



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 *Hulbert* (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.

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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).

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 utility and 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 rockets 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.



CDR Bill Scarborough, XO, VR-31 at NAS Norfolk, Sep. 1952. Manning Grumman F9F-5 for ferry flight