



**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.

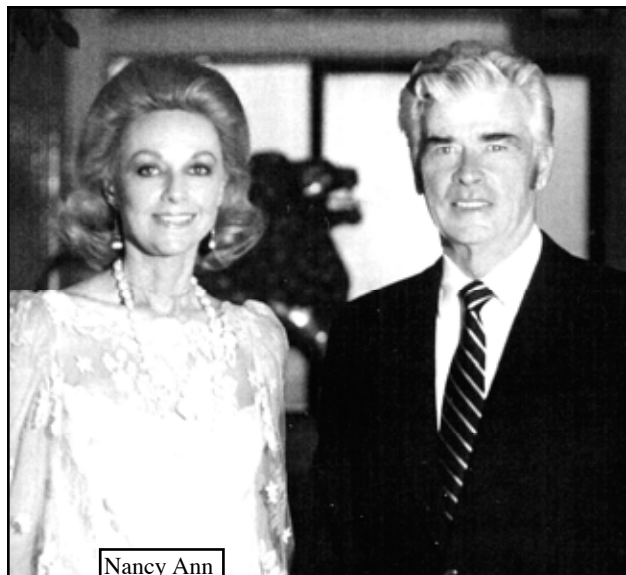
Before disembarking *Yorktown* in Pearl Harbor to go home at the end of VF-5's combat tour, Hap was ordered to VF-1. VF-1 boarded *Yorktown* in Pearl and sailed to the Western Pacific to finish the balance of VF-1's combat tour.

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 and 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.