
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.

- Continued -

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.