



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

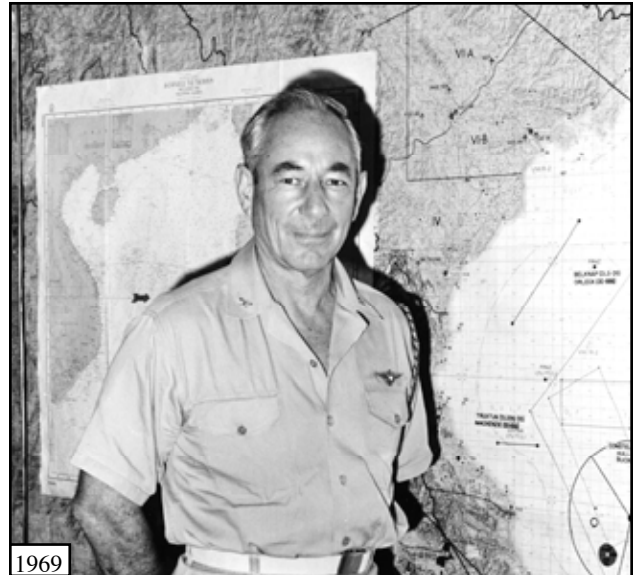
Legion of Merit

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

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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 heroes.

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.