot down over Tarawa by small arms fire from ground. (11/19/43).

(3) Shot down a ZEKE OVER Tokyo. (2/16/45).

(4) Shot down a ZEKE attacking our fleet. (4/14/45).

(5) Shot down two Zeke's and one Tojo (4/17/45).

(6) Flew my first jet aircraft, an F9F (3/25/50).

- Continued -

(7) Flew an AD-4 from Atlantic City to Jacksonville area, dropped 12 1,000 lb bombs on target and returned to Atlantic City. Flight altitude 200 feet or less (12/3/51).

(8) As CO, VA-83, accepted additional task of conducting OPEVAL of F7U-3M/Sparrow Missile which enhanced squadron pilot training in that we used OPTEVFOR's operating area, their missiles and their F6F drones (7/1/55).

(9) Deployed to MED aboard USS *Intrepid*. Although F7U was not compatible with *Intrepid's* straight deck and lack of blast deflectors, completed a successful cruise. (3/12/56 )

(10) Attended Test Pilot School, assigned as Operations Officer, Armament Test. Following the 1961 Paris Air Show, I headed a team demonstrating the Navy's stable to the English and German Armed Forces (8/8/58).

(11) As CO VAW-11, I set up a sea/shore rotation to allow more deployment time following lengthy technical training time. Also, I drastically reduced the "Palace Guard" thereby encouraging BUPERS to reduce the number of passed over LCDR's assigned as Officers in Charge (6/15/61).

(12) NAVPRO Bethpage. In addition to 5 Navy produtions aircraft, accepted Army's MOHAWK and Inspected NASA's LEM (8/15/63).







## Roy M. Voris, Captain, USN (Ret.)

"Butch"

Date of Designation: 21 February 1942 NA # 10858

Dates of Active Duty: June 1941 - 31 July 1963

Total Flight Hours: 3,800

Carrier/Ship Landings: Fixed wing: 325

Approximate Flight Hours:
Jet: 1,500 Prop: 2,300 VF/VA: 3,000
Other: 800

Combat Tours:

WW II: VF-10 (F4F), USS Enterprise (CV-6) and Guadalcanal (First Marines Reinforced), 1942-1943. Makin through the Battle of Santa Cruz, and the Guadalcanal Campaign.

WW II: VF-2 (F6F), USS Enterprise (CV-6) and USS Hornet (CV-12), 1943-1944. Gilbert and Marshall Islands through the Philippines, including the Marianas, Iwo Jima and the First Battle of the Philippine Sea.

Aviation Commands:

CO, VF-113 (F8F), *USS Valley Forge*, 1947-1948. Pacific Fleet.

CO, VF-191 (F9F-6), *USS Oriskany*, 1953-1954. Pacific Fleet.

COMCVG FIVE (F11F/FJ/F8U), 1959. Pacific Fleet.

Officer-in-Charge and 1st Leader - "The Blue Angels"

Officer-in-Charge and 5th Leader- "The Blue Angels"

Combat Awards:

3 Distinguished Flying Crosses

11 Air Medals

(8 enemy fighters shot down in combat, Fighter Sweeps and for Special Experimental Carrier Night Fighter Operations)

## Duty Assignment Chronology

| | |
|---|---|
| 4/41-6/41 | Elimination Flight Training, Oakland, CA. |
| 6/41-2/42 | Flight Training, NAS, Corpus Christi, TX. |
| 3/42-5/42 | ACTG, NAS San Diego, CA. |
| 6/42-4/43 | VF-10 (NAS San Diego/USS Enterprise/First Marines, Reinforced, Guadalcanal). |
| 6/43 -11/44 | VF-2 (NAS Atlantic City/NAS Quonset Point/ NAS Hilo/*USS Enterprise*/*USS Hornet*). |
| 12/44 -10/45 | Advanced Training Command, Head, Fighter Tactics Instruction, NAS Daytona Beach, FL. |
| 11/45-3/46 | Instructors Advanced Training Unit, Flight Officer, NAS Jacksonville, FL. |
| 4/46-6/47 | O-in-C/Leader, The "Blue Angels", NAS Jacksonville, FL. |
| 7/47-6/48 | Naval General Line School, Newport, RI. |
| 8/48-11/49 | CO, VF-113, NAS San Diego, CA., and *USS Valley Forge*. |
| 11/49-12/49 | Jet Transition Training, VF-52, NAS San Diego, CA. |
| 2/50-11/51 | Bureau of Aeronautics, Washington, D. C. |
| 12/51-12/52 | O-in-C/Leader, The "Blue Angels", NAS, Corpus Christi, TX. |
| 1/53-5/54 | COMCARDIV FIVE, CTF-77 Staff |
| 6/53-10/55 | CO, VF-191, NAS Moffett Field and *USS Oriskany.* |
| 11/55-10/57 | OPNAV (OP-56), Washington, D. C. |
| 11/57-12/57 | Fleet Air Gunnery Unit (FAGU), NAS El Centro, CA. |
| 1/58-1/59 | COMCVG FIVE, NAS, Miramar, CA. (Chrm. 3rd, Annual Tailhook Reunion, Mission Beach, CA). |
| 1/59-6/61 | COMNAVAIRPAC Staff (CVG Training and Readiness), NAS San Diego, CA. (Chrm. 4th. Annual Tailhook Reunion, Mission Beach, CA). |
| 7/61-5/62 | Naval War College, Newport, RI. |
| 6/62-7/63 | OPNAV (OP-05W), Washington, D. C. |
| 7/31/63 | Retired from active duty. |

- Continued -

USN Post -retirement Chronology

8/63-8/73 Grumman Corporation, Headquarters, Bethpage, LI.

9/73-10/84 NASA Headquarters, Washington, D. C.

## Summary of Significant Career Events

(1) Was selected by RADM Radford and CDR Butch O'Hare as one of four fighter pilots to fly experimental first night fighter operations from USS Enterprise against enemy low altitude bomber attacks on landing forces at Tarawa. Resulted in discontinuance of night raids. (Butch O'Hare lost on 2nd. night)

(2) Selected in early 1946 to form, develop, train and lead the Navy Flight Exhibition Team, shortly to be named The"BLUE ANGELS".

(3) Led the "BLUE ANGELS" in three days of performances at the 1946 National Air Races, Cleveland, OH, gaining for Naval Aviation great credit and acclaim.



(4) Selected in late 1951 to urgently reform, train and lead the "BLUE ANGELS" at air shows throughout the United States.

(5) Selected by the United States Air Force as one of 20 international aviators honored at week-long ceremonies at the 1953 ""Gathering of Eagles" at Maxwell Air Force Base, Montgomery, AL






**R. Larry Walker, Commander, USN (Ret.)**
"Larry"

Date of Designation: August 1943 NA # 9323
Jet # 21

Dates of Active Duty: 1942 - 1964

Total Flight Hours: 7,825

Carrier/Ship Landings: Fixed wing: 1,026

Approximate Flight Hours:
Jet: 3,065 Prop: 4,760 Helo: 65 VF/VA: 6,000

Combat Tours:
WW II: May 1944 - May 1945, Pacific, Philippines and Iwo Jima
Korea: Jan. 1950 - Aug. 1950
SEASIA: Jun. 1963 - Oct. 1963
Total missions (WW II, Korea, SEASIA) - 236 missions.

Aviation Commands:
OinC, Fleet Air Gunnery Unit (FAGU), El Centro, CA.
CO, VA-56 (1959-60) - One of first Pacific Fleet squadrons to deploy A4 Skyhawk. Awarded the Navy "E", Safety Award and won the all-Navy weapons meet at NAF Yuma, AZ.

Combat Awards:
3 Distinguished Flying Crosses
5 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1942-1943 | Navy flight training. |
| 1943-1963 | Fighter squadrons, WW II, Korea and South-east Asia. |
| 1945-1947 | Tactical Development Unit One (TDU-1). |
| 1948-1948 | Naval Test Pilot School (Class 1), Naval Air Test Center, Patuxent River, MD. |
| 1948-1950 | Naval Air Test Center, Patuxent River. Project pilot for first BIS jet programs. |
| 1950-1950 | Chief Test Pilot, Naval Ordnance Test Station, China Lake, CA. |
| 1950-1954 | OinC, Fleet Air Gunnery Unit, El Centro, CA. Started FAGU course which is now called "Top Gun". |
| 1956-1958 | Operations Officer, USS *Saipan* (CVL-48). |
| 1958-1959 | Naval War College, Newport, RI. - Student. |
| 1959-1960 | CO, VA-56. |
| 1960-1963 | Naval Ordnance Test Station, China Lake, CA. Chief Test Pilot. Developed "EYE" series weapons in inventory now. |
| 1963-196 | COMNAVAIRPAC Staff, Air Wing Training. |
| 1964 | Retired from active Duty. Joined North American Aviation as Chief Test Conductor - Apollo. |

## Summary of Significant Career Events

(1) Three combat tours during WW II, Korea and South-east Asia. Flew 236 combat missions with four air-to-air kills and accumulated 1,026 carrier landings.

(2) Assigned to Tactical Development Unit ONE (TDU-1) where Navy's fighter tactics were developed and standardized. These tactics were evaluated against captured enemy aircraft of that period. Operational Evaluation (OPVAL) of new aircraft destined for fleet introduction was also a function of TDU-1. I flew the carrier phase of these evaluations. Member of TDU-1 Flight Demonstration Team.

(3) Was selected to attend the first class of the Naval Test Pilot School (NTPS) at NAS Patuxent River, MD. Following graduation, I was assigned as a project pilot in the BIS trials of the initial jet candidates for carrier based VF aircraft. Also participated in pressure breathing and ejection seat experimental investigation at the Naval Air Engineering Laboratory (NAEL) Philadelphia.

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Summary of Significant Career Events CONTINUED

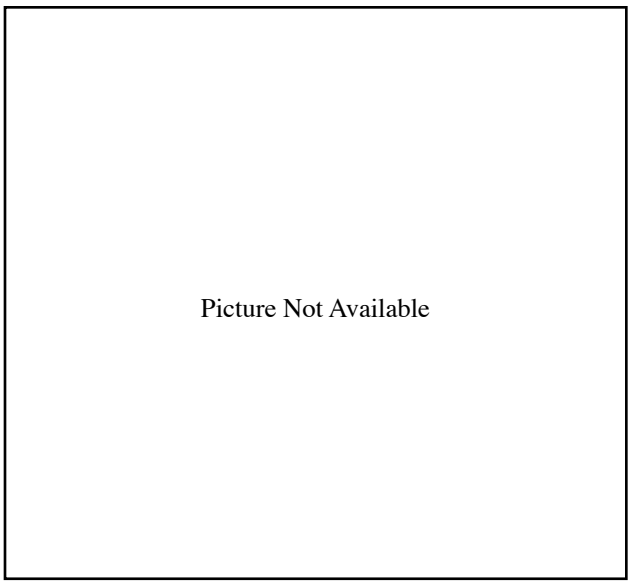
(4) I was jet pilot Number 21 and flew 62 different aircraft (US and foreign) during my service career.

(5) Completed two tours of duty at the Naval Ordnance Test Station where as Chief Test Pilot, I was responsible for the initial firing of all new weapons in the R&D phase. Some of these weapons and weapon systems became operational and used in Operation Desert Storm. I received Letters of Commendation from both the Navy and Army during these tests.

(6) The forerunner of "Top Gun" was the Fleet Air Gunnery Unit (FAGU). I was responsible for establishing this unit and guided its progress as OinC until it was later commissioned. Although a shoestring operation at the start, the mission and the results were similar to the present Top Gun. I had completed a tour with the USAF in F-86's prior to this assignment.

(7) Attended the Naval War College and was assigned as Commanding Officer of Attack Squadron 56 (VA-56). During the time I commanded the squadron, we were awarded the Navy "E", Safety Award and won the all-Navy weapons meet.

(8) Joined North American and later Northrop after retiring. Was the Chief test conductor of Apollo 12 at North American.




## Samuel Sloan Walker, Commander, USNR

Lieutenant Commander Walker, was born April 14, 1895, in New York City. He attended Yale University and earned an AB degree in 1917. While at this school he participated in crew, squash, football and was a member of the Delta Kappa Epsilon fraternity. On March 24, 1917 at New London, CT, he enrolled in the U.S. Navy as an Electrician First Class and was a member of the First Yale Unit to undergo aviation training at West Palm Beach, FL and Huntington, Long Island, NY. On August 14, 1917 he was designated Naval Aviator Number 86 (HTA) and appointed an Ensign, Naval Reserve Flying Corps on September 4, 1917. Shortly thereafter, he sailed for France and was assigned to NAS Moutchic, France for flying boat training and then to LeCroisic, France for duties as anti-submarine patrol pilot, Chief Pilot and Repair Officer. While on this duty he was promoted to the rank of Lieutenant, junior grade, and later to a Lieutenant. In July 1918 he was ordered to Malpensa, Italy for training in the Caproni flying machine (bomber). During a ferry flight of a Caproni from Italy to France over the Alps in August 1918 he was forced to make a crash landing. He was detached from duty in France in December, 1918, and ordered to return to the United States, reporting to Headquarters, Third Naval District, where he was released from all active duty in February, 1919.

Lieutenant Commander Walker received his appointment in this rank, July 30, 1941, and was ordered to duty in the Bureau of Aeronautics on August 11, 1941. In April, 1942, he received orders to proceed to NAS Quonset Point, Rhode Island, where he remained on duty until June of that year, after which he proceeded to the Naval Air Station, Alameda, California. He was detached in September, 1942, reporting to the Thirteenth Naval District, Seattle, Washington, and later to Alaska for an assignment. He was released from active duty on December 3, 1945 and retired on May 1, 1957 as a Commander, USNR with a 1359 designator.





**Thomas J. Walker, Vice Admiral, USN (Ret.)**
"Tom"

Date of Designation: 10 March 1942 NA # 11608

Dates of Active Duty: 25 May 1935 - 1 June 1973

Total Flight Hours: 6,500

Landings: 120 VO/VS: 500

Approximate Flight Hours:
Jet: 1,500 Prop: 5,000 VF/VA: 1,500
VO/VS: 1,000

Combat Tours:
WW II: USS *New York* Airborne spotting of shore bombardment at Casablanca, Safi, Marakech, Africa (Apr. 1942 - Jun. 1943). - 20 combat missions.

Aviation Commands:
CO, VO-5, Jun. 1942 - Jun. 1943.
CO, VF-17, Jun. 1946 - Jun. 1948.
CO, VF-5B, VF-61, Jun. 1947 - Jun. 1948.
CO, VX-5, Jun. 1951 - Jun. 1953.
CO, VF AW-3, Aug. 1956 - Jun. 1957.
CO, USS *Nitro,* Jun. 1959 - Jun. 1960
CO, USS *Constellation,* Jun. 1960 - Jun. 1962.
COMCARDIV 3, Jun. 1966 - Jun. 1967.
COMNAVAIRSYSCOM, Jun. 1967 - Jun. 1971.
COMNAVAIRPAC, Jun. 1971 - Jun. 1973.

## Duty Assignment Chronology

| | |
|---|---|
| 6/35-6/39 | US Naval Academy - Midshipman. |
| 6/39-7/41 | USS *Minneapolis* - Navigation Division Officer. |
| 8/41-3/42 | Flight Training - Pensacola, FL. |
| 4/42-5/43 | USS *New York* - Senior Aviator. |
| 6/43-6/44 | U. S. Naval Academy, Post Graduate School. |
| 7/44-4/45 | Bureau of Aeronautics - Armament Division. |
| 5/45-4/46 | Los Alamos Scientific Lab - Member of Delivery Crew #4 Atomic Bomb. |
| 4/46-7/46 | Advanced Training (VF), Miami, FL. |
| 7/46-7/48 | VF-17, VF-4B, VF-61 - XO and CO. |
| 8/48-6/51 | Armed Forces Special Weapons Project, Naval Air Special Weapons (NWEF), Project Officer and CO. |
| 6/51-6/53 | Commanding Officer, VX-5. |
| 6/53-9/54 | Naval Ordnance Test Station - Experimental Officer. |
| 9/54-10/55 | Industrial College of Armed Forces - Student |
| 10/55-10/56 | Special Projects Office - USN Ballistic Missiles, Polaris Missile Test Division. |
| 10/56-6/57 | Commanding Officer, All Weather Fighter Squadron 3 (VFAW-3). Additional duty in USAF Air Defense Command. |
| 6/57-1/58 | U-2 Intelligence Project (Highly Classified). |
| 1/58-6/59 | Special Projects Office, Direct of Test (POLARIS). |
| 6/59-6/60 | Commanding Officer, USS *Nitro* (AE-23). |
| 6/60-6/62 | PCO and CO, USS *Constellation*. |
| 6/62-6/64 | Office of Chief of Naval Operations, OP-50B (Air Warfare). |
| 6/64-6/66 | JTF-2. Development of Tactics versus High Speed Low Altitude Attack. |
| 6/66-6/67 | Commander, Carrier Division THREE, Vietnam. |
| 6/67-6/71 | Naval Air System Command:<br>Operations, 1967 - 1969<br>Commander, 1969 - 1971 |
| 6/71-6/73 | Commander, Naval Air Force Pacific. |
| 6/73 | Retired from active duty. |

## Summary of Significant Career Events

(1) Flew 10 hour duration ASW flights in single engine OS-2U aircraft from battleship. Spotted shore bombardment in NW Africa 1942-1943.

- Continued -

Summary of Significant Career Events continued

(2) At Los Alamos, New Mexico, 1944-1945. In training as B-29 crew member (Bomb Commander) for #4 atomic bomb. Bomb was not delivered.

(3) XO and CO, VF-17; CO, VF-5B and VF-61. Squadron graded "Outstanding" in Air Lant VF competition 1946-1948.

(4) U-2 Spy Aircraft Program, Jun 1957 - January 1958. Maximum security classification.

(5) Developed tactics for delivery of atomic bombs from light carrier based aircraft while CO, VX-5. (Made 21 carrier landings in one 18 hour period).

(6) Director of Test, Polaris missile program, 1958 - 1959.



High School football, Datona Beach, FL.



CAPT. Ken Walsh, USMC. Okinawa - MAG-14, VMF-22 (F4U-4 Corsair), June 1945



Beulah & Ken Walsh, CMH Convention, November 1991

## Kenneth A. Walsh, LTCOL, USMC (Ret.)

"Ken"

Date of Designation: 19 April 1937 NA # 6M37

Dates of Active Duty: 15 December 1933 - January 1962

Combat Tours:

WW II: VMF-124, Jan. 1943-Oct. 1943, Solomon Islands. VMF-222, Apr. 1945-Nov. 1945. Philippines & Okinawa.

Korea: Marine Transport Squadron 152, Jul. 1950 - Jul. 1951.

Combat Awards:

Congressional Medal of Honor
7 Distinguished Flying Crosses
15 Air Medals

### Duty Assignment Chronology

Colonel Walsh was born in Brooklyn, New York, on November 24, 1916. He enlisted in the Marine Corps on December 15, 1933, and underwent recruit training at Parris Island, South Carolina. Upon graduation, he spent two years as an aircraft mechanic and radioman at Marine Corps Base, Quantico, Virginia.

In March 1936, Colonel Walsh was selected for flight training and was transferred to Pensacola, Florida. He won his wings there as a private in April 1937, and spent four years in scout and observation flying. During this time he served aboard aircraft carriers *Yorktown, Wasp* and *Ranger*. Meanwhile, he was promoted through the enlisted ranks to master technical sergeant and then to Marine gunner, equivalent to the present rank of warrant officer. The latter promotion took place on May 11, 1942, while he was serving with Marine Aircraft Group 12, 1st Marine Aircraft Wing, Fleet Marine Force, San Francisco, California.

In October 1942, he was commissioned second lieutenant and, in June 1943, was promoted to first lieutenant. He was promoted to captain (temporary) in February 1944 (this appointment became permanent November 13, 1948); to major in April 1952; and to lieutenant colonel in October 1958.

When the Japanese attacked Pearl Harbor, Colonel Walsh was serving on the East Coast with Marine Fighter Squadron 121. He transferred to Marine Fighter Squadron 124 in September 1942, to be shipped overseas in January 1943, for duty in the Solomon Islands area. He was particularly active in aerial combat in the Vella LaVella vicinity in August 1943, while a division leader in his squadron. He scored all his 21 victories in the Vought "Corsair" F4U fighter. The citation accompanying his Medal of Honor, awarded him as a first lieutenant, states:

"For extraordinary heroism and intrepidity above and beyond the call of duty as a pilot in Marine Fighting Squadron ONE TWENTY-FOUR in aerial combat against enemy Japanese forces in the Solomon Islands Area. Determined to thwart the enemy's attempt to bomb Allied ground forces and shipping at Vella LaVella on August 15, 1943, First Lieutenant Walsh repeatedly dived his plane into an enemy formation outnumbering his own division six-to-one and, although his plane was hit numerous times, shot down two Japanese dive bombers and one fighter. After developing engine trouble on August 30 during a vital escort mission, First Lieutenant Walsh landed his mechanically disabled plane at Munda, quickly replaced it with another and proceeded to rejoin his flight over Kahili. Separated from his escort group when he encountered approximately fifty Japanese Zeros, he unhesitatingly attacked, striking with relentless fury in his lone battle against a powerful force. He destroyed four hostile fighters before cannon shellfire forced him to make a dead-stick landing off Vella LaVella where he was later picked up. His valiant leadership and his daring skill as a flier have been a source of confidence and inspiration to his fellow pilots and reflect the highest credit upon the United States Naval Service."

- Continued -

Colonel Walsh returned to the United States October 15, 1943, and was assigned special temporary aviation duty with the Division of Aviation, Headquarters Marine Corps. He received the Medal of Honor February 8, 1944.

In January 1944, he was assigned to the Naval Air Operational Training Command, Naval Air Station, Jacksonville, Florida, to serve as flight instructor. In April 1945, he was transferred to the Philippine Islands and served in that area and in the Okinawa campaign as Operations Officer for Marine Fighter Squadron 222 and, later, as Assistant Operations Officer of Marine Aircraft Group 14. He returned to Headquarters Marine Corps in March 1946, to be reassigned with the Navy Department, Bureau of Aeronautics.

After nearly three years with the Bureau, Colonel Walsh joined the 1st Marine Aircraft Wing, Fleet Marine Force, in January 1949, at El Toro, Santa Ana, California, as Assistant Group Engineering Officer, Marine Aircraft Group 12. He transferred from shore in July 1949, to Marine Corps Air Station, Quantico, Virginia, as an aircraft engineering and maintenance student. Upon completion, he returned to El Toro and Marine Aircraft Group 25 as Assistant Engineering Officer in Marine Transport Squadron 152.

With this squadron Colonel Walsh went overseas on July 15, 1950, shortly after the outbreak of the Korean Conflict. He served in Korea until July 1951, and was awarded a gold star in lieu of his fifteenth Air Medal, "for outstanding performance of duty in aerial flight against the enemy in Korea."

Colonel Walsh returned to El Toro in late July 1951, remaining there until April 1, 1952, when he was transferred to Staff, Commander Air Force, United States Atlantic Fleet, Norfolk, Virginia, as Marine Liaison Officer for Aircraft Material and Maintenance. He remained there until September 28, 1955, when he was assigned to the 3d Marine Aircraft Wing, Aircraft, Fleet Marine Force, Pacific, El Toro, as Aircraft Maintenance and Repair Officer in Marine Transport Squadron 152.

In January 1959, Colonel Walsh was assigned to the 1st Marine Aircraft Wing, Aircraft, Fleet Marine Force, Pacific, as Wing Aircraft Maintenance Officer. He held this assignment until April 1960, and the following month returned to the 3d Marine Aircraft Wing at El Toro, serving consecutively as Executive Officer and Operations Officer of Marine Transport Squadron 352 until October 1961. That month he was assigned to Headquarters and Headquarters Squadron, Marine Wing Service Group 37, 3d Marine Aircraft Wing.

Lieutenant Colonel Kenneth Ambrose Walsh retired from active service in the Marine Corps in January 1962, after over 28 years' continuous active duty as a Marine.

Besides the Congressional Medal of Honor, Colonel Walsh holds the Distinguished Flying Cross with six gold stars, the Air Medal with 14 gold stars, the Presidential Unit Citation with one bronze star, the Army Distinguished Unit Citation with emblem, the Good Conduct Medal with one bronze star, the American Defense Service Medal with base clasp, the American Campaign Medal, the Asiatic-Pacific Campaign Medal with four bronze stars, the World War II Victory Medal, the Navy Occupation Service Medal with Asia clasp, the National Defense Service Medal, the Korean Service Medal with one silver star and one bronze star, the United Nations Service Medal, the Philippine Liberation Ribbon with one bronze afar, the Philippine Presidential Unit Citation, and two Korean Presidential Unit Citations.

Colonel Walsh and his wife, the former Beulah Mae Barinott of Washington, D. C., reside in Santa Ana, California. They have two children, Kenneth Ambrose, Jr., and Thomas Francis.

## Summary of Significant Career Events

(1) Awarded wings as a private in April 1937.

(2) Rose from a flying private to fourth-ranking Marine Corps Ace in World War II with a record of 21 enemy planes destroyed in the Vought "Corsair" F4U fighter.

(3) Decorated with the Congressional Medal of Honor at the White House by President Franklin D. Roosevelt, 8 February 1944.


1971


2001

## George C. Watkins, Captain, USN (Ret.)

Date of Designation: October 1945 NA # 521083

Dates of Active Duty: 9 June 1943 - 1 July 1973

Total Flight Hours: 16,420

Carrier/Ship Landings: Fixed wing: 1,418 Rotary: 52

Approximate Flight Hours:
Jet: 5,421 Prop: 6,700 Helo: 500 VF/VA: 9,891
VR/VP: 230 VS: 1,100 Turboprop: 230
Glider: 3,500

Combat Tours:
WW II: USS *Pennsylvania* (BB-38), Jul. 1943-Nov. 1944. Main Battery Turret Officer. (Kwajalein, Makin, Eniwetok, Saipan, Tinian, Guam, Pelieu, Anguar).
Vietnam: CO, USS *Mars* (AFS-1), Nov. 1965-Dec.1966 (Combat zone - 12 months).

Aviation Commands:
CO, VF-191, May 1958-May 1959. Deployed WestPac CVA-31.
CVG-13, Aug. 1961-Aug. 1962 (Formed new airgroup for CVA-64).

Awards:
Distinguished Flying Cross (Set world's altitude record)
Meritorious Service Medal

### Duty Assignment Chronology

| | |
|---|---|
| 11/44-3/45 | Primary flight trng, Ottumwa, Iowa (N2S). |
| 3/45-4/46 | Advanced flight trng. Ft. Lauderdale, FL (SNJ, SBD). |
| 4/46-8/46 | VT-98, Los Alamitos, CA (TBM). |
| 8/46-8/48 | VT-41, VA-1E, VS-21, North Island, CA. (TBM). |
| 8/48-3/49 | COMCARDIV TWO Staff, deployed in USS *Princeton* (TBM, SNB), WestPac. |
| 3/49-8/50 | COMCARDIV ONE Staff, deployed USS *Leyte* (TBM, SNB), Med. |
| 8/50-8/53 | Test Pilot Training; then Flight Test Division (43 different types aircraft). |
| 8/53-6/54 | VF-24, deployed Korea, CVA-10 (F9F-6). |
| 6/54-8/55 | Staff, COMSIXFLT (5 different cruisers in Med) (F9F-6, SNB, F2H-2). |
| 8/55-4/58 | Naval Air Test Center, Flight Test (62 different models). |
| 5/58-4/59 | CO, VF-191 deployed in CVA-31 (F11F-1). |
| 4/59-9/61 | Air Officer, CVA-16; 2 WestPac deployments (F11F-1, C-1). |
| 9/61-8/62 | Formed new Air Group 13, NAS Cecil Field. Deployed CVA-64 (F8E, F3H, A4D, AD4, A3D, F8P, WF2). |
| 8/62-10/65 | Strike Warfare Division, Pentagon (T2V, T-28, C-1A, U-11A, T-1A, A-6A, F8, S2, E-2, T-2). |
| 10/65-12/66 | CO, USS *Mars* (AFS-1) deployed WestPac (Vietnam) (H-46, F8, A-1, A4D). |
| 1/67-6/69 | CHINFO, Pentagon (C-1A, F8, T-28, S-2, A-4, H-2, T-33, A-7, AH-1, A-1, Zeke, Kate, OV-10). |
| 6/69-1/72 | Deputy Commander NATC, Pax River. (over 90 different military model a/c, Navy and foreign). |
| 1/72-7/73 | Staff, COMPHIBLANT, Norfolk, VA. (F8, F4. A6, A7, T-33, A-1, A4). |
| 7/1/73 | Retired from Active Duty |

Born in Alhambra, CA on March 10, 1921, George attended the San Diego Army Navy Academy, The Citadel and the U. S. Naval Academy. He graduated in June 1943 with the class of '44, which was graduated early to join WW II. George proceeded to WestPac to join USS *Pennsylvania* (BB-38) as a Main Battery Turret Officer. Nine battles/invasions later he departed for flight training in Ottumwa, Iowa and from there to Corpus Christi, Texas, where he received his wings in October 1945. After completing operational training in TBM's and accomplishing his initial six carrier landings on the *Ranger* (CV-4), he proceeded to VT-41 at NAS North Island. (Via the West Coast Replacement Squadron, VT-98 at NAS Los Alamitos). Following this squadron tour of flying

ASW missions from CVE carriers *Badoeng Strait, Bairoko* and *Rendouva*, George spent the next two years on two Carrier Division Staffs, making a WestPac deployment in USS *Princeton* and a Med. deployment in USS *Leyte*.

In the summer of 1950, George attended the Test Pilot School (TPS) at Patuxent River and graduated in February 1951 with class number Five. The next two and a half years were spent in the Flight Test Division, flying a great variety of flying machines. George Departed Patuxent River in the late summer of 1953 to join VF-24 as Operations Officer, deploying to Korea with the Navy's first swept wing fighter squadron in USS *Yorktown*. With the end of the Korean War, George detached from VF-24 and headed to the Mediterranean for duty on the Sixth Fleet Staff. He served on several heavy cruisers, but he still managed to fly both Cougars and Banshees from different carriers deployed to the Mediterranean.

In 1955, George returned to Flight Test at Pax River, and for the next three years he participated in some of the finest flying projects known to mankind during that Golden Age of Aviation. The Navy was testing seven Fighters, four Light Attack various Seaplanes and numerous 'cats and dogs'. In 1956, in a Super Tiger, George set an unofficial World Altitude (73,000 ft) and a World Speed Record (1,210 mph) on the same flight. In 1958, in the F11F-1F using a J79 engine that the GE people said would not run above 70,000 ft., George established an Official Worlds Altitude Record of just under 80,000 ft.

George next took command of VF-191 and deployed to WestPac in USS *Bon Homme Richard*, flying both day and night missions off the carrier. Following this cruise he returned to the Western Pacific to join USS *Lexington* as Air Officer.

George was then given orders to the Naval War College, but BUPERS called the CO of Lexington telling him not to detach Cdr. Watkins 'yet'. Rather, he should go to Pensacola for an interview with the Naval Air Training bosses. War College was soon to begin and George was still not sure of his next duty assignment. He was called back to Pensacola for a 'final interview', and then a trip to Andrews AFB to find out what was going on! George was in Washington D.C. long enough to attend a party to celebrate his new job, 'Orders to Command the Blue Angels'. However, on returning to San Diego, George found that his orders to the War College and the Blue Angels had been canceled and instead George had to proceed to Jacksonville, Florida to put into commission a new Air Group. It was September 1961 and George had just ninety days to get the Air Group combat ready. Air Group Thirteen was assigned to the brand new aircraft carrier USS *Constellation*. It was during this tour that George made a number of 'firsts' . . .first landing on the *Constellation*, first centurion landing on the *Constellation*, and the first 1000th carrier landing for George, who actually became the first U.S. aviator to achieve one thousand carrier landings. During this tour, night and day landings in each of the Air Groups different aircraft (six) were made while deployed.

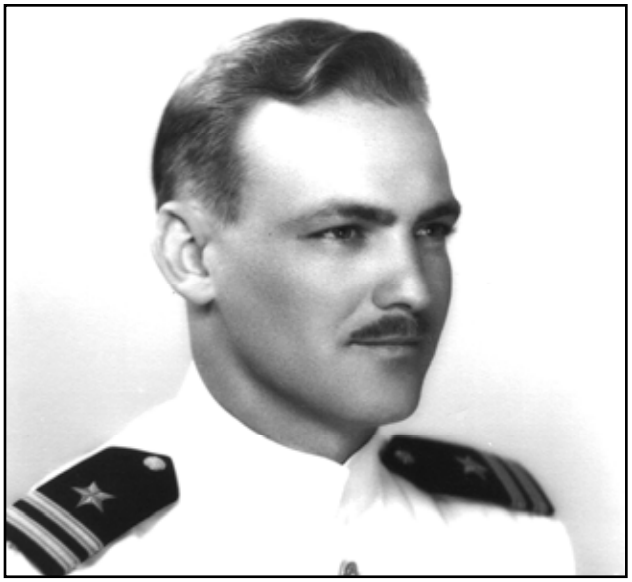
Next was a three-year tour in the Strike Warfare Division of OPNAV at the Pentagon, with additional duties as a White House Social Aide for Presidents Kennedy and Johnson. In early 1965, he became the OPNAV coordinator of the A6 Intruder Program. The program was bogged down with 'Track Radar' problems prior to its deployment to Vietnam, and as program troubleshooter, George was able to solve most of the problems. During this period George also managed to deliver some 52 aircraft, flying for the Ferry Command. In the fall of 1965 George departed the Pentagon for WestPac, via Ream Field for some Helo 'instruction,' and reported to USS *Mars* (AFS-1) as the new CO. The second day after taking command, George announced the start of 'night-flying' - to commence that very evening. The embarked CH46 detachment would continue flying at night until all four pilots in the detachment felt ready to conduct Night Vertical Replenishment Operations. After the shock had worn off, the flying began! And in April 1966 USS *Mars* set a replenishment record...during one 30-day period, 186 ships and stations were replenished, over 50% at night. Shortly after that, Night Operations became standard operating procedure in both WestPac and the Med.

George returned to the Pentagon in 1967 and into CHINFO, and once again he had additional duties as a White House Social Aide, for President Johnson and then President Nixon. In the summer of 1969, George returned to the NATC as the Deputy Commander and enjoyed some of the most enjoyable flying in the Navy: Test flights, Helo work and carrier suitability work, including carrier landing systems. At the conclusion of this job George estimated he had flown 36 different models of Navy aircraft, from 36 different aircraft carriers. He had flown over 200 different aircraft models, and had accumulated 1,418 carrier landings and over 11,000 hours of flight time.

George's final tour was with COMPHIBLANT, Norfolk, involving a study of the Amphib Force for the 1990's. During this final tour with NATOPS quals., in all six of the (then) current fighter and attack squadrons, he was able to fly a great deal with both East and West Coast Ferry squadrons, delivering some 70 aircraft to their ultimate destinations.

He opened a landscaping business. He married, and he took up gliding as a sport. He soared over the mountaintops in his ASK24, he soared in wave and after having been flipped on his back in mountain wave, he became more interested in glider acrobatics and the fact that most glider pilots do not have the skills of aerobatics. In 1991 he bought a large, established glider operation in the high desert of California, and began to concentrate on acrobatic instruction, as well as soaring. He purchased a Fox glider and assembled an enthusiastic group of aerobatic competitive glider pilots.

In 1998 the glider operation moved to Lompoc, CA., where he continues flight ops to date. In the National Aerobatic Competition held in Dennison, TX., his students came in first place in sports class, first and second in intermediate and he managed to snag second place in unlimited (2001).





**Bruce S. Weber, Captain, USN (Ret.)**
"Bruce"

Date of Designation: 16 September 1937 NA # 5354

Dates of Active Duty: 1 July 1936 - 1 July 1968

Total Flight Hours: 6,572

Carrier/Ship Landings: Fixed wing: 223

Approximate Flight Hours: Jet: 27 Prop: 6,545

Combat Tours:
WW II: Mar. 1944-Jun. 1944, Bouganville & Green Island
40 Missions Green Island, Raboul Land Based VF Squadron.
20 Missions USS *Belleau Wood* /GAG-31, Carrier Based from Jun. 1945 - Jul. 1945 end of war.

Aviation Commands:
CO, VC-34, Mar. 1943 - Aug. 1943
CO, VF-34, Aug. 1943 - Jul. 1944
CO,VF-98, Aug. 1944 - Mar. 1945
CAG-98, Aug. 1944 - Mar. 1945
CAG-31, Mar. 1945 - Dec. 1945
CAG-17, Mar. 1949 - Oct. 1950
CO, VC-11, May 1955 - Oct. 1955

Combat Awards:
Navy Cross
Distinguished Flying Cross
3 Air Medals

## Duty Assignment Chronology

Bruce Sutherland Weber was born 1 October 1913, the son of Robin A. and Leila Weber in St. Louis, Missouri. He was educated in Baden Elementary School and Beaumont high School, St. Louis. In 1936 he graduated from Westminster College, Fulton, Missouri earning a Bachelor of Arts Degree in Business and Psychology.

In July of 1936 Bruce Weber entered the Naval Aviation Cadet Program, earning his wings at Pensacola, Florida, 1 September,1937, and was promoted to Fleet Cadet. Fleet Cadet Weber was first assigned duty aboard the historic USS *Enterprise* while she was being commissioned. Tours of duty with Bombing Squadron Six, Fighter Squadron Six and Bombing Squadron Two aboard the USS *Lexington* followed.

At the opening of World War II hostilities in 1941, Ensign Weber had been advanced to Lieutenant (j.g.) and was serving as Flight Instructor at the Naval Reserve Aviation Base, St. Louis, Missouri. Advancing to Lieutenant, he served tours of duty commissioning Composite Squadrons 20, 12 and 13 following his instructorship. He then commanded Composite Squadron 34 (VC-34) and attained the rank of Lieutenant Commander.

In August 1943 VC-34 became Fighter Squadron 34 and was deployed as a land-based squadron at Munda Air Field, Bouganville and Green Island, in the Solomon Islands.

Lieutenant Commander Weber joined the Solomon Islands Campaign during the bitter struggle for Indonesia. Leading Fighter Squadron 34 in air attacks against the Japanese entrenchments on New Britain and Rabaul, he earned three Air Medals and the Distinguished Flying Cross for heroism in action.

Under Lieutenant Commander Weber's leadership Squadron 34 was hitting the Japanese twice daily. The sorties were by no means against a wilting enemy. His citations repeatedly make reference to "hostile" and "accurate" antiaircraft fire.

Returning to the United States following the Solomon Islands Campaign, Lieutenant Commander Weber served

- Continued -

short tours as Commander Air Group 98 and Commanding Officer Fighter Squadron 98 at Naval Air Station, Los Alamitos, Long Beach, California.

In March 1945 he took command of Carrier Air Group 31 aboard the aircraft carrier USS *Belleau Wood* (CVL-24), then in the Western Pacific as part of Task Force 58 poised for the last big push to the Japanese Home Islands. On 20 July he was advanced to Commander.

On 28 July 1945, Commander Weber, acting as Strike Leader for the *Belleau Wood* Air Group, participated in a 1,000 plane attack on the Kure Naval Base, Honshu, Japan. Over Kure Harbor Commander Weber picked out the Japanese battleship ISE as the assigned target for Air Group 31. A dive bombing attack through the heaviest AA barrage of the Pacific War produced six direct hits, which sank the ISE. One of the hits was credited to Commander Weber. For his heroic conduct and displayed skill during this action he was awarded the Navy Cross for "extraordinary heroism" in combat.

With the cessation of hostilities, Commander Weber was ordered to Pearl Harbor, T. H. as Executive Officer of the Naval Air Station there. He served in this capacity for a period of six months. In July 1946 he reported to the General Line School, Newport, Rhode Island, as a student.

In June 1947 he was appointed Superintendent of Naval Aviation Training at Naval Air Basic Training Center, Corpus Christi, Texas. He held this position for a period of five months and then moved to Naval Air Station, Pensacola, Florida, in the same capacity for a period of 15 months.

In March 1949 he was ordered to command of Carrier Air Group 17 which deployed to the Sixth Fleet aboard the USS *Coral Sea* with the first jet aircraft squadrons in the Mediterranean area. In October 1950 Commander Weber became Operations Officer aboard the USS *Coral Sea* where he served until August 1951 when he was transferred to the Office of the Chief of Naval Operations.

Following duty in the Pentagon, Commander Weber reported to Commander Carrier Division ONE as Operations Officer. He remained in this position for a 20 month period, 15 of which were served in deployment to the Far East.

Returning to San Diego, California, he served a short tour as Commanding Officer of Composite Squadron 11 followed by a two-and-one-half year tour as Head of the Operational Intelligence Branch in the Office of Naval Intelligence. During this period he was appointed Captain, USN.

From July 1958 to May 1960, Captain Weber was serving in San Diego, California, as Operations Officer on the Staff of Commander First Fleet. In June 1960, Captain Weber was ordered as Commanding Officer, USS *Cacapon* (AO-52). While so serving, the *Cacapon* was twice deployed to the Western Pacific for duty with the Seventh Fleet. The *Cacapon* participated in all Seventh Fleet problems while deployed and refueled the majority of the Seventh Fleet ships plus some ships of the South Korean Navy. Enroute to WESTPAC in May 1961 the *Cacapon* was forced to evade five typhoons which were active at the same time. Upon being detached in August 1961, Captain Weber was ordered to the U. S. Naval Base, Guantanamo Bay, Cuba as Commanding Officer of the U. S. Naval Air Station on 12 September. During the Cuban Missile Crisis from 22 October 1962 until mid-December 1962, Captain Weber was Commander Naval Air Forces, responsible for the Air Defense of the Naval Base under RADM. E. J. O'Donnell, USN.

Captain Weber was detached from command of the U.S. Naval Air Station, Guantanamo Bay, Cuba on 16 September 1963 and ordered to HQ North American Air Defense Command, ENT Air Force Base, Colorado Springs, Colorado for duty on the Joint Staff as Director of Operational Evaluation, Training and Testing Directorate. He served in that capacity from December 1963 through June 1968, retiring after 32 years of Naval Service. Upon retirement he was presented The Legion of Merit for exceptionally meritorious conduct in the performance of outstanding services.

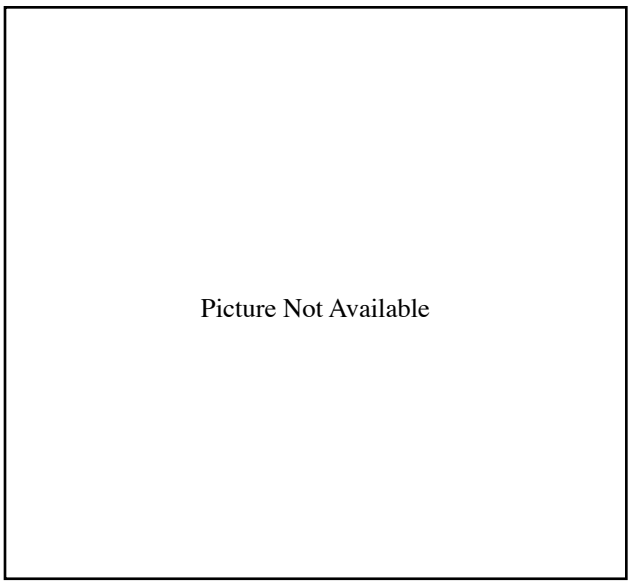
Since retirement Captain Weber has been an active member of the Pikes Peak Range Riders, and President of the El Paso County and the Colorado Horsemen's Councils. He as made 21 rides around Pikes Peak with the Range Riders and is actively looking forward to his 22nd ride this July. His main hobby these days is on the Gleneagle C.C. and the A.F. Academy Courses.

In addition he is a member of The Early and Pioneer Naval Aviators Association (The Golden Eagles), Order of Daedalians, the Gleneagle Sertoma Club, The Tailhookers Association, the Naval Aviation Museum Foundation, The Navy League and the Association of Naval Aviators.

Captain Weber is married to the former Margaret Eileen Boyrie of Honolulu, Hawaii. He has two sons; Stuart, 47, who is living in Virginia Beach, VA, and Lance, 45, who is married and living in San Diego, CA.

Including those previously mentioned, Captain Weber has earned the following decorations:

The Navy Cross
The Legion of Merit
The Distinguished Flying Cross
Air Medal (3 gold stars)
Presidential Unit Citation (1 star)
Navy Expeditionary Forces Medal
American Defense Service Medal (1 star)
American Campaign Medal (1 star)
Asiatic-Pacific Campaign Medal (3 stars)
World War II Victory Medal
Navy Occupation Service Medal (European Clasp)
China Service Medal Extended
Korean Service Medal
Armed Forces Expeditionary Medal
United Nations Service Medal




## Denis R. Weichman, Captain, USN

Captain Denis R. Weichman commenced flight training in Pensacola, Florida in 1955 after attending the University of Illinois. He was designated a Naval Aviator number V-111328 in March 1957 at the Naval Air Station Corpus Christi, Texas.

His initial assignment was with Attack Squadron TWENTY-FIVE ("Fist of the Fleet"), stationed in Alameda, California, with whom he made three Western Pacific cruises aboard the aircraft carrier USS *Midway*.

In 1961, after completing the Aviation Safety Officer Course at the University of Southern California, Captain Weichman reported to Training Squadron THIRTY at Corpus Christi, Texas, where he spent the next three years as a flight instructor in the A-1 Skyraider. In June 1964, he reported to the U. S. Military Advisory Command, Vietnam as an advisor to the South Vietnam Air Force at Nha Trang, South Vietnam.

In July 1965, Captain Weichman reported to Attack Squadron ONE TWENTY-FIVE in Lemoore, California for transition to the A-4 Skyhawk, then joined the "Ghostriders" of Attack Squadron ONE SIXTY-FOUR for two combat cruises aboard the USS *Oriskany*.

In March 1968, Captain Weichman was assigned to the Bureau of Naval Personnel in Washington, D. C. as the Attack Placement Officer in the Air Combat Units Division. Following this, he returned to California in January 1970 to attend the Naval Postgraduate School in Monterey for a two-year course of study, earning a B.A. degree in International Relations.

Briefly rejoining the "Rough Raiders" of Attack Squadron ONE SEVENTY-FIVE in March 1972, Captain Weichman transitioned to the A-7 Corsair II; then he joined Attack Squadron ONE FIFTY-THREE in July aboard USS *Oriskany*, undergoing combat operations in the Tonkin Gulf and assumed the duties of Executive Officer of "The World Famous Blue Tail Flies."

Captain Weichman made naval aviation history on 22 February 1973 when he flew his last combat mission in the Southeast Asia conflict, giving him a total of 625 fixed wing combat sorties in four types of Navy and Air Force aircraft. In July 1973, he took command of Attack Squadron ONE FIFTY-THREE.

In October 1974, Captain Weichman was assigned to the staff of Carrier Striking Force SEVENTH Fleet/Commander Carrier Group FIVE, homeported at the Naval Air Station Cubi Point, Republic of the Philippines.

December 1975 saw his return to Lemoore and Attack Squadron ONE-TWENTY-FIVE, this time to assume command of the A-7 A/B/C replacement squadron. During that fifteen-month tour, he accomplished a personal milestone, logging over 1000 carrier landings.

In July 1977, Captain Weichman assumed command of Navy Recruiting District, Los Angeles. In June 1979, he assumed command of the Naval Weapons Evaluation Facility, Kirtland Air Force Base, Albuquerque, New Mexico.

Captain Weichman's decorations include: the Silver Star; the Legion of Merit; the Distinguished Flying Cross, with four stars; the Air Medal (Strike/Flight) with Numeral 46; four individual Air Medals; the Navy Commendation Medal, with five stars and combat "V"; the Purple Heart; the Meritorious Unit Commendation; the Vietnam Service Medal; the Vietnam Armed Forces Honor Medal, First Class; and the Vietnam Gallantry Cross.

He was married to the former Janet Pfeiffer of Palos Heights, Illinois. They had two daughters, Kim and Kathleen.







**Maurice F. Weisner, Admiral, USN (Ret.)**
"Mickey"

Date of Designation: 8 June 1943 NA # P-3420

Dates of Active Duty: 7 February 1941 - 1 November 1979

Total Flight Hours: 6,650

Carrier/Ship Landings: (Approx.) Fixed: 100 Rotary: 20

Approximate Flight Hours:
Jet: 650 Prop: 6,000 VF/VA: 900
VPB/VP: 4,100 Other: 1,650

Combat Tours:
WW II: USS *Wasp* (CV-7), ships company, 1941 - 1942. Atlantic campaigns, relief of Malta (twice), and Guadalcanal campaign.
WW II: Patrol Bombing Squadron 20, 1944 - 1945, night search and attack (Black Cats); Southwest Pacific; Philippine campaigns including; Leyte Gulf, Lingayan Gulf and Borneo.
Korea: VP-46, 1950 - 1951.
Vietnam: COMCARDIV ONE, 1965 - 1966.
COMCARDIV FIVE/CTF-77, 1969 - 1970.
COMSEVENTHFLT, 1970 - 1971.

Aviation Commands:
CO, VP-46, 1950 - 1951.
CO, VF-193, 1954 - 1955.
CO, VF-101, 1959.
CO, USS *Coral Sea* (CVA-43), 1961 - 1962.
COMCARDIV ONE, 1965 - 1966
COMCARDIV FIVE/CTF-77, 1969 - 1970.
COMSEVENTHFLT, 1970 - 1971.
CINCPACFLT, 1973 - 1976.
CINCPAC, 1976 - 1979.

Combat Awards:
2 Navy Distinguished Service Medals
2 Legions of Merit (one non-combat)
2 Distinguished Flying Crosses
6 Air Medals
Awards continued (non-combat):
Defense Distinguished Service Medal
3 Navy Distinguished Service Medals
Army Distinguished Service Medal
Air Force Distinguished Service Medal

## Duty Assignment Chronology

| | |
|---|---|
| 6/37-2/41 | Midshipman, U.S. Naval Academy. |
| 3/41-10/42 | USS *Wasp* (CV-7). |
| 10/42-12/43 | Flight Training |
| 1/44-6/45 | XO, Patrol Bombing Squadron 20. |
| 6/45-4/46 | Patrol Bombing Squadron 98, Operations Officer. |
| 4/46-7/47 | Staff, Commander Fleet Air, West Coast, Assistant Director of Personnel. |
| 7/47-3/48 | USS *Badoeng Strait* (CVS-116), Navigator. |
| 3/48-9/48 | USS *Rendova* (CVE-114), Navigator. |
| 9/48-8/49 | Staff, Commander Fleet Air Wing 14, Wing Secretary. |
| 8/49-5/50 | XO, Patrol Squadron 46. |
| 5/50-3/51 | CO, Patrol Squadron 46. |
| 3/51-5/53 | Office of CNO (OP-54) |
| 5/53-6/53 | NAS Atlanta, GA. (Instruction). |
| 6/53-7/53 | NAAS Kingsville, TX (Instruction). |
| 8/53-6/54 | XO, All Weather Fighter Squadron 3. |
| 6/54-10/55 | CO, Fighter Squadron 193 |
| 10/55-7/58 | Office of CNO Sea Based Air. Striking Forces Study Section. |
| 7/58-6/59 | Student, National War College, Washington, D. C. |
| 6/59-1/60 | CO, Fighter Squadron 101 |
| 1/60-9/60 | Staff, Commander Carrier Division ONE, Operations Officer. |
| 9/60-10/61 | CO, USS *Guadalupe* (AO-32). |

- Continued -

Duty Assignment Chronology continued

| | |
|---|---|
| 10/61-7/62 | CO, USS *Coral Sea* (CVA-43). |
| 7/62-4/64 | Bureau of Naval Personnel, Washington, D.C., Assistant Director for Captain Detail. |
| 4/64-8/65 | Office of CNO. Director, Air Weapons Systems Analysis Staff, Naval Operations. |
| 8/65-2/67 | Commander, Carrier Division ONE. |
| 2/67-7/68 | Bureau of Naval Personnel, Washington, D.C. Assistant Chief for Personnel Control. |
| 7/68-7/69 | Deputy Chief of Naval Personnel, Washington, D. C. |
| 7/69-3/70 | Commander, Attack Carrier Strike Force, SEVENTH Fleet/Commander Carrier Division FIVE. |
| 3/70-8/71 | Commander, SEVENTH Fleet. |
| 8/71-9/72 | Office of CNO, DCNO (Air Warfare) |
| 9/72-9/73 | Vice Chief of Naval Operations. |
| 9/73-9/76 | Commander in Chief, Pacific Fleet/ADDU Naval Component Commander, Pacific Command. |
| 9/76-11/79 | Commander in Chief, Pacific. |
| 11/1/79 | Retired from active duty. |

## Summary of Significant Career Events

(1) USS *Wasp* (CV-7) survivor.

(2) First PBM "Black Cat" squadron.

(3) Certified special weapons delivery pilot.

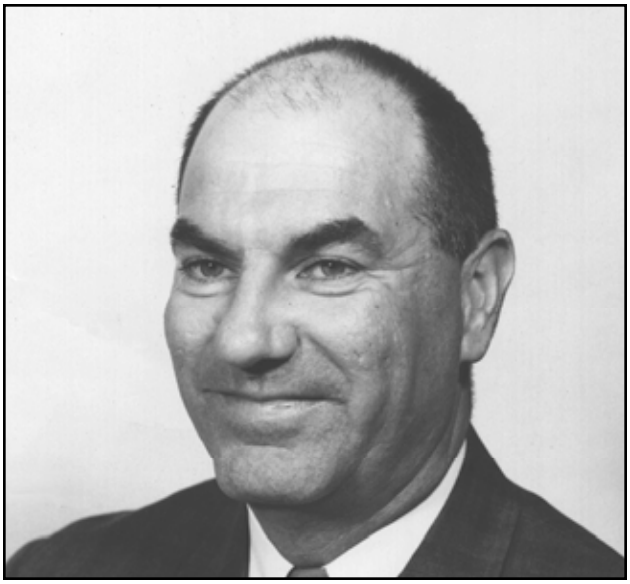
(4) First fleet squadron qualified night, inflight refueling.

(5) Significant participation in decision leading to acceptance and introduction of F4H.

(6) Significant participation in decision leading to acceptance and introduction of Nimitz class carriers.

(7) Grey Eagle.





**John M. Wesolowski, Commander, USN (Ret.)**
"John"

Date of Designation: 2 October 1941 NA # 9200

Dates of Active Duty: November 1940 - September 1945.
February 1946 - September 1963.

Total Flight Hours: 4,600

Carrier/Ship Landings: Fixed wing: 116

Approximate Flight Hours:
Jet: 136 Prop: 4,464 Helo: VF/VA: 2,140
VR/VP: 1,590 HS/HC/HU: 10 VU/VFP: 560
VT: 160

Combat Tours:
WW II: VF-5 aboard USS *Saratoga* supporting Guadalcanal landings, Solomon Islands and Battle of Stewart Island. (Jun. 41 - Sep. 41)
WW II: VF-5 shorebased with First MAW on Guadalcanal (Sep. 41-Nov. 41) - 71 combat missions.
WW II: VBF-9 aboard USS *Lexington* and USS *Yorktown*. First carrier raids on Tokyo and support of Iwo Jima and Okinawa invasions (Feb. 45 - Aug. 45) - 51 combat missions.

Combat Awards: (all WW II)
3 Distinguished Flying Crosses
9 Air Medals
3 Presidential Unit Citations
2 Navy Unit Commendations

## Duty Assignment Chronology

| | |
|---|---|
| 11/40-11/41 | Flight Training. NRAB Groswe Ile, NAS Pensacola and NAS Miami. |
| 11/41-12/42 | VF-5, USS *Wasp*, USS *Saratoga* and at Guadalcanal. |
| 12/42-9/44 | NAOTC Jacksonville, FL., NAS Cecil Field, NAS Lee Field and NAS Sanford. |
| 9/44-7/45 | Executive Officer, VBF-9, USS *Lexington* and USS *Yorktown*. |
| 9/45-2/46 | Inactive Duty. |
| 2/46- 9/47 | USS *Philippine Sea* (CIC Officer). |
| 9/47-9/.48 | University of Michigan (Student). |
| 9/48-10/50 | NAF NOTS Inyokern (Chief Project Pilot). |
| 10/50-5/51 | FAWTULANT, NAS Key West, FL. (Night Fighter Student). |
| 5/51-3/54 | Staff, COMOPDEVFOR (Aviation Ordnance Officer). |
| 3/54-7/56 | BuOrd, Washington, DC (Bomb and Rocket Division). |
| 7/56-8/59 | NWTCP, NAS North Island, San Diego, CA (Instructor in Nuclear Weapon Technology and Use). |
| 8/59-9/60 | Executive Officer, Clarksville Base, Clarksville, TN. |
| 9/60-10/61 | USS *Ranger* (Operations Officer). |
| 10/61-9/63 | NWTCP, NAS North Island, San Diego, CA . (Instructor in Nuclear Weapons). |
| 9/63 | Retired from active duty. |

## Summary of Significant Career Events

(1) Being shore based on Guadalcanal for 36 days during the early phase of that campaign with the nightly shelling (once by a battleship), the daily bombing raids, and the miserable living conditions were by far the most significant event in my career, and to be awarded the Distinguished Flying Cross by Admiral Chester Nimitz in October, 1942, on that island was a capstone.

(2) Being a part of the air support of the Okinawa invasion and fighting off the innumerable Kamikaze raids left another indelible memory, and rates being a significant event also.

(3) Navy "Ace". Shot down seven Japanese aircraft.



**Donald M. White, Rear Admiral, USN**

Donald Morison White was born in Minneapolis, Minnesota, on August 19, 1915, son of Bruce Willson White of Stanford, Connecticut, and Mrs. Dorothy Taylor White. He attended Ossining High School, Ossining, New York, and entered the U. S. Naval Academy, Annapolis, Maryland, on appointment from New York, on June 16, 1933. He was graduated with the degree of Bachelor of Science and commissioned Ensign in the U. S. Navy on June 3, 1937, and by subsequent advancement attained the rank of Rear Admiral, to date from October 1, 1964.

Following graduation from the Naval Academy in June 1937, he had sea duty until February 1940 as a junior officer in gunnery, engineering and communications, on board the USS *Milwaukee*. He then reported as a student naval aviator at the Naval Air Station, Pensacola, Florida, and upon completion of flight training, was designated Naval Aviator on October 15, 1940. In December of that year, he reported to Torpedo Squadron SIX, based on the USS *Enterprise*. he was serving as Engineering and Flight Officer of that squadron at the outbreak of World War II in December 1941, participating in action at Pearl Harbor, T. H., and later took part in Central Pacific raids in early 1942.

In April 1942 he was transferred to Torpedo Squadron NINE, attached to the USS *Essex*, and while serving as Executive Officer, later Commanding Officer of that Squadron during the next two years, he participated in raids on Marcus and Wake Islands; Rabaul strike; Gilbert Islands operation; the occupation of Kwajalein and Majuro Atolls; and attacks on Truk and Marianas Islands. During that period he also had temporary duty in October and November 1943 as Air Group Commander, Air Group TWENTY-FOUR, attached to the USS *Belleau Wood*. He is entitled to the Ribbon for the Presidential Unit Citation awarded the USS *Enterprise* and stars showing the awards of the Presidential Unit Citations to the USS *Essex* and USS *Belleau Wood*. He was personally awarded the Navy Cross, the Distinguished Flying Cross and the Air Medal with three Gold Stars in lieu of additional awards. Citations follow in part:

Navy Cross: "For extraordinary heroism as Acting Commanding Officer of Torpedo Squadron NINE, attached to the USS *Essex*, during operations against enemy Japanese forces at Rabaul Harbor, New Britain, on November 11, 1943. Under his able leadership, the squadron scored seven hits on five heavy cruisers, one hit on a light cruiser and one hit on a destroyer which rolled over and sank. Airborne, and rendezvousing preparatory to waging a second attack on Rabaul objectives later the same day, Commander White led Torpedo Squadron NINE through a heavy barrage of friendly antiaircraft fire when our Task Group was attacked by more than one hundred Japanese planes and, repeatedly taking his plane within range of the antiaircraft batteries, personally gave chase to enemy planes until, the attack had been repulsed..."

Distinguished Flying Cross: "For heroism and extraordinary achievement in aerial flight as Commander Torpedo Squadron NINE, in action against enemy Japanese forces near Truk Atoll, Caroline Islands, February 16-17, 1944. Aggressively leading his squadron in four daring strikes..., (he) unhesitatingly flew into the face of heavy, accurate antiaircraft fire and fierce enemy fighter opposition to press home vigorous attacks against Japanese combatant ships, merchant shipping, airfields, grounded aircraft and base installations, scoring two hits on a large cargo ship and another bomb hit on another cargo ship which was left burning and in a sinking condition, and assisting in the infliction of severe damage to a light cruiser, five armed cargo vessels and one armed amunition. ship..."

Air Medal: "For meritorious achievement in aerial flight as Commander of Torpedo Squadron NINE in action against enemy Japanese bases at Wake Island on October 6, and Tarawa, Gilbert Islands, from November 19 to 25, 1943... Commander (then Lieutenant Commander) White pressed home determined, aggressive attacks on the hostile base, inflicting extensive damage on grounded Japanese aircraft and base installations. Paricipating in the assault and occupation of Tarawa, he daringly led his squadron through intense and withering hostile antiaircraft fire to carry out repeated strikes against this important Japanese base, inflicting extensive damage on enemy aircraft and shore facilities..."

The Gold Star in lieu of the Second Air Medal was awarded for the initial strike against Japanese forces on Saipan, Mariana Islands, on February 22, 1944; and the Gold Star in lieu of the Third Air Medal was for support of the assault and occupation of Roi-Namur, Kwajalein

- Continued -

Atoll, Marshall Islands, from January 29 to February 2, 1944. He also received two Letters of Commendation, with Ribbon and Star for meritorious service in the Pacific War Area.

Returning to the United States, be served as Gunnery Training Officer on the Staff of the Chief Naval Air Training during the period April 1944 throughout the remaining months of the war, and until December 1945. He then joined the Staff of Commander Carrier Division FOUR, later renamed Commander Carrier Division SIX, as Gunnery and Logistics Officer. In August 1947 he became Force Operations Officer on the Staff of Commander Air Force, Atlantic, and when detached in September 1949, he assumed command of Air Group TWO. Under his command that Air Group participated in action during the Korean conflict, and he was awarded the Legion of Merit with Combat "V," and the following citation:

Legion of Merit: "For exceptionally meritorious conduct in the performance of outstanding services...as Commander Carrier Air Group 2, based on board the USS *Boxer*, during operations against enemy aggressor forces in Korea from September 15 to October 22, 1950. A capable and inspiring leader, Commander White organized, led and directed a series of highly successful air strikes against the enemy in support of friendly forces during landing operations at Inchon and the capture of Seoul, Wonsan and Hungnam... He developed close air support and interdiction tactics to a high level of efficiency and employed the striking power of his squadrons with marked effectiveness, inflicting heavy damage upon the enemy and contributing materially to the rapid advance of friendly troops north of the thirty-eighth parallel..."

Upon his return to the United States in February 1951, he was ordered to the Naval Air Station, San Diego, California, where be served for two years as Operations Officer. He then became Chief Staff Officer to Commander Heavy Attack Wing ONE, from which assignment he was transferred to the USS *Bennington* for duty from June 1954 until July 1955 as Executive Officer. He was a student at the Naval War College, Newport, Rhode Island, the next year, then had two year's duty at the Naval Academy as Head of the Department of Mathematics. Under orders of March 14, 1958, he commanded the USS *Shasta* (AE-6) for one year. He reported in June 1959 to the Bureau of Naval Personnel, Navy Department, Washington, D. C.

In May 1961, he was detached from shore duty and assumed command of the USS *Forrestal* (CVA-59). In June 1962 he returned to the Navy Department, to serve in the Strategic Plans Division, Office of the Chief of Naval Operations. He was Commander Carrier Division TWENTY from July 1964 until April 1966, after which he served as Commmander of the Alaskan Sea Frontier, with additional duty as Commandant of the Seventeenth Naval District and Commander Fleet Air, Alaska. In July 1969 he reported as Deputy Director for Inspection Services, Office of the Assistant Secretary of Defense (Administration), Washington, D. C., and "for exceptionally meritorious conduct...from July 1969 to March 1970..." was awarded a Gold Star in lieu of the Second Legion of Merit. The citation further states in part:

"...Rear Admiral White exercised sound judgment, leadership, professional competence, and diligence in carrying out his responsibilities, contributing significantly toward the increased effectiveness of the major commands and agencies inspected for the Secretary of Defense and the Chairman of the Joint Chiefs of Staff to determine means of enhancing mission accomplishment. (His) performance of duty was characterized by exceptional managerial abilities and a constant quest for excellence. His wide knowledge and experience were of great assistance in evaluating the effectiveness and performance of the inspected commands and Defense Agencies. During this period, he established close working relationships with the heads of the many organizations being dealt with during these inspections..."

In April 1970 he was assigned to the Office of the Deputy Chief of Naval Operations (Logistics), Navy Department, Washington, D. C. He remained there until relieved of active duty pending his retirement, effective July 1, 1970.

In addition to the Navy Cross, Legion of Merit with Gold Star and Combat "V," the Distinguished Flying Cross and the Air Medal with three Gold Stars, Rear Admiral White has the Commendation Medal with Star; the Presidential Unit Citation Ribbon with three stars (USS *Enterprise*, USS *Essex* and USS *Belleau Wood*); the American Defense Service Medal; Fleet Clasp; Asiatic-Pacific Campaign Medal with one silver and two bronze stars (seven engagements); the American Campaign Medal; World Wax II Victory Medal; Navy Occupation Service Medal; National Defense Service Medal with bronze star; Korean Service Medal with three stars; United Nations Service Medal; and the Korean Presidential Unit Citation Badge.

He was married to the former Ruth R. Koch of Ruxton, Maryland, and they had six children: Bruce Willson White, II, Donald Morison White, Jr., Edward Louis White, Barbara Ruth White, Anthony Price White and Michael David White.




## Ronald L. White, Captain, USNR

Dates of Service: 1942-1963 Navy Pilot # 54

Flight Time: Over 40,000 hours

Roland White grew up in Weymouth, Massachusetts and started flying at Squantum in 1927 at the age of 18. Following one flight as a passenger, he made his first solo flight on September 15, 1927 and was still flying at age 68. He started flying the mail and giving flying lessons on weekends earning enough money to buy his first airplane in 1930 at a cost of $800. He flew the first airmail flight out of Hingham on May 19, 1938. He recalls that it was exciting in those days of open cockpits. You were in the open air and many times the water-cooled engines would boil over and you would land with your face covered with castor oil (engine lubricating oil) and red from the boiling water.

Following some service with the air wing of the National Guard, he joined the Navy in 1942 and headed to Pensacola for flight training. During the war he flew transports out of Floyd Bennet Field in New York and Norfolk. He has logged over 35,000 hours of flight time, logged millions of air miles and flown 100 types of aircraft including the World War I Jenny bi-plane, Bell jets, helicopters, and seaplanes of all sizes. He was one of the first pilots to fly and deliver the Ryan "Fireball", one of the Navy's first jet aircraft He served as Executive Officer of Navy Ferry Squadron VR-8 during the 1947 Berlin airlift, ferried Navy transports and fighters and instructed literally thousands of students. He also organized and was the first Commanding Officer of Navy reserve squadron VR-913. During his long flying career he was an Acceptance Test Pilot for the Navy and a parachute tester.

He retired from the Naval Air Reserves on April 27, 1963 as Commanding Officer of AWS-91. He was instrumental in convincing Admiral Rosendahl that the area was a particularly good site for a Navy air base at South Weymouth. Construction began and during World War II, South Weymouth blimps hunted and sank German submarines and flew convoy duty during the war. Captain White later became Commanding Officer of NAS South Weymouth.

He flew passenger service for the airlines in New York and later Air New England airlines. He was one of the original owners of Plymouth Air Services, a business he later sold. He also flew the Plymouth County fire plane and was up three to four times a day during fire season. He was also appointed by the Governor of Massachusetts to a special commission to formulate a master plan for aviation facilities in the state.

His wife Charlotte became a licensed pilot in 1938. She said she had to take up flying if she wanted to see more of her husband. Ronald made his last takeoff on July 21, 1999.

The Whites had a son Roland W. White, two daughters, Joan DeCoste and Jeanne Cary, and five grandchildren.





## Richard T. Whitney, Captain, USNR

Captain Richard Thompson Whitney was born in Chicago, Illinois on June 22, 1895, the son of Samuel Austin Whitney and Louise Thompson Whitney. He attended Phillips Exeter Academy (1913), and Massachusetts Institute of Technology, where he graduated with a BS Degree in 1917.

He joined the Navy in June 1917 as a seaman Second Class and student naval aviator. After completing flight training at Pensacola, Florida, he was commissioned an Ensign and designated Naval Aviator #393 (HTA) on March 4, 1918. His World War I service took him to France in April 1918 where he was assigned to Moutchic, L'Aber Vrach, a training station to which the first U.S. flight candidates reported. This base closed on January 1, 1919 and he returned to inactive duty, honorably discharged on September 30, 1921 as a Lieutenant (jg).

During World War II, he volunteered and to returned to duty as a LCDR and was assigned to the Eastern Sea Frontier Staff. He completed such active service in 1946 with the rank of Captain. He served as Commander, Wing Staff, Naval Air Reserve Training Unit at Norfolk, Virginia from 1950 to 1955, when he retired from Naval Reserve service as a Captain on July 1, 1955 with a 1359 designator.

Prior to his return to active duty in 1942, he was associated with the American Sugar Refining Co., the Hood Rubber Co., of Watertown, Mass., and McCall Publishers, where in 1930 he became Western Advertising Manager for Redbook Magazine.

In 1946 he settled in Redart, Virginia., and established a business enterprise at Hudgins, Matthews County, Virginia. He was active in civic affairs as a member Mathews Ruritan Club, Mathews Chamber of Commerce, Mathews Yacht Club, Flotilla 36, U.S. Coast Guard Auxiliary and director Mathews Chapter American Red Cross. He belonged to many veterans' organizations and was a member of Phi Gamma Delta fraternity.

He was married to the former Ruth S. Potter of Providence, RI, had two daughters, Barbara P. Whitney and Janet R. Whitney, and four grandchildren.



**James Caldwell Wicker, Ensign, USNRF**
"Reverend"

James C. Wicker was born in Baltimore, Maryland on December 8, 1895, son of John Jordan Wicker and Elizabeth Perry Pumphrey Wicker. Prior to entering the U.S. Naval Reserve he attended the University of Richmond and the Southern Baptist Theological Seminary from which he received a B. A. and THB degrees.

He married Huba Jones Puckett of Blackford, Virginia on November 21, 1917 and they had two sons and a daughter - Ensign J. T. Wicker, Ruth Ann Wicker and James C. Wicker Jr.

He enrolled in the Navy as a Seaman Second Class and aviation student. He attended aviation ground school at the Massachusetts Institute of Technology and then reported to Pensacola for aviation training. He was designated a Naval Aviator #689 (HTA) and commissioned Ensign at Pensacola on July 8, 1918. He served as a Ensign pilot in the Naval Air Service during World War I, both in the U. S. and in France with the Northern Bombing Group at Moutchic.. As a result of injuries received in France he was retired on September 29, 1919. After attending the Southern Baptist Theological Seminary he became Pastor of the Northside Baptist Church in Richmond, Virginia which was one of the outstanding Baptist churches in Virginia. He was granted leave of absence from this church to serve as Chaplain during the duration of the conflict. He was released from active duty on July 28, 1945 and retired with physical disability on September 29, 1945 at a Lieutenant in the Chaplain Corp. He then served as an ordained minister at Northside Baptist Church in Richmond, VA and later became president of Fork Union Military Academy in Fork Union, VA.

James was a member of the Phi Kappa Sigma Fraternity, Dodeka Club, American Legion, Veterans of Foreign Wars and the Richmond Ministers Conference.




**Dr. Arthur S. Williams**
(LTJG, USN - Naval Aviator #114 (LTA))

Arthur Sease Williams was born in Lennington County, South Carolina on August 21, 1894. He attended the University of South Carolina where he was awarded a Bachelor of Science degree in 1915 and a MA degree in 1916. He also completed two years of graduate school in chemistry at the Massachusetts Institute of Technology (MIT).

On May 26, 1917 at Boston, Massachusetts, he enrolled in the U. S. Navy as a Seaman Second Class. He completed aviation ground school at MIT and then headed for NAS Akron for Lighter-than-air (LTA) training and was in the first LTA class at the Goodyear rubber plant in Akron, Ohio. On October 7, 1917 he was designated Naval Aviator #114 (LTA).

He was then assigned to NAS Montauk Point, Long Island, a seaplane and LTA patrol station where he was commissioned Ensign on November 5, 1917. He went on to serve at NAS Key West and was Honorably Discharged as a LTJG on May 25, 1921.

Since leaving the Navy, Dr. Arthur Williams has been a consulting chemical engineer.





**Duane A. Wills, Lt. General, USMC (Ret.)**
"Bash"

Date of Designation: 2 July 1963 NA # V-20268

Dates of Active Duty: 7 June 1961 - 1 September 1993

Total Flight Hours: 7,500

Carrier/Ship Landings: Fixed: 300+ Rotary: 50

Approximate Flight Hours:
Jet: 7,000 Helo: 500

Combat Tours:
Vietnam: VMF(AW)-212), USS *Oriskany,* Jun. 1965 - Nov. 1965.
Vietnam: VMF/A-542, Danang, Nov. 1968- Dec. 1969
Total 620 combat missions: (F-8E, F4-B,TA4F)

Aviation Commands:
CO, VMF/A-235 (F4-S)
CO, MAG-24 (F4-S, Helos)
CO, 31st Marine Amphibious Unit
XO, 9th Marine Expeditionary Brigade
CG, 1st Marine Aircraft Wing

Combat Awards:
2 Distinguished Flying Cross
Bronze Star
45 Air Medals
Navy Commendation Medal with combat "V"

## Duty Assignment Chronology

Duane Wills grew up in Glendale, California and went to UCLA on an NROTC scholarship in 1957, where he lettered in Varsity Football and Rugby. Upon graduation, in 1961, he was assigned to the Basic School as a second lieutenant. He was then assigned to Naval Flight training at Pensacola, Fla. He received his Naval Aviator Wings in July 1963, and was assigned to Marine Aircraft Group 24, where he flew F-8B Crusaders in VMF-212. In June 1965 he deployed with VMF-212 aboard the USS *Oriskany* (CVA-34) for seven month cruise in WestPac, flying combat missions off "Yankee" and "Dixie" stations. During this cruise he logged more than a hundred traps and flew 120 combat missions. During this cruise he was designated a LSO.

After the squadron returned to MCAS Kaneohe, he was sent to Kingsville, Texas as a LSO and flight instructor in F-9Fs. In two years he logged nearly two thousand hours in the Cougar and was selected Instructor of the year in the advanced training command.

In 1968, he was sent to MCAS Cherry Point for transition training in the F-4 Phantom. In November of that year he reported to VMF/A-542 In Danang for a thirteen month tour flying Close air support, and fighter escort in the F-4B, and Fast Fac missions in Laos in TA-4Fs. During this 13 months in country, he flew 500 combat missions.

After departing Danang in November 1969, he was assigned to assigned to a Marine Reserve F-8B Squadron at Andrews Air Force Base, as the Operations Officer and Executive Officer of the Marine Air Training Detachment. In two and a half years, he accumulated another 800 hours in the F-8 Crusader.

After attending Marine Command and staff College in Quantico, he was assigned to the Second Marine Aircraft Wing at Cherry Point. He waived his overseas control date for an assignment to WestPac where he flew F4-Bs with VMF/A-115, as the squadron Operations officer.

After attending the Army War College in 1981, he was again stationed in Kaneohe as the Commanding Officer of VMF/A-235. Thirteen months later, he was selected for Colonel and assumed Command of Marine Aircraft Group 24. In 1984, he was selected as Commanding Officer of the

- Continued -

Duty Assignment Chronology continued

31st Marine Amphibious Unit, and spent the next nine months on a WestPac cruise. During the cruise he flew helicopter sorties off the amphibious ships *New Orleans* and *Tarawa*. In 1985 he was assigned to Fleet Marine Forces Pacific where he served as Chief of Staff for LTGen Dwayne Gray. Selected to the rank of Brigadier General the following year, he served 15 months in the National Military Command Center. After a tour as the Director of Plans for the Marine Corps, he was assigned as the Commanding General, First Marine Air Wing in Okinawa, Japan. Selected for Major General the following year, he was reassigned to Headquarters Marine Corps as Deputy Chief of Staff for Marine Corps Aviation and promoted to the rank of Lieutenant General. He served in this assignment for 3 years and retired in September 1993. During his aviation career, he flew 7,500 flight hours in jets and helos without an aircraft mishap.



**Eugene E. Wilson, Commander, USN**

Commander Eugene Edward Wilson, USN was born in Dayton, Washington on August 21, 1887 and appointed to the United Stated Naval Academy from Seattle, Washington, June 11, 1904. Graduated 21st in a class of 220 Midshipman in June 1904, he was assigned to the USS COLORADO of the Armored Cruiser Squadron. In 1909 he was transferred to the Destroyer Flotilla, Pacific Fleet and served there until 1913, when he was assigned to the Post-graduate Engineering Course at the Naval Academy. Upon completion of postgraduate school he attended Columbia University, studied engineering, and graduated in 1915 with an MA degree (Columbia gave no scientific degrees at that time.) He was then assigned to the USS ARKANSAS, at that time Flagship of the Atlantic Fleet. He served on this vessel as Engineering Officer during which he developed a new system to distill seawater through the use of waste auxiliary exhaust steam. He was transferred from the ARKANSAS in January 1919, and assigned as Officer-in-Charge of the Aviation Mechanics' School at Great Lakes until May 1921. He was then ordered to the seaplane tender USS WRIGHT, Aircraft Squadrons, Scouting Fleet, as Engineer Officer and remained in this assignment for a year and a half.

Commander Wilson was an enthusiastic sportsman and in June 1922 he was a member of the United Stated International Rifle Team. The team participated in international matches in Italy the following September won the world championship.

In December 1922 he was assigned as Executive Officer of the USS BRIDGEPORT, Destroyer Tender of the Scouting Fleet. He served in this capacity on the BRIDGEPORT until May 1924 when he was ordered to duty as Chief of the Design Section of the Bureau of Aeronautics where he was associated with significant engineering developments, including the controllable pitch propeller, the two-seat dive bomber, and high-powered air-cooled radial engine. Anxious to train as a naval aviator, although beyond the age limit of twenty-eight, he was granted two months leave in which to qualify as a naval aviator. After completing the nine months course in two months, including over 100 hours of student solo time, he became a naval aviator at the age of 39. Having earned his wings, he returned to the Bureau of Aeronautics.

In October 1927, Commander Wilson was assigned duty as Chief of Staff on the Staff of Admiral J. M. Reeves, Commander-in-Chief, Battle Fleet. Commander Wilson soon qualified for his deck carrier landings and then proceeded to assist in the organization, training and development of carrier squadrons. In May 1929, he became aviation Aide on the staff of the Commander-in-Chief, Battle Fleet. In 1930, Commander Wilson was offered the presidency of the Hamilton Standard Propellers Corporation, a subsidy of the United Aircraft and Transport Corporation, a position which he accepted and terminated a twenty-five year naval career. He later accepted presidency of Sikorsky Aircraft Company. With the death of the head of the Chance Vought Corporation, Wilson assumed leadership and was thus president of three of United Aircraft's subsidiaries. When Chance Vought was reorganized, it built the first two seat dive bomber and eventually produced the Corsair fighter bomber. By 1937, Wilson was senior vice-president of United Aircraft Corporation, and upon the death of its president in 1940, Wilson was elected president. He presided over this corporation during a period of great expansion to support the war effort. In 1944 he became chairman of the Board of Governors of the Aeronautical Chamber of Commerce and was a leading spokesman for the aircraft industry in maintaining a strong aviation force to win the war and keep the peace. He also was author of Air Power for Peace (1945).

In addition to his affiliations with the Navy and aircraft corporations, he also had other business connections. He was a director of the Hartford Electric Company, the Hartford National Bank and Trust Company, and the Aetna Life Insurance Company. He was also president of the Air Industries Association of America and the Naval Industrial Association.

He was married to Genevieve Speer Wilson on February 7, 1911.





**Robert W. Windsor, Jr., Captain, USN (Ret.)**
"Duke"

Date of Designation: 27 November 1943

Dates of Active Duty: 1942 - 27 April 1967.

Total Flight Hours: 8,700

Carrier/Ship Landings: Fixed: 818

Approximate Flight Hours:
Jet: 1,000+ (4th Navy pilot to fly over 1,000 hours in a jet)
Prop: 1,838 Helo: 20 VF/VA: 600 VR/VP: 40 HS/HC/HU: 150 VS: 45 VU/VFP: 35 VT: 45

Combat Tours:
WW II: (Sep. 1944 - Sep. 1945) Western Pacific

Aviation Commands:
CO, VC-6
CO, VF-32
CO, VF-24
XO, Composite Squadron 3
CO, USS *Currituck* (AV-7)
CO, USS *Independence* (CVA-62)

Combat Awards:
Distinguished Flying Cross
Bronze Star
Navy Unit Commendation

## Duty Assignment Chronology

| | |
|---|---|
| 1942-43 | USS *McLannahan* (DD-615), Gunnery Officer. |
| 1943-58 | CO, Composite Squadron SIX (VC-6).<br>CO, Fighter Squadron 32 (VF-32).<br>CO, Fighter Squadron 24 (VF-24).<br>XO, Composite Squadron 3.<br>Staff, Commander Fleet Air Jacksonville, FL.<br>Two tours of duty at Naval Air Test Center, Patuxent River, MD.<br>Operations Officer, USS *Saratoga* (CVA-60). |
| 1958-60 | Staff, Commander-in-Chief Naval Forces Europe. |
| 1960-62 | Head, Aviation Plans Branch, Department of the Navy, Washington, D. C. |
| 1962-63 | Commanding Officer, USS *Currituck* (AV-7). |
| 1963-64 | National War College, Washington, D. C. |
| 1964-65 | Commanding Officer, USS *Independence* (CVA-62). |
| 1965-67 | Chief of Staff, Commander Second Fleet/ Striking Fleet Atlantic (NATO). |
| 1967 | Retired from active duty April 27. Disability retirement as a result of a jet fighter crash. |
| 1967-69 | Manager, Advanced Tactical Aircraft Requirements. Responsible for advising Vice President Advanced Systems and Vice President Plans and Requirements on military requirements of advanced aircraft being considered or developed by the military services. |
| 1969-72 | Assistant to the President of Vought Aeronautics Company, a division of LTV Aerospace. |
| 1972-76 | Director of Requirements and Executive Assistant to President of LTV Aerospace Corporation. |

## Summary of Significant Career Events

(1) Winner of the Thompson Trophy.

(2) First U. S. pilot to fly over 1,000 m.p.h (Record 1,015.428 m.p.h.)






## T. Hugh Winters Jr., Captain, USN (Ret.)

"Hugh"

Date of Designation: July 1937

Dates of Active Duty: 1935-1962

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 450

Approximate Flight Hours:
Jet: 10 Prop: 5,000 VF: 4,500

Combat Tours:
WW II: North Africa, USS *Ranger,* 1942 - 10 missions.
Pacific (Guam, Okinawa, Philippines), 1943-1944.

Aviation Commands:
CO, VF-9, 1942.
CO, VF-19, Aug. 1942 - Nov. 1942.
CAG-19, Nov. 1942

Combat Awards:
2 Navy Crosses
3 Silver Stars
2 Distinguished Flying Crosses
1 Air Medal (for wingman's rescue on a Jap-held island.)

## Summary of Significant Career Events

(1) World War II "Ace" with eight kills plus three on take-off.

(2) Led attacks on Vichy-French in Morocco, North Africa.

(3) Led my Air Group on attacking Japanese carrier ZUIKAKU (which had attacked us at Pearl Harbor), the ZUIHO and HITACHI. I stayed over them until they all sank. Kept radio voice contact with Admiral Mitscher (Jim Flatley was his talker) throughout this combat action. Was presented Navy Cross for this by Admiral Mitscher, because he thought I might not survive long enough to get it through normal channels. Same with my first Purple Heart and Silver Stars.

(4) I did not fly the first jets. Knew the "props" had won the war, and jets were then just for show-off (Gaylor).

This is about as factual as I can get, but read my book "Skipper, Confessions of a Fighter Squadron Commander, 1943-1944," for the full story.





**John G. Wissler, RADM, USN (Ret.)**
"John"

Date of Designation: 27 September 1950

Dates of Active Duty: 1 July 1944 - 1 August 1982

Total Flight Hours: 5,055

Carrier/Ship Landings: Fixed wing: 735

Approximate Flight Hours:
Jet: 2,700 Prop: 2,200 Helo: 150 VF/VA: 3,200
VR/VP: 650 HS/HC/HU: 150 VS: 150
VU/VFP: 100 VT: 850
Other: (Glider/Civilian) 50

Aviation Commands:
CO, VF-31, USS *Saratoga* (CV-60), 1965 - 1966
Commander, CVW-3, USS *Saratoga* (CV-60), 1966 - 1967
Director, Weapons System Test Directorate, (Pax River), 1968 - 1971.
CO, NAS Cubi Point (Philippines), 1972 - 1974
Deputy Commander, NATC Pax River, 1976 - 1978
Commander, NATC Pax River, 1979 - 1982

## Duty Assignment Chronology

| | |
|---|---|
| 7/44-11/45 | V-12, College of St. Thomas, Minnesota. |
| 11/45-2/48 | V-12/NROTC, Marquette University. Wisc. |
| 3/48-4/49 | Navy Dept. (Public Relations), Wash.,D.C. |
| 5/49-9/50 | Navy Flight Training, Pensacola and Corpus. |
| 10/50-5/51 | Fleet All-Weather Training, NAS Key West. |
| 6/51-7/54 | VC-4 Night Fighters, NAS Atlantic City. USS *Wright*, *Wasp, Coral Sea*, etc. |
| 7/54-12/54 | Test Pilot School, NATC Patuxent River, MD. |
| 1/55-7/56 | Service Test Division, NATC Pax River. |
| 8/56-6/57 | General Line School (student) , Navy Postgraduate School, Monterey, CA. |
| 7/ 57-7/59 | Assistant Navigator, USS *Lexington* (CVA-16) |
| 8/59-3/60 | Project Test Pilot, VX-3, NAS Oceana, VA |
| 3/ 60-7/62 | Project Test Pilot, VX-4, Pt. Mugu, CA. |
| 8/62-6/63 | US Naval War College (student), Newport, RI. |
| 7/63-10/63 | RCVG-4 Staff, NAS Jacksonville, FL. |
| 11/63-5/65 | XO, VF-31, USS *Saratog*a (CV-60). |
| 6/65-5/66 | CO, VF-31, USS *Saratog*a (CV-60). |
| 6/66-7/67 | COM CVW-3, USS *Saratog*a (CV-60). |
| 8/67-8/ 68 | Industrial College of the Armed Forces and George Washington University (Student), Washington, D.C. |
| 9/68-7/69 | NATC Staff, A-7 Program Manager, NATC Patuxent River, MD. |
| 7/69-5/71 | Director, Weapons Systems Test Directorate NATC Patuxent River. |
| 6/71-7/71 | NIOTC Mare Island (student), Calif. |
| 7/71-6/72 | Navy Department (OP-508), Washington, D.C. |
| 7/72-7/74 | CO, NAS Cubi Point, Philippines. |
| 8/74-5/76 | CO, HRMC Pearl Harbor, Hawaii. |
| 7/76-8/78 | Deputy Commander, NATC Patuxent River. |
| 8/78-6/79 | Inspector General, CINCLANTFLT, Norfolk. |
| 6/79-8/82 | Commander NATC Patuxent River. |
| 8/1/82 | Retired from active duty. |

## Summary of Significant Career Events

(1) As a nugget night fighter pilot (direct from flight training), 1951-1954, bagged 83 straight-deck (CVL/CV) night landings in Corsairs and Banshees.

(2) Have flown approximately 135 different models of fixed and rotary wing aircraft.

(3) As a test pilot, probably am close to the Navy/Marine record for the most active duty test and evaluation tours of duty:

a. 1954-1956: NATC Pax River - Tested the ill-fated F3H-1 Demon, led the Service Testing and the Fleet Introduction testing for the F3H-2; Conducted the F3H-2 engine-off testing, including 17 actual dead-stick landings.

- Continued -

b. 1959-1960: VX-3 - F8U-2 operational tactics development.

c. 1960-1962: VX-4 - Led the first successful F3H-2 AIM- 7 extremely low level air-to-air missile tests (less than 100' over the sea).
Led the first F4H-1 operational testing and tactics development.

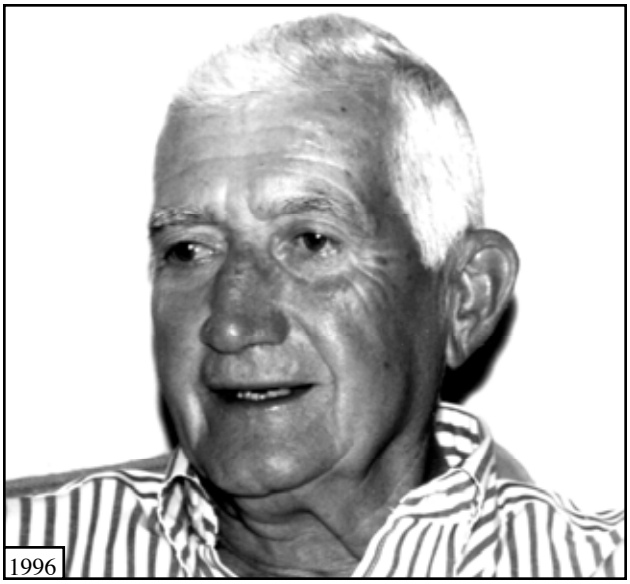
d. 1968-1969: NATC Pax River - Led the first USN/ USAF integrated testing of the A7D/A7E.

e. 1969-71: NATC Pax River - Led the Weapons System Test Directorate in the conduct of over 300 systems tests per year across the spectrum of Navy/Marine fixed and rotary wing aircraft.

f. 1976-1978: NATC Pax River - Deputy Commander.

g. 1979-1982: NATC Pax River - Commander responsible for the single site testing of the F/A-18A, SH-60, and AV-8B aircraft, as well as over 500 other projects per year in support of Navy/ Marine aviation.




**Narvin O. Wittmann, RADM, USN (Ret.)**
"Moe"

Date of Designation: 1 August 1941 NA # 8011

Dates of Active Duty: 10 January 1941 - 30 August 1974

Total Flight Hours: 6,432

Carrier/Ship Landings: Rotary: 18

Approximate Flight Hours:
Jet: 14 Prop: 6,408 VF/VA: 10
VR/VP: 3,830 VT: 2,568

Combat Tours:
WW II: VP-51, Bermuda 1941
VP-51, Hawaii, Midway and Alaska 1942
VB-101, Hawaii, Solomon Islands, Caroline Islands 1942-1943
Korea: Korea and Japan 1952-1953
Vietnam: 1971

Aviation Commands:
CO, Naval Propulsion Test Facility 1959-1963

Combat Awards:
Distinguished Flying Cross (WW II)
Air Medal (WW II)

Non-combat Awards
Legion of Merit (F-14 development, NAVAIRSYSCOM)
Legion of Merit (Vice Commander, NAVAIRSYSCOM)

## Duty Assignment Chronology

| | |
|---|---|
| 1/41-8/41 | Flight Training, Pensacola, FL. |
| 8/41-10/41 | VP-51, flying out of Bermuda |
| 12/41-5/42 | VP-51, Hawaii and Midway Island. |
| 6/42-10/42 | VP-51, Alaska. |
| 10/42-10/43 | VB-101, Guadalcanal. |
| 10/43-3/44 | Instructor for B-24s. |
| 3/44-8/45 | Navy Postgraduate School, Annapolis, MD. |
| 8/45-6/46 | Massachusetts Institute of Technology (MIT), Masters Degree in Aeronautical Propulsion. |
| 6/46-7/49 | BUAER propulsion development. |
| 7-49-5/52 | Overhaul and Repair, Engineering and Planning. |
| 5/52-7/55 | Westpac (Japan). Material repair of aircraft in Japan and Taipei. |
| 7/55-8/58 | Program Manager for F8U aircraft, NAVAIRSYSCOM, Washington, D. C. |
| 8/58-7/59 | Industrial College of the Armed Forces (ICAF), Washington, D. C. |
| 7/59-7/61 | Naval Air Propulsion Test Facility, Director for testing jet engines. |
| 7/61-7/63 | CO, Naval Air Propulsion Test Facility (NATFC). |
| 7/63-6/66 | COMNAVAIRPAC, Air Material Officer. |
| 6/66-7/69 | NAVAIRSYSCOM, Washington, D. C. Development of F-14, A-7 and V/STOL AV8 aircraft. |
| 7/69-6/72 | COMNAVAIRPAC, Material Officer for carriers and aircraft.. |
| 6/72-8/74 | Vice Commander, Naval Air System Command, Washington, D. C. |

## Summary of Significant Career Events

(1) First squadron of B-24's for VB-101 in 1942 to south-west Pacific, Guadalcanal and Caroline Islands in 1943.

(2) Completed a Masters Degree in Aeronautical Propulsion at MIT in 1946.

(3) Development of jet engines in Bureau of Aeronautics, 1946-1949.

(4) Japan (Westpac) material to repair for aircraft from 1952-1955 in Japan and Taipei.

- Continued -

Summary of Significant Career Events continued

(5) Program Manager of F8U-1 and F8U-3 in 1956-1958.

(6) Industrial College of the Armed Forces (ICAF) 1958-1959.

(7) CO and test development of jet engines at NATCH in 1959-1963.

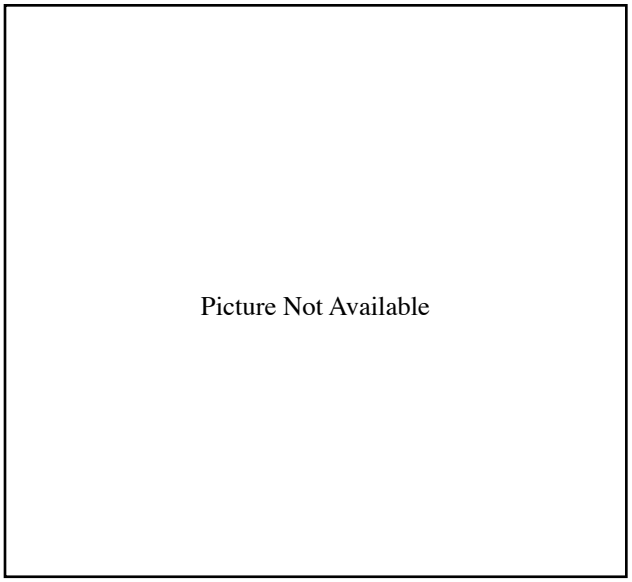
(8) COMNAVAIRPAC Air Material Officer for 3,600 aircraft, 1963-1966.

(9) Aircraft and missile development of F-14 in 1969, and V/STOL AV8 aircraft development in NAVAIR, 1966-1969.

(10) COMNAVAIRPAC carriers and aircraft material officer, 1969-1972. Procured the first “Pave Knife” for the Navy.

(11) Vice Commander of NAVAIRSYSCOM for 1972-1974.






## Charles R. Wood Jr., Lieutenant (jg) , USNR

Charles Raymond Wood, Jr. was born in Kokomo, Indiana on June 8, 1908, the son of C. R. Wood and Mazy Drinkwater Wood. He attended Washington University in St. Louis, Missouri for two years and then attended the University of Michigan where he earned a B.S. degree in Aeronautical Engineering. While attending college he received letters for athletics at both universities and was elected to the honorary Engineering Society "Vulcans," at the University of Michigan. He was also a member of Tau Kappa Epsilon fraternity; the QB, St. Louis Hangar; and was a member of the Institute of Aeronautical Sciences.

He entered the Navy, completed flight training and was designated Naval Aviator #9712. No information is available about his Navy assignments after the completion of flight training. He was promoted to Lieutenant (jg)

Prior to the outbreak of WW I, he was Manager, Aviation Department, Shell Oil Company of Canada, Ltd., having been loaned to this company to establish and organize an Aviation Department in Canada. In connection with this organization he was associated with the development of aviation in Newfoundland (Trans-Atlantic) and contacted the Canadian Dominion Government and the R.C.A.F. in regard to their aviation petroleum products requirements.

He married Cornelia Andrene of Toronto, Ontario, Canada on November 4, 1930. They had no children.


1954


1965

## Robert B. Wood, Captain USN (Ret.)

"Bob"

Date of Designation: 23 September 1941

Dates of Active Duty: 1 June 1939 - 28 February 1968

Total Flight Hours: 5,000

Carrier/Ship Landings: Fixed wing: 400

Approximate Flight Hours:
Jet: 2,000 Prop: 3,000 VF/VA: 3,000

Combat Tours:

| | |
|---|---|
| WWII: | USS *Idaho*, 7 Dec. 1941-15 Feb, 1943, Senior Aviator, (OS2U, 200 recoveries). |
| WWII: | VB-17, Ops. Officer, USS *Bunker Hill*, Feb. - Dec. 1943, Rabaul, New Britain, Tarawa, Majuro, Eniwetok, 10 combat missions (SB2C). |
| WWII: | USS *Bunker Hill*, Operastions Officer. Jan. 1944- Aug. 1944, Saipan, Tinian, Guam, 1st Battle Philippine Sea, Truk. |
| WWII: | CO, VF-92, Dec. 1944 - Dec. 1945 (F6F) |

Total Combat Missions: 210 (200 OS2U, 10 SB2C)

Aviation Commands:
CO, VF-92, Dec. 1944 - Dec. 1945 (F6F)
Commander CAG-8, Aug. 1952 - Mar. 1954
CO, NAS Norfolk, VA., Aug. 1964 - Oct. 1966

Combat Awards:
2 Air Medal

### Duty Assignment Chronology

| | |
|---|---|
| 7/39-2/41 | USS *Indianapolis*, Turret 3 Officer. |
| 2/41-9/41 | NATC Pensacola, Student Pilot. |
| 11/41-2/43 | USS *Idaho*, Senior Aviator (OS2U). |
| 3/43-12/43 | VB-17, USS *Bunker Hill* (SB2C). |
| 1/44-8/44 | USS *Bunker Hill*, Operations Officer. |
| 9/44-12/44 | VF Training, NAS Green Cove Springs (F4U) |
| 12/44-12/45 | CO, VF-92 (F6F). |
| 1/46-9/48 | NATC Patuxent River, Test Pilot, Class Zero, USN Test Pilot Training, (F8F, P-59A, FH-1, F2H-2, F9F). |
| 9/48-1/50 | USS *Cabot*, Navigator. |
| 1/50-7/52 | Chief Navy Basic Training, Personnel Off. |
| 8/52-3/54 | Commander CAG-8, deployed USS *Coral Sea* (F9F). Air Group 8 tested the angle deck on USS *Antietam*. |
| 3/54-6/55 | COMFAIRQUONSET NAS Quonset Point, RI., Training Officer. |
| 6/55-6/58 | Naval War College, Student and Staff. |
| 7/58-3/60 | CARDIV-18, Operations Officer. |
| 4/60-7/64 | Staff, Joint Chiefs of Staff attached to the State Department. |
| 8/64-10/66 | CO, NAS Norfolk, VA. |
| 11/66-2/68 | Dept of the Navy |
| 2-68 | Retired from active duty. |

### Summary of Significant Career Events

(1) Operations Officer, USS *Bunker Hill*.

(2) Early Jet Pilot (#166) Naval Aviator to qualify in jets in April 1947 in the United States' first jet propelled airplane, the Bell P-59A Airacomet.

(3) Test Pilot, NAS Patuxent River.
Member of Class Zero U.S. Naval Test Pilot School.

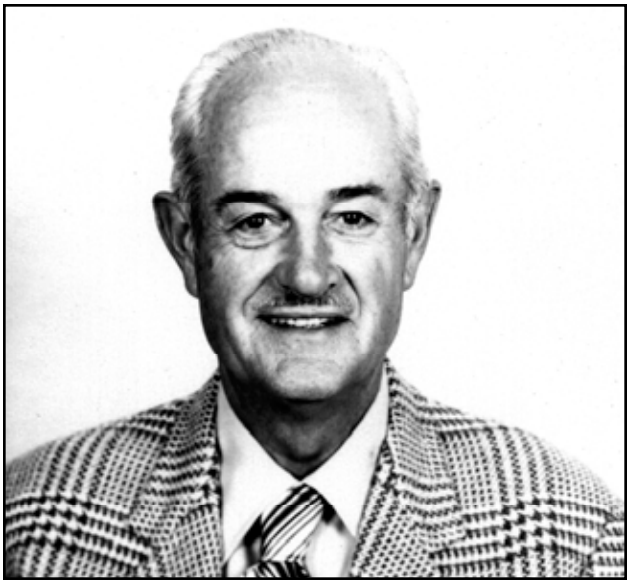
(4) As Commander Air Group 8, evaluated the new Angled Deck Carrier USS *Antietam* with F9F-5s.

(5) Instructor at the Naval War College for the first classes of Senior Foreign Officers.

(6) Exchange Officer from the Joint Staff to the Department of State.

(7) CO, NAS Norfolk, VA.





**Spencer D. Wright, Captain, USN (Ret.)**
"Downs"

Date of Designation: 15 September 1939 NA # 6196

Dates of Active Duty: September 1939 - July 1970

Total Flight Hours: 6,961

Carrier/Ship Landings: Fixed: 393

Approximate Flight Hours:
Prop: 6,000 VF/VA: 500 (approx)

Combat Tours:
WW II: VF-71, USS *Wasp* (CV-7), ship was sunk 9/15/42
CO, VBF-95, USS *Bunker Hill* (CV-17), 1944

Aviation Commands:
CO, VBF-95, 1944
CO, CASU Saipan, 1945
CO, NAS Cecil Field, FL, 1964 - 1966

Combat Awards:
Navy Cross
Distinguished Flying Cross
4 Air Medals

## Duty Assignment Chronology

| | |
|---|---|
| 1939 | Navy flight training, Class 120C. Designated Naval Aviator 15 September 1939. |
| 1941-42 | VF-71, USS *Wasp* (CV-7), Ship sunk 9/15/42. |
| 1944 | CO, VBF-95, USS *Bunker Hill* (CV-17). |
| 1945 | CO, CASU, Saipan. |
| 1946 | Navy Post Graduate School, Student. |
| 1949 | FAWTULANT, NAS Key West FL. |
| 1955 | XO, USS *Intrepid* (CVA-11). |
| 1957 | Naval War College, Newport, RI. |
| 1961 | Chief of Staff, CARDIV FOUR. |
| 1964 - 1966 | CO, NAS Cecil Field, FL. |
| 1966 | Chief of Staff, 8th Naval District, New Orleans, LA. |
| 1968 | Chief of Staff, COMFAIRJAX |
| 7/1/70 | Retired from active duty. |

## Summary of Significant Career Events

(1) Survived sinking of the USS *Wasp* (CV-7).

(2) Awarded Navy Cross for heroism as a section leader of an aerial flight during action against Japanese forces in the Soloman Islands. During this flight our section destroyed six Japanese patrol planes and one motor launch off Gavutu Island. Personally shot down three of the flying boats and destroyed the one motor boat. Led strafing assault on fuel and ammunition dumps, stores, motor vehicles, buildings and personnel on Gavutu and Tanambogo islands.