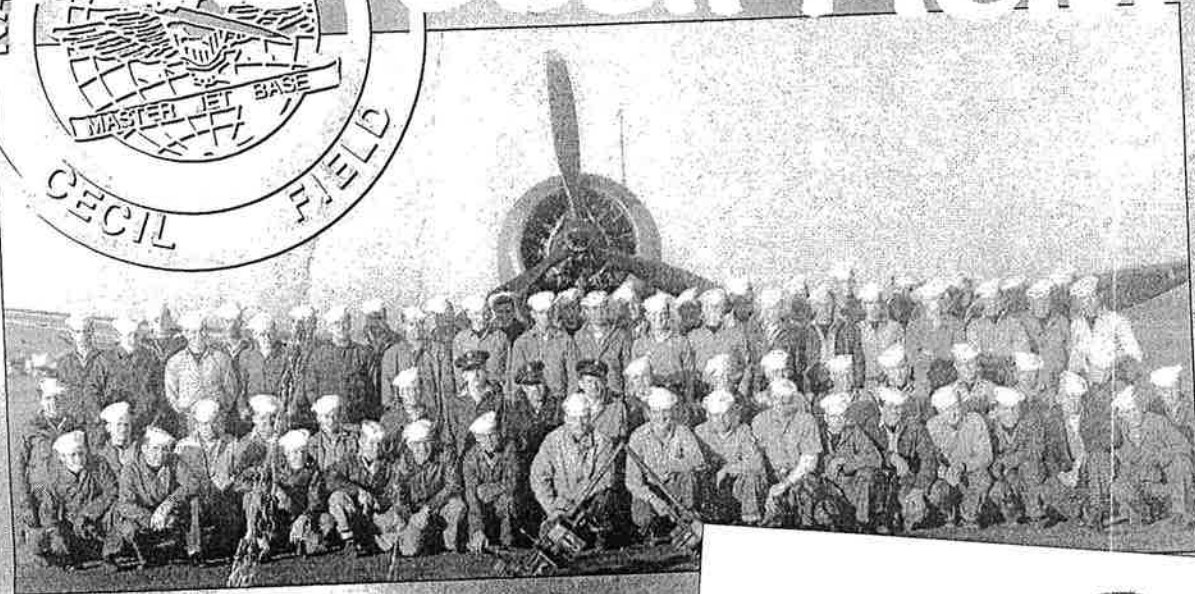




NAS Cecil Field



a great story...



*...from beginning
to end.*

Clock-wise from top: Cecil Field ordnance gang - Dec. 1944; A VA 86 line crew prepares an A-7A Corsair II aircraft for flight in 1967; An S-3 Viking flies over the Master Jet Base; A World War II era pilot prepares for a flight from the Cecil Field flightline.

Born in conflict

By early 1943, the cataclysmic lessons of desperate sea and island battles across the Pacific were etched into the character of naval aviation. The Bismarck Sea, the Coral Sea, the first steps on the long road to victory... Midway and Guadalcanal... changed the face of armed conflict forever. From the decks of fast carriers and jungle airfields, naval aviators, naval aviation pilots, and naval aircrewmembers in Navy khaki and Marine green made up the striking fist mashing the thin line stemming the Japanese tide across the Pacific. And Cecil Field had a part in it all.

The tide began to turn in World War II as the sleeping giant of American industry and manpower came to life. As the first wave of relief started arriving, the weary, battle-hardened veterans were rushed home to apply their combat expertise shaping nugget aviators pouring out of the Naval Air Basic Training Command by the thousands. Most of the dive bomber pilots joined VSB units of Advanced Carrier Training Group, Atlantic, based at Naval Auxiliary Air Station (NAAS) Cecil Field.

America had been slugging it out for nearly 15 months in a bitter two ocean naval war by the time Lt. Cmdr. Thomas D. Southworth ordered the flag raised and NAAS Cecil Field commissioned on Feb. 20, 1943. Two years earlier, as part of the frantic Roosevelt defense build-up, the Bureau of Aeronautics (BuAer) and the Bureau of Yards and Docks, authorized Cecil's Otis, Fla., site to become Auxiliary Field Two of the newly commissioned NAS Jacksonville.

At first, Auxiliary Field Two was a daylight-only training base for fledgling aviators. Named Cecil Field honoring Cmdr. Henry Barton Cecil who was killed in the crash of the dirigible USS Akron in 1933, construction proceeded around-the-clock.

Local Military Historian, Ron Williamson believes Cecil was honored mainly because another pioneer naval aviator, Capt. Charles P. Mason, a close friend, and Naval Academy and flight training classmate, was the first commanding officer at NAS Jacksonville. Regardless, the name stuck.

The first Cecil Field squadron, VN-11D flying student naval aviators in N-25 Steerman biplanes, the NR-15, and N-3N Yellow Perils started using Cecil's "bounce pattern" as soon as the 2,000 foot circular landing mat was completed on Sept. 15, 1941.

The pace was hectic and the lifestyle primitive. Students were bused from NAS Jacksonville in cattle trailers to fly their hops. As Lt. Edward O. Cannon, CEC-V(S), recollected, "...there was no public works department, no personnel department, no supply department. The station was just a spot from which to get planes airborne and after their return, to house them for the night...conditions were deplorable." Things were about to change.

By October of 1942, training squadron VN-11D ceased operations and stood down. A month later, SB-2A Brewster Buccaneers flown by combat veterans arrived to take over fleet dive-bombing training in the Advanced Carrier Training Group, Atlantic, VSB Operational Training Group. Since that November 1942 morning, the actual mission of Cecil Field has been virtually unchanged—war-at-sea and dive bombing combat training and carrier-based combat operations.

Word of mouth tells us there was a bit of a revolt by the Cecil Field-based combat veteran instructors led by Battle of Midway legends Lt. Cmdr. Max Lesley and Lt. Cmdr. Wade McCluskey about flying the ancient Buccaneers. The old, but valid argument to train like you fight carried the day and BuAer quickly succumbed to the veterans and transferred state-of-the-art SBD-4 and SBD-5 Douglas Dauntless dive bombers to Cecil Field. From that point in April 1943 until VJ-Day, Cecil Field played the starring role in naval aviation turning out dive-bombers for Pacific action. The cost was steep. Between January 1943 and October

Marines undergo hand-to-hand training at the Cecil Field Marine Barracks in October of 1942.



1944, 60 Navy and Marine aviators and 29 naval aviation aircrewmembers perished in Cecil Field training flight mishaps.

The larger, harder hitting SB-2C Curtis Helldiver replaced the Dauntless in December 1944. Then 19 year-old plane captain and back-seat radio operator, Bud Garner, remembers these aircraft as combat veterans themselves, just back from the Pacific. "...often there would be patched-over bullet holes or different color fabric where shot-away flight controls had been repaired."

Life for the Cecil Field sailors improved as the base grew. By January 1944 the first supply officer reported aboard and in February the first complement of WAVES arrived. By war's end 118 women were serving at Cecil Field in various duties. Many were in VSB as LINK simulator operators, mechanics, tower control specialists, yeomen, storekeepers, and pharmacists' mates. Liberty on board was enough to keep most sailors happy. Because of the war, many star athletes were in the service and Cecil Field had their share. NAP Tom Eberhart was on a baseball team called



A Cecil Field float participates in the 5th anniversary celebration of NAS Jacksonville.

"The Seawolves." The team was never defeated mostly because of the major leaguer's in the line-up.

All of Cecil Field was on port and starboard liberty. Most of the sailors going ashore headed for Bay Street downtown or out to the beach. Jacksonville Beach had roller coasters and amusement parks. The atmosphere was exciting and spiced with international flavors. Mayport constantly hosted allied Navy ships and Cecil Field regularly trained Free French, British Royal Navy and other Allied pilots. Allied accents mingled in the downtown bars, clubs and dance halls. Out in the St. Johns River huge merchant convoys formed up at Green Cove Springs and around Christmas 1944 Cecil Field squadrons went on full alert because a Nazi surface raider was prowling off Mayport.

Cecil Field became the last stateside stop for air groups heading to the Pacific. The nuggets trained by Lesley and McCluskey returned as heroes to become the instructors for the next group of nuggets and the cycle continued.



A WW II War Bond Allotment Board such as this displayed in 1944 was a common sight during the war years.

World War III

Cecil Field grows to become a Master Jet Base

The New Year's revelers downtown on Bay Street finally fell silent. Everyone agreed 1945's party was swell. Out in the piney woods west of Jacksonville, war's sobering reality jolted Cecil Field back into action.

Cecil's dive bombing training pace increased. The war in Europe seemed won after successful Army ground action in the Ardennes Forest, but Europe was far from the minds of pilots and crews finishing training at VSB-I Operational Training Unit, NAAS Cecil Field. Japan was their real concern.

For special merit as a Helldiver dive bomber pilot, an "E" certificate was awarded to the pilot averaging 75 feet or less on four consecutive dives in the qualification stage. Improving scores highlighted their deadly earnest.

Japanese suicide raiders, the Kamikaze, were forcing the war-at-sea mainstay SB2C Douglas Dauntless off the decks of the fast carriers in favor of swing mission SB-2C Curtis Helldivers. Emphasis shifted to include more air combat gunnery training along with glide bombing and rocket firing. Cecil's pilots and aircrew were training to invade the Japanese mainland.

Instructors returning from rigorous and heroic combat action filled the station newspaper, The Cecil Field Beam. Every Saturday at quarters, heroes were honored. On March 23, 1945, more than 50! Seven Navy Crosses! One Silver Star! Eight Distinguished Flying Crosses! 18 Air Medals! And plenty of Gold Stars in lieu of multiple awards of DFCs and Air Medals.

The last stage before Pacific duty was Helldiver carrier qualifications on either USS Solomons or Guadalcanal based at Mayport. In March 1945, a Cecil Field pilot carved a "unique" niche in Helldiver history. During shipboard qualifications, this student pilot in an SB-2C made a hook-up landing on the CVE with only 32 knots of wind across the deck and successfully stopped the airplane before striking the barrier. The chief of the deck inspected the Helldiver's brakes and launched the clearly unnerved pilot back into the pattern. Says then-ACMM Bishop Burnmeister, "Things were hectic. There was a war on, you know." On a grimmer note, the accident rate was 19 to 25 per month.

Yeoman Third Class J. B. Withers, news editor for The Cecil Field Beam cornered a moment of journalistic history when he "scooped" the Florida Times-Union with news of President Franklin Roosevelt's death. Coming back to Cecil from The Beam's downtown printing plant after putting the weekly issue "to bed," Withers heard the news and quickly headed back to the printer where he retypeset and replated the front page and had The Beam on the street by 1 a.m., "scooping" the Times-Union by five hours.

By July 1945 so many local men and women were in uniform that Cecil Field started using German prisoners of war for outdoor labor.

Suddenly, it all was over. VJ-Day. When radios flashed the word, "The war is over," shouting echoed over the station. The power plant whistle blew a long blast. Horns sounded at transportation. The fire station siren wailed. All work aboard the station ceased for two days.

The Porthole, a distant ancestor of Ace's Place, soon became a hilarious place. Having passed VE-Day and VJ-Day many of Cecil's officers and sailors looked forward to discharge day. Demobilization, the Navy Point System, out-processing procedures, and transfers to separation centers became hot topics. All the while, the VSB training pace never slackened. The throttle had been at wartime "full power" for so long, nobody seemed to know how to slow things down.

On Sept. 14, 1945, The Cecil Field Beam passed into history. The same day, all the flyable aircraft flew away to AAF Base Blytheville, Ark. to escape an impending hurricane. For four days in early December, all flyable Cecil Field aircraft participated in what was then the largest air-sea rescue searches in the history of naval aviation, a search for 27 missing pilots and crewmen — the famed Lost Flight from NAS Ft. Lauderdale and NAS Banana River.

VSB-I left Cecil for "mainbase" NAS Jacksonville, but left behind the carrier qualification training unit (CQTU). Aircraft were arriving from everywhere as squadrons and bases closed down. By the beginning of February, Cecil Field again had hundreds of war planes on the flight line. CQTU immediately started using every available carrier combat plane in the syllabi and by February 1946, CQTU had qualified 385 pilots at the ship.

Then the ominous word was heard...caretaker status, base closure. Cecil Field was on the chopping block for May 1, 1946. As oral historians report, "...the newly arrived commanding officer of CQTU, Lt. Cmdr. P.D. Nosall, frantically fought and labored to move the CQTU to NAS Jacksonville.

When the caretaker status date was changed to July 1, 1946, Nosall felt he'd found room to maneuver and his activities to move the CQTU to mainbase intensified. Fortunately or unfortunately, Nosall forgot he was still in the piney woods west of Jacksonville and his efforts were running contrary to DCNO(Air) Vice Adm. Marc A. Milscher who was working adroitly to increase the complement at Cecil.

On Oct. 2, 1946, NAAS Cecil Field was ordered back into full operating status. VF 1 arrived from NAS Miami and VBF-1 flew in from NAS Ft. Lauderdale.

But the inevitable couldn't be avoided, on Jan. 1, 1948, Cecil Field was shutdown...inactivated. Then just as suddenly, it was reactivated in October 1948. Senior Medical Officer, Capt. James B. Fulghum, (Ret.) was the third officer to report back aboard. "A real Cecil Field family was forged," he recalls. "The first task was to put the station back into good operating order for the arrival of the squadrons. The entire station was overgrown with broom straw. The opossums,



Crewmen with VB 97 pose in front of an SB2C "Hell Diver" at Cecil Field in 1945. The squadron was composed of ten Dec. 1944 graduates from Pensacola and two combat veterans back from the Pacific. The squadron's rear gunners (front row) had just graduated from Camp Yellow Water, located across the road from Cecil Field. While here, they trained in dive bombing, gunnery, use of radar and carrier landing before going aboard the Jeep Carrier CVE 60 Guadalcanal to qualify for carrier duty. They were eventually reassigned to NAS Grosse Isle, Mich. — Photo courtesy Robert T. Jameson - second row, fourth from right

snakes, alligators, and skunks were all over the place. The sailors had great fun catching the opossums, but soon learned to leave the skunks alone."

Attack Carrier Air Group 17 flew in on Jan. 15, 1949, CVG 17 brought with them the Navy's only East Coast jet fighter squadron, VF 171 flying McDonnell FH-1 Banshees. The next month, Attack Carrier Air Group 1 arrived at Cecil. They were followed shortly by FASRON 9. Within months VF-171 transitioned from FH-1s to F2Hs and VF-172 transitioned from F4U-4s Corsairs to F2Hs.

Defense reorganization under the Truman administration again put Cecil's future in question. Early in 1950, Attack Squadrons 15 and 174 moved to NAS Jacksonville and Attack Squadron 175 (deestablished: On Feb. 1, 1950, CNO ordered CVGS 1 and 17 to NAS Jacksonville. FASRON 9 disestablished the next month. Cecil Field again slipped into partial maintenance status in July. Little did anyone realize, events on the other side of the world and the vision of Capt. R. W. D. Woods were about to change Cecil Field's status forever.

The outbreak of the Korean War put Cecil Field back into business to stay. Cecil Field's growth got another "shot in the arm" when the station was selected for development as a master jet base under a plan proposed in 1949 by Woods.

The Woods Plan called for establishment of a small number of air stations designed specifically for jet aircraft. These stations would be near enough to Navy seaport bases to draw on them for logistical support, but far enough from main population centers to serve as a base for expansion in time of need. By July 25, 1950, Cecil Field was "up and ready" for operations. FASRON 9 was reactivated and on Sept. 18, 1950, Attack Carrier Air Group roared into town with VF 43, VF 44, VA 45 and VF 62. The next month, VF 22 joined the Group.

Jacksonville native and local businessman, Lt. Cmdr. Jack Becker was a squadron operations officer in the group. His squadron first flew Hellcats and then Corsairs. Dr. Pete Siegel, who later wound up as the Head FAA flight medical examiner, was the group flight surgeon. In the Group's "AD" squadron, a young Lt. j.g. Gus Kinnear was wondering how he, a NAVCAD, was going to augment and make the Navy a career without a college degree.

"There were a lot more bachelors in those days and our parties got pretty wild," Becker and Siegel recalled. "One time at a farewell party over on Phillips Highway we got so rowdy someone called the police to come arrest us." Becker recalls it was the only time he ever spent the night behind bars.

Flying was still deadly serious. "We were having trouble with Corsair engines being reworked at NAS Jacksonville, they were slipping splitter rings and decompressing at full-power," Becker recalls a stunt in maintenance in VF 43. "I remember watching one of my squadron mates take off and seeing the flames shooting out of the exhaust stacks...I knew what had happened and we started racing to the end of the runway."

Siegel was on scene too, as he raced toward the wreckage he noticed a fellow racing past in the opposite direction...it was the pilot. "...under a full-head of steam...away from the wreck!"

Squadrons had 20 aircraft and about 35 to 40 pilots and 200 enlisted men. CVG 4 deployed in USS Oriskany (CVA 34). All around the station things were changing. Construction had begun in earnest to transform Cecil into a Master Jet Base.

The \$7 million construction project on runways, taxiways, aprons, and miscellaneous ordnance facilities was 50 percent complete by Jan. 1, 1952. Cecil's land had been increased from 4,600 to 6,600 acres and on June 30, 1952, Naval Auxiliary Air Station, Cecil Field ceased to be. In its place rose Naval Air Station, Cecil Field—one of only four Navy master jet bases in the nation.

The jet age comes to Cecil Field

Those days, they didn't know they were pioneers shaping aviation history and they didn't even think to call it "The Jet Age." Mostly they were NAVCADs or "...recalled and retreated World War II reserve aviators."

Most of them weren't college educated and they tended to create a lot of mayhem on liberty; but, "...they were...natural born stick and rudder men," and they put the "Jet" in Master Jet Base...Naval Air Station, Cecil Field.

Actually, the jet age dawned at Cecil Field on a Saturday morning, Jan. 20, 1949, when VF 171 roared into Cecil's overhead pattern with four of their McDonnell FH-1 Phantoms.

Back then, VF 171 was the Atlantic Fleet's sole jet squadron and everybody was watching closely to see if the experiment was going to work. Some of the "old-timers"—Dauntless and Helldiver pilots—thought jets might do fine as fighters, but they'd never make it as ship killing war-at-sea dive bombers.

After slipping into partial maintenance status in June 1950 for two months, Cecil Field reactivated in August and started witnessing an incredible surge of base-wide construction and a spectacular parade of tactical carrier-based aircraft.

By May 10, 1952, Cecil's World War II layout disappeared under the bulldozer's blade as the station shifted from the "Navy-standard" 5,000 ft. triangular runways and the original 2,000 ft. circular landing mat to 8,000 ft. parallel north/south runways.

Commissioned a full-fledged naval air station on June 30, 1952, Cecil Field was forever changed. NAS Cecil Field in the 1950s was the place every "hot" fleet pilot wanted to be.

Out in the "piney woods" west of Jacksonville, the scrublands and swamps echoed and boomed. Jet noises of burning and turning Banshees, Panthers, SeaStars, Tigercats, Skyknights, Cougars, Sabres, Cutlasses, Demons, Skyrays, Skyhawks and Crusaders drowned out the reciprocal growls of Corsairs and Bearcats.

By the end of the year, Cecil hosted Carrier Air Group One made-up of VF 12, VF 13, VF 14, and VA 15; Carrier Air Group Ten including VF 101, VF 102, VF 103, VF 104, and VA 105, FASRON 9 and VF 32. The station newspaper, The Afterburner, ~ was in its 17th week of "highly successful" publication. Just about then, Ensign Gerry Benton, now a local Jacksonville entrepreneur and real-estate developer, joined VF 14 as a nugget aviator.

Some things didn't change and the nightlife at the BOQ bar was wild as wartime. VF 14 ops officer, a combat vet with more than five kills to his credit, Lt. "Brownie" Brown was an aviator's aviator and a legendary tippler. When super-charged, "Brownie" would blaze around at the speed of heat until without warning he'd stiffen, stagger, and auger-in...falling peacefully asleep where he dropped.

Most days, the messmen would roll Brownie onto a carpet and lug him off to his BOQ bed. But one-time after an extra rip-roaring evening a bunch of Brownie's pals decided it would be really comical to move Brownie's bed out on the BOQ front lawn. They did and carefully deposited the unconscious inebriate in his bed under the stars.

The story goes, Brownie's 10 a.m. wake-up call was made by an exceedingly vexed Capt. J. W. Byng, commanding officer, NAS Cecil Field. Rumor has it, the 11 a.m. temperance meeting with CAG Fritz Lupke, VF 14 Skipper Bob Holmbeck, and Byng didn't help Brownie's headache much.

Hi-jinx aside, the business of flying remained deadly serious. Every day Cecil's pilots were pushing the edge of the envelope without the benefits of formal flight-testing available to today's aviators. The margin for error was slim and lots of errors were made, mostly because of inexperience. During a 1952 CVG-1 cruise in USS Franklin D. Roosevelt every nugget in VF 13, six ensigns, perished in mishaps.

Back from FDR, Gerry Benton's VF 14 joined Air Task Group 201 and transitioned into the F3-D Skyknight, a lumbering, underpowered beast the junior officers quickly christened "The Drut." These were the days when naval aviation developed and bought engines and airframes separately...and the engines always seemed to be at least one generation behind. Benton, then a lieutenant junior grade, and five other VF 14 fleet pilots were tapped to test suitability of the first U.S. Navy steam catapult system.

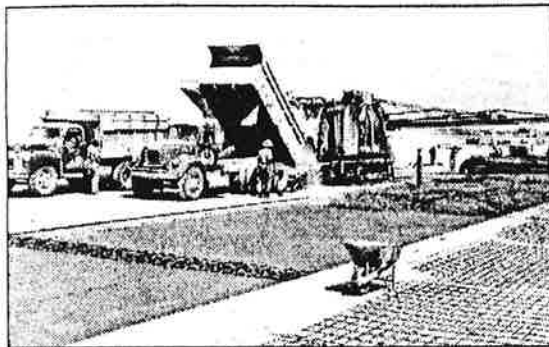
Installed in USS Intrepid, there were, as Benton recalled, "...lots of bugs to be worked out both with the Drut and the catapults. For instance, F3-D engines tended to flame-out in heavy rainstorms due to water ingestion.

The first pilot to be launched sucked about 600 gallons of moist steam into his engines on the "cat stroke" and things were mighty quiet in the powerless Drut as it dribbled off the pointy-end of the carrier with all the aerodynamics of a rock. After fishing the first pilot out of the drink, it was Benton's turn.

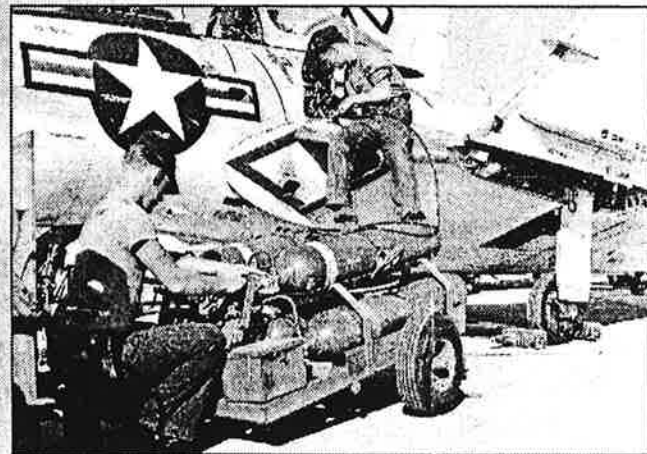
Only one of Benton's engines flamed-out and after mushing around in ground effect for a couple of nervous minutes Benton got it re-lit, turned downwind and trapped. Cooler heads prevailed and the test was scrubbed and both the systems went back to the drawing board. Eventually, the bugs got worked out of the steam catapults. The Druts all ended up in the scrap heap.

Things still were changing fast out in the piney woods, when 62 CVG-1 jets just back from an around-the-world USS Midway cruise flew in July 1955. The CVGs had split and resplit and CVG-1 now included VF 12 and 101 flying F2H-4 Banshees, VF 174 flying F9F-6 Cougars and VA 15 in AD-6 Skyraiders. Airlant was up to their typical form of changing squadron designations and organizational relationships and hatching unit identities that are with us today. VF 62 became VA 106, VF 102 changed to VA 36 and VF 34 was redesignated VA 34.

But names weren't the only thing changing. By now, three 8,000 ft. runways were in service and the fourth was under construction. The \$18 million Miramar Hanger was complete and plans were in the works for a twin right beside the original. Much of Cecil Field's multi-million dollar construction program went into new barracks, messing and recreational facilities.



Cecil Field's runways are extended in 1959.



PR3 Ronald Callahan and Airman James S'Ambrosio check the oxygen on a VFP 62, F9F-8P Cougar in 1958.

1950s – 1960s

Vietnam changes naval aviation, Cecil Field and America forever



An F8U-2 from VFP 62 sits on the Cecil Field flightline with A-3 Sky Warriors and A4D-1 Skyhawks dotting the field behind in 1961.

They couldn't put their finger on it, but something was changing out in the piney woods west of Jacksonville. Subtle things were happening like one by one Crusader squadrons were being reassigned to NAS Oceana, Va.

Just two years before, in June 1962, over 20 squadrons from five carrier air wings were based at Cecil. It was sierra-hotel jet jock heaven—two hops a day, brief on guard, first one in the air was leader, fight's on!

Piney woods style, Cecil's VFP 62 RF-8A Crusader pilots were glorified as true single combat warriors for their hair-raising Cuban Missile Crisis exploits. What did it matter that the United States Air Force image-machine invented new stories and revised history to claim credit for something their service couldn't and didn't do? The true brothers in the piney woods gang knew the truth, guys like Newby Kelt and Jim Coughlin had the Distinguished Flying Crosses to prove it.

JFK was dead and the Navy lost a true ally.

Half-way around the world the quagmire left by the French in Southeast Asia was sucking to the boots of U.S. advisors. Suddenly, all hell broke loose on Aug. 2, 1964, when North Vietnamese torpedo boats attacked two destroyers, the Maddox and Turner Joy.

A few days later retaliatory carrier air strikes were launched against fuel depots in North Vietnam. The thing nobody realized was our longest armed conflict had just started. Once again, Cecil Fielders were in a carrier-based shooting war.

The learning curve was steep and lessons learned from Korea and World War II were vague memories. Besides, something strange was going on. Sure it was war...just ask VA-34's XO, now retired Capt. Mark Perrault, about the flak over the boat yards at Vinh. But, even the newest nugget soon figured out something was screwy about target selection and the rules of engagement.

Still everybody wanted into "the show" and yearned for a Tonkin Gulf Yacht Club patch. Most of all, the true brothers from the piney woods west of Jacksonville wanted a chance to catch-up with those single combat warriors from VFP 62.

Soon the routine was established. New squadrons were standing-up and new Cecil Field legends were blossoming as old legends faded away. VA 15 lead by Cmdr. Jack Gracey stood-up as an A-4B squadron in CVW 10...the refurbished A-4Bs would soon prove their worth in (Southeast Asia) SEA from the "converted" CVS/CVA Intrepid on Yankee Station.

Well into the fight in SEA, late in 1965, Cecil weathered a round of base closures that padlocked 149 installations nationwide.

Not every cruise was a combat cruise, CAG Tony Feher brought his CVW 1 squadrons back to Cecil from the Mediterranean in USS Franklin D. Roosevelt. The cruise itinerary read like a "love boat cruise," but FDR paid back in spades on its next cruises.

Colorfully, CVW 10's fly-off USS Shangri-La dampened the fly-in when VF 13 Commanding Officer Jim Foster ran out of airspeed, altitude, and ideas following a decidedly cold cat shot. After returning his F-8E to the taxpayers, Foster had the sand

to grab "dash last's" Crusader—he was the skipper—and still get home in time to be welcomed by his brother CAG 10 CO from VF 62, Cmdr. Tom Hayward.

In the autumn of 1965, CVW 3 watched another piece of Cecil's legacy slip away as VF 31 and VF 32 flew their F-4Bs out of the piney woods to their new home base in the resort community of Virginia Beach. VFP 62 left Cecil forever on Dec. 9, 1965, for Turner AFB, Albany, Ga. Suddenly, the fighter era was over at Cecil. Sonic booms wouldn't shatter the windows down on Timuquana for many years to come.

And there was always the war. The carrier based attack aviation carried a huge load and A-4s from Cecil stayed in the forefront. Equipped by their Soviet sponsors, North Vietnamese air defense capabilities dramatically improved. Heavily loaded A-4s carrying six MK-82s or three MK-84s were severely punished as they struck targets from Yankee Stadium. Cecil Fielders started making the ultimate sacrifice.

In all 13 would die in aerial combat; Capt. Bruce Nystrom, Lt. Dale Raebel, Lt. Cmdr. James Sullivan, Cmdr. Jim Hall, Lt. Cmdr. Fred Wright, Lt. Cmdr. Denver Key, Lt. Cmdr. John Davis, Lt. Steve Musselman, Lt. Lee Cole, Cmdr. Peter Schoeffel, Lt. Cmdr. Randolph Ford, Lt. Cmdr. Michael Hoff, and Lt. Carl Wieland. Many other Cecil Fielders would perish in shipboard conflagrations in Oriskany and Forrestal.

On Nov. 18, 1965, Secretary of the Navy Paul Nitze increased funding by \$91 million and accelerated production schedules for a new Navy light attack airplane, the A-7A Corsair II. Cecil's first new jet was delivered to VA 174, the replacement training squadron, less than one year later and the Corsairs were soon making a name for themselves in combat.

But before the A-7s the A-4s carried the load. Nicknamed Skyhawk and dubbed "The Scooter" by local enthusiasts, the incredibly reliable jet did any and all missions from attack to fleet air defense to in-flight refueling and every other conceivable mission.

Mark Perrault recalls his XO cruise in VA 34, "The Blue Blasters" on Yankee Stadium in USS Intrepid with CAG 10: "Our CAG was Ken Burrows, former CO of VA 172 in FDR. He was a great guy who flew with the best. He was a natural stick and he had been in combat on his last cruise. He knew the score. The ship moved in close to the North Vietnamese coast so the A-4s could download their centerline drop tanks. Perrault continues, "We were on a port and starboard schedule working side-by-side with Oriskany. First we'd go noon to midnight. Our longest line period on Yankee Stadium was 14 weeks."

CAG Burrows allowed no low options against the heavily defended targets. "Flak Alley" ran along the Vinh-Mui Ran-Haiphong axis. Fighting their way through heavy AAA and SAM defenses without today's sophisticated RAAW gear and anti-radiation missiles called for bold courage and strict discipline.

Skillful airmanship and discipline paid off for the Cecil Field air wing. Only two pilots were shot down, both survived but languished for years as unwilling guests at the Hanoi Hilton. Strangely enough, both pilots were bagged over the same target, a boat yard south of Hanoi, months apart, both nailed by Soviet SA-2 Goa Missiles. In Oriskany, the CAG permitted a low option and paid the price—34 aircraft lost and many aviators perished.

Perrault's XO cruise with VA 34 tallied 1,815 A-4 combat missions into North Vietnam hitting priority targets like Hanoi's Ban Yen Army Barracks, the Cam Pha Bridge, Hai Duong Army Barracks and bridge, Phu Ly Powerplant, Ke Sat Bridge, and the Hanoi Barge Yard. VA 34 aviators earned one Silver Star, 33 Distinguished Flying Crosses, 62 Navy Commendation Medals, 31 Navy Achievement Medals and 200 Air Medals. Then following a Mediterranean cruise in USS Forrestal, the squadron stood down, was transitioned into an A-6A squadron and moved to NAS Oceana.

Vietnam, the A-4 and the A-7 defined Navy light attack aviation. Combat earned Cecil Fielders ever-higher perches on the naval aviation pyramid. No wonder Cecil Fielders dominated the landscape of naval aviation.

1950s - 1960s continued

By November, six concrete reinforced barracks were completed and three more were under construction. The new barracks lined the perimeter of a semi-circular open area designed as a sports complex...Cecil Field of today was taking shape. From 1952 to 1964 Cecil's acreage grew from 4,626 to over 16,000 acres.

Five CVGs and 15 squadrons now called Cecil Field home. Only the attack squadrons flew props...AD-6 "Spads." The hottest jet on the station was the Voight F7U-3 Cutlass, an unforgiving machine nicknamed "Ensign Eater."

Within a year the piney woods were reverberating again and the windows on Timuquana were shattering from sonic booms as VF 101 pilots regularly started punching the Navy's first real mach knocker, the F4D-1 Skyray, through the sound barrier. Affectionately handled, "The Ford", by a new generation of hot-shots who proudly and prominently displayed M-1 pins on the lapels of their "civilian" navy blue blazers...the ones they wore with their grey slacks and loafers. They all agreed, Cecil Field was the place to be in naval aviation.



An F/A-18 is silhouetted against a setting Florida sun.

All photos Airwinger

1970s - 1980s continued

naissance staff and raged out loud about how the Navy "scooped him." Over 181,000 critical pictures were taken by Navy F8U-2 pilots like Lt. Jerry Coffey, Lt. Cmdr. Jim Coughlin, Lt. Cmdr. Tad Riley, Lt. Newby Kelt, Lt. Bruce Wilhemy, Lt.j.g. John Hewett and Skipper Bill Ecker.

A vindicated President John F. Kennedy awarded 16 Distinguished Flying Cross medals to the combat-proven pilots of VFP-62. At the White House when Ecker was personally decorated by the President, General Lemay stewed sulking staff car and wouldn't even shake Ecker's hand.

Then something strange happened. Somebody put the lid on VFP 62's exploits "in the interest of national security", and Navy never voiced a single protest or disclaimer as the Air Force public affairs machine dreamed up and sold to the American public the myth of USAF high altitude pin-point reconnaissance. Truth was, it was all done by some of those hot-shot Navy jet jocks from out in the piney woods west of Jacksonville.

Fair Winds & Following Seas

Going eye-to-eye with the Soviet Bear

Later people would remember the late 1950s and early 60s as the peaceful oasis between Korea and Vietnam and forget how hot Cecil Field Navy jet jocks played the pivotal role making the Soviet Union backdown from nuclear confrontation.

Even in 1956 things were getting ominous out in the piney woods west of Jacksonville as Soviet tanks rolled into Budapest crushing the short-lived Hungarian Rebellion.

Throughout the late 1950s, the jets still boomed and zoomed over the scrub flats and the windows still broke on Timaquana as scenarios like Operation Alert and Exercise Opal had Cecil Field training for the ultimate horror—a nuclear attack on Jacksonville.

But out in the piney woods west of Jacksonville construction continued unabated. The Control Tower and Operations building in use today was completed and occupied and over \$5 million worth of enlisted quarters and messing facilities were erected.

From 1956 until 1960, Cecil would grow at a rate unrivaled even during World War II. Hundreds of military construction projects including hot pits, aircraft pavements, runway installation and repairs commenced and completed. A \$2 million bachelor officer's quarters eliminated the old golf course and a new course arose.

Cecil's landscape altered into today's view adding 90 family housing units, a second Miramar hangar, new ordnance facilities, dispensary, sports complexes and a 500 seat movie theatre. Subtle, unseen changes like new sewage, water supply facilities and street lighting linked Cecil's infrastructure and recirculation systems for air conditioning and refrigeration systems brought Cecil into the "air conditioned era."

Constant late-1950s construction shaped Cecil Field of today and at just over \$18 million, it was cheap at twice the price.

The jets were changing, but the risks remained. On March 8, 1956, VF-14, skippered by Cmdr. Walter Roach brought the first six Navy F3H-2N Demons into Cecil's overhead pattern. Their arrival followed a seven week test and evaluation program at the new Pauxent River Test Center.

Originally under-powered and always unforgiving, the Demon program had been marred by 11 crashes and four pilot deaths. Back at Cecil, Roach told the media that the 600 knot Demon was the "best thing that ever happened to all-weather carrier aviation."

On the other side of Hangar 13, VF-13 flew in their F9F-8 Cougars from USS Bennington in the Pacific for three "landlocked" years of operations at Cecil culminated by transition to the F4D-1 Skyhawk.

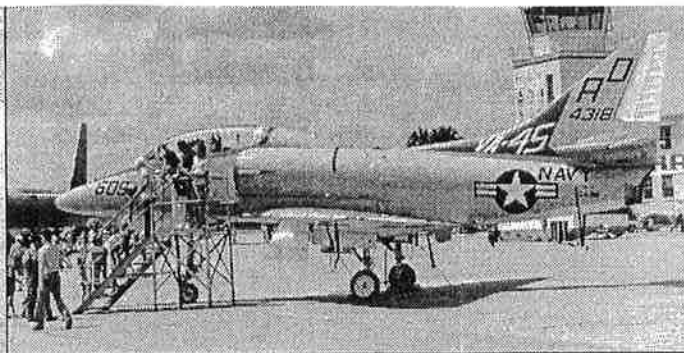
Powerful new jets and hungry young pilots without combat to their credit vied for a perch on the pyramid. Banshees gave way to Demons and "Fords." Cougars and Cutlasses met their match and got their tails waxed by an awesome monster of a fighter, the F8U-1 nicknamed "Crusader."

Lower down the food-chain were attack pilots flying their venerable work-horse AD-5 and 6s. These SPAD drivers didn't know it, but a brilliant aerodynamics engineer named Ed Heinemann was just about to change their lot forever. In the Spring of 1957, "Heinemann's Hot-Rod," the A4D-1 Skyhawk blew into Cecil Field and spurred the genesis of the light attack community. Cecil Field, without even knowing it, witnessed another landmark shift in naval aviation.

The 1950s were ushered out full of anticipation. VF-13 took their F4D-1s into USS Randolph for CQ and then joined CVG-10 in USS Essex for Sixth Fleet operations off the

coast of Lebanon. In the Caribbean, Cuba's Batista government was toppled by a revolutionary army led by a doctor named Fidel Castro.

By November 1960, Cecil Field's CVG-10 including VA-12 and VA-106 flying A4D-1s, VF-13



Visitors climb a ladder to view a VA-45, TA-4J Skyhawk trainer attack aircraft during the 1978 NAS Cecil Field Air Show.

in F4D-1s, VF-62 flying F8U-1s, and VA-176 still driving SPADs embarked in USS Shangri-La and were sent to the Caribbean as a deterrent force. As the situation in Cuba cooled, CVG-10 and Shangri-La departed for the Med. Then, in May 1961, the Caribbean boiled over.

Attending United Nations meetings in New York, Castro revealed his true colors...he was communist. Cuba was a Soviet client state. Then the Dominican Republic exploded. Cecil Field's CVG-10, still in Shangri-La, rushed home from the Mediterranean and three weeks later deployed "No Notice" to the Caribbean.

By April 1962, Cecil Field's CVG-1, RCVG-4, CVG-10 and CVG-13 had "jumped through their grommets" five times on Caribbean reaction alerts and "No-Notice" deployments.

Mark Perrault, a NAVCAD, who first came to Cecil Field in 1952 to fly SPADs in VA-15 was now Lt. Perrault and had just joined Cmdr. Hector Davis' VA-34 "Blue Blasters" flying A4D-2 Skyhawks as admin officer. By Autumn, he'd made lieutenant commander and was named operations officer.

Then-Cmdr. Bill Ecker was just back from St. Louis where he had taken his VF-62 F8U-2s for secret installation of high-tech high-speed panoramic cameras. Renamed VFP-62, their operations were very hush-hush, but there were lots of VFP-62 pilots sporting long-billed deep-sea fishing caps from the Boca Chica Marina down in Key West.

On Oct. 23, 1962, the cards fell on the table. The Soviets were basing nuclear tipped missiles in Cuba aimed at the United States. The U.S. was on the brink of the dreaded nuclear abyss. That October morning, Bill Ecker led his Cecil Field squadron into harm's way over Cuba at tree-top level. Blowing in at the speed of heat, the photo Crusaders slowed to 350 knots over the target areas ignoring the intense anti-aircraft flak. Site after site, Ecker and his men rolled the film making the pictures that allowed U.S. United Nations Ambassador Adlai Stevenson to tell the Soviet ambassador he could wait, "for the truth until hell froze over..." because, "...he had the proof."

At-sea in USS Enterprise, Mark Perrault was living a squadron ops officer dream/nightmare...combat alerts and strike planning against hostile defended targets. Every pilot planned and briefed two targets.

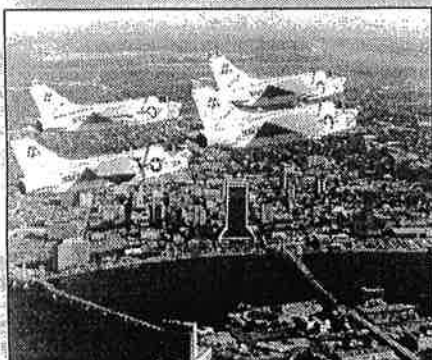
VA-34 kept jumping from deck to deck because of its high-state of readiness. First in USS Enterprise, the Blue Blasters moved into USS Independence for 30 days and then into USS Saratoga. Perrault was airborne the day missile supply and cargo ships turned around and avoided confrontation. The Cuban Blockade manned by nearly all of Cecil Field's squadrons had gone eye-to-eye with the Soviet Bear...and the Bear blinked and backed down.

Throughout the 40 day crisis, VFP-62, shouldered the load and blazed new inroads in airborne tactical reconnaissance. Their leading role included flying 82 squadron-sized combat forays at tree-top level into Cuba. After each low-level combat sortie, VFP-62 maintenance troops painted a pot-bellied Castro holding a dead "red" chicken on each Crusader. The nose art was a sneer at Castro's long-standing demand for live chickens as a guard against poisoners.

An irate Air Force General Curtis Lemay screamed at his Strategic Air Command recon-



A line crewman tows an A-7 on the Cecil Field flight-line.



Four VA-83, A-7 Corsair IIs fly over downtown Jacksonville in the 1980s.

1970s 1970s-1980s

continued on back page

Cecil Field stays at the 'tip of the spear' through final years

Vietnam, the A-4 and the A-7 defined Navy light attack aviation. Combat earned Cecil Fielder's ever higher perches on the naval aviation pyramid as Cecil Field transitioned from the A-7 to the F/A-18 Hornet. The first Hornets arrived here on Jan. 29, 1985 as the Wildcats of VFA 131 and the Privateers of VFA 132 relocated to Cecil Field from NAS Lemoore, Calif. to operate under Light Attack Wing 1 (CLAW 1). VFA 106, the East coast F/A-18 training squadron had been commissioned at Cecil Field less than a year earlier to start the transition and they began training F/A-18 pilots in April 1985. On May 23 the last two A-7 Corsair II squadrons, VA 72 and 46 disestablished and left the field to the Hornets and the S-3 Vikings.

The officers, men and women and civilian employees of NAS Cecil Field have been close to just about every major world event since the Vietnam Conflict. American aircraft carriers regularly deploy to the Mediterranean Sea with aircraft squadrons from NAS Cecil field embarked. That was the case when a heightened state of security was necessary when terrorists bombed the American Embassy in Beirut, Lebanon in August 1983.

An Atlantic Fleet aircraft carrier was involved in routine training operations in the Caribbean Sea when President Reagan sent troops into Grenada in October 1983. The litany of accomplishments of squadrons from NAS Cecil Field reads like a current history of the world. October 1985 - naval aviation support in bringing to justice the hijackers of the cruise ship Achille Lauro. In

April 1986 in reprisal for a terrorist attack on American servicemen in a West Berlin disco, American aircraft, including carrier-based Navy assets attacked the armed forces of Libya. Nearly three years later carrier-based aircraft were again called to action against the Libyan government when American aircraft shot down two Libyan MiGs.

When the President of the United States ordered American forces to liberate Kuwait in January 1991, 12 squadrons from NAS Cecil Field were embarked in four Atlantic Fleet aircraft carriers deployed to Southwest Asia. Cecil Field's squadrons made history in Southwest Asia marking the last combat deployment for the A-7E Corsair II and the first combat operations of the sophisticated S-3B Viking, flying a wide assortment of vital missions.

When the final tally was made, six men from Cecil Field were lost during either *Operations Desert Shield* or *Desert Storm*.

In September 1993, the U.S. Congress approved the recommendation of the Defense Base Realignment Committee to close NAS Cecil Field and move the F/A-18 squadrons to bases in Virginia and North Carolina. Since then Sea Control Wing Atlantic has moved its S-3 Viking squadrons to NAS Jacksonville and Strike Fighter Wing Atlantic is moving its F/A-18 Hornet squadrons to NAS Oceana, Va. and NAS Beaufort, S.C. Other assets such as the base AIMD and VFA 106, the Fleet Replacement Squadron are also moving to NAS Oceana. Tenant commands have also either closed or relocated and in their stead corporate entities have begun to move in as local government begins to convert the base to civilian use.

Even as these transitions occur and Cecil Field approaches its scheduled closure date of Sept. 30, the base continues to function operationally maintaining its leadership role on the forefront of naval aviation. Carrier-based squadrons have become the weapon of choice in global hot spots such as Bosnia and Iraq and Cecil Field squadrons frequently fly into harm's way.

Back home, Cecil Fielders have carried on, fulfilling the base's mission to provide facilities, services and material support for the operation and maintenance of naval weapons and aircraft as designated by the Chief of Naval Operations.

NAS Cecil Field ends its days with a proud tradition of service to the end.

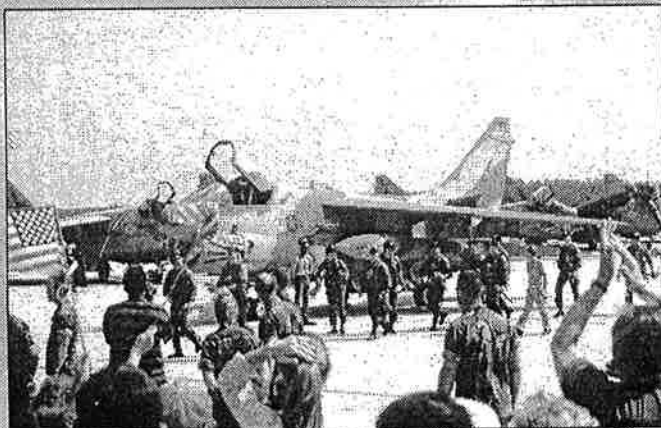
Michael Bower wrote the articles printed here. Bower served as a commander of an S-3 squadron with the U.S. Navy during Operation Desert Storm



A VFA 81 "Sunliners" pilot makes a run over the Pinecastle Bombing Range.



Female Sailors become Navy team members at the Master Jet Base and throughout the Navy during the 1990s.



Cecil Field squadrons return home in triumph after Operations Desert Shield and Desert Storm.

1990s 1990s

Master Jet Base named for gallant naval officer

To honor a gallant Naval Aviator, the Navy, in 1941, designated an auxiliary base field at Naval Air Station, Jacksonville, Fla., Cecil Field, named after Cmdr. Henry Barton Cecil, who was killed in the loss of the USS AKON, dirigible, on April 4, 1933, off Barnegat Light, coast of New Jersey.

Born in New River, Tennessee on February 17, 1888, he was appointed midshipman from Tennessee's Second District, and entered the United States Naval Academy in 1906. Graduated in June 1910, he served at sea in the USS IDAHO before receiving his commission as Ensign on March 7, 1912. He subsequently attained the rank of Commander dating from June 5, 1930.

Detached from the IDAHO, he took passage to the Asiatic Station in May 1912, and reported for duty aboard the USS ALBANY in July. Thereafter, he had consecutive duty in the USS MONTEREY; as Aide to the Commandant, Naval Stations, Olongapo and Cavite, Philippine Islands; in the USS MONADNOCK; USS SARATOGA; USS PALOS, gunboat, and again in the USS SARATOGA, flagship of Commander-in-Chief, Asiatic Fleet.

He volunteered for aviation duty in 1915, reporting to Naval Aeronautic Station, Pensacola, Fla., in April 1916 for instruction. He had continuous duty in connection with aviation thereafter. He was designated Naval Aviator No. 42, qualified in both heavier-than-air and lighter than aircraft. When detached from Pensacola, he was given charge of training in aeronautics the officers and men of the Naval Reserve at Newport News, Va. He served there from May to September 1917. After brief assignments aboard the USS MONTANA and at Naval Air Station, Rockaway, Long Island, N. Y., he reported in January, 1918 to the Commander, U.S. Naval Forces, Europe for duty with U.S. Naval Aviation Forces in France. He served in command of the U.S. Naval Air Station, Pauillac, Gironde, France, from January 29 to April 15, 1918, thereafter was placed in command of the Naval Air Station, L'Aber Vrach, France. The Navy Department awarded him a special Letter of Commendation, stating, "He organized and operated the United States Naval Station at L'Aber Vrach, France, and the success of that Station being largely due to his initiative, courage and loyal devotion to duty."

After serving briefly at Brest, France, on the staff of Commander, U.S. Naval Forces, Europe, in February, 1919 he returned home, and had temporary duty from March to August, 1919 attached to the U.S. Naval Aviation Detachment, Akron, Ohio, in connection with lighter-than-air training. He then served several months at the Navy Department, Bureau of Navigation, until reporting in December to Naval Air Station, Pensacola, Fla., for instruction in NC seaplanes. Upon completion of the course in July, 1920, he was assigned to the tender, USS HARDING, for duty in command of the Atlantic NC Seaplane Division. The following November he was transferred to the USS SHAWMUT, flagship of the Air Force, Atlantic Fleet. When the USS WRIGHT relieved the SHAWMUT in December 1921, he transferred to that vessel and served with the Aircraft Squadrons, Atlantic Fleet, until May, 1922.

Reporting to the Navy Department, he had duty in the Flight Division, Bureau of Aeronautics, from May 1922 to September 1924. The next two years he served as Assistant Naval Attaché, American Embassy in Rome, Italy. Returning to the United States, he was assigned duty as Aide on the Staff of Commander-in-Chief, Battle Fleet, with additional duty as Fleet Aviation Officer aboard the USS CALIFORNIA, flagship. After serving in that duty one year, he became Executive Officer of the USS WRIGHT, flagship of Aircraft Squadrons, Scouting Fleet, on the East Coast. He served in that assignment from October 1927 to June 11, 1929. He then reported to Bureau of Aeronautics, Navy Department, for duty as Head of the Flight Division.

Early in 1931 he joined the USS WEST VIRGINIA, flagship of Battleship Divisions and Division 5, Battle Fleet, on the west coast, returning to Bureau of Aeronautics later that year, to serve as Head of the Flight Division.

Cecil was a passenger on the USS AKRON (LT), on a training flight out of Lakehurst, N. J., when she was wrecked off the coast, and he was declared officially dead on April 4, 1933.

He had the Victory Medal, Aviation Clasp, as well as the Letter of Commendation from the Secretary of the Navy for World War I services.

His wife, the former Isa McBean, and his mother, Mrs. Pauline E. Cecil of New River, Tenn., survived.



Commander Henry Barton Cecil U. S. Navy, deceased

Commanding Officers of NAS Cecil Field

Dec. 1941 (O-in-C)	Lt. Cmdr. J. E. Dunn, USN	June 1964 - Oct. 1966	Capt. S. D. Wright, USN
Dec. 1941 - Mar. 1942 (O-in-C)	Lt. Cmdr. J. W. Rutherford, USNR	Oct. 1966 - Nov. 1968	Capt. U. L. Fretwell, USN
Mar. 1942 - Aug. 1943 (O-in-C)	Lt. Cmdr. T. D. Southworth, USNR	Nov. 1968 - Nov. 1970	Capt. F. M. McInn, USN
Aug. 1943 - Jan. 1944	Lt. Cmdr. W. O. Burch, USN	Nov. 1970 - July 1972	Capt. T. T. Coleman, USN
Jan. 1944 - Oct. 1944	Cmdr. S. G. Mitchell, USN	July 1972 - Sept. 1974	Capt. J. E. Marshall, USN
Oct. 1944 - May 1946	Cmdr. M. P. BagdNovich, USN	Sept. 1974 - April 1975	Capt. L. S. Kollmorgen, USN
May 1946 - May 1949	Caretaker Status	April 1975 - June 1975	Capt. W. F. Quarg, USN
May 1949 - Aug. 1950	Cmdr. T. W. Hillis, USN	June 1975 - Feb. 1977	Capt. P. T. Gillcrist, USN
Aug. 1950 - Sept. 1950 (Acting)	Lt. Cmdr. D. G. Helms, USN	Feb. 1977 - Mar. 1979	Capt. H. N. Wellman, USN
Sept. 1950 - June 1952	Capt. C. Hawkins, USN	Mar. 1979 - Sept. 1980	Capt. K. E. Moranville, USN
June 1952 - Aug. 1952 (Acting)	Cmdr. W. M. Stevens, USN	Sept. 1980 - July 1982	Capt. J. L. Terrell, USN
Aug. 1952 - Jan. 1954	Capt. J. W. Byng, USN	July 1982 - July 1984	Capt. W. P. Behning, USN
Jan. 1954 - Feb. 1954 (Acting)	Cmdr. V. F. Casey, USN	July 1984 - July 1986	Capt. J. B. Austin, USN
Feb. 1954 - May 1955	Capt. L. M. Stevens, USN	July 1986 - June 1988	Capt. P. H. Jacobs, USN
May 1955 - Dec. 1955 (Acting)	Cmdr. C. V. Johnson, USN	June 1988 - July 1990	Capt. F. J. Herron, USN
Dec. 1955 - June 1958	Capt. C. R. Doerflinger, USN	July 1990 - June 1992	Capt. R. W. Nordman, USN
June 1958 - July 1960	Capt. W. R. Staggs, USN	June 1992 - June 1994	Capt. S. K. Houston, Jr, USN
July 1960 - June 1962	Capt. T. W. Hopkins, USN	June 1994 - May 1996	Capt. K. T. Lewis, USN
June 1962 - June 1964	Capt. J. A. Smith, USN	May 1996 - Oct. 1998	Capt. F. T. Bossio, USN
		Oct. 1998 - Sept. 1999 (Closure)	Capt. K. C. Cech, USN

In Memoriam

NAS Cecil Field

Lt. Cmdr. D. E. Sampson
CWO Thomas J. Rachford
ASC Robert P. Walker
ATC Alma W. Hurst
AK2 Gary L. Harrington
AS1 Dennis Ray Little
AMH3 Ronald E. Johns
TDAN Richard R. Hatcher
ABEAN L. W. Zimmerman
AN Deborah K. Wheeler

CFSWL

Cmdr. Peter Schwab

VFA-15

Lt. Jason E. Jakubowski
Lt. Keith A. Mailand

VFA-37

Cmdr. R. A. Christensen
Lt. Jonathan B. Nolan

VFA-81

Lt. Cmdr. Michael S. Speicher

VFA-83

Lt. Scott C. Bubeck

VFA-87

Lt. Robert J. Dwyer

VFA-105

Lt. Cmdr. Martin R. Elsen ,
CNAL Staff
Lt. Les Kirk
Lt. Craig Munsen

VFA-106

1st Lt. Michael Glen
1st Lt. Michael J. Watters
1st Lt. Michael G. Blasdel

VFA-131

Lt. Joe Mullaney

VFA-136

Lt. Edward S. Farnsworth

VFA-137

Lt. William B. Ramsey

VS-22

Lt. Cmdr. David E. Hebbon Jr.
Lt. Cmdr. Mark Ehlers
Lt. Craig L. Sullivan
Lt. Richard A. Urbanek Jr.
Lt. John T. Hartman
Lt. Mark Eyre
Lt. Mike Weems
Lt.j.g. David S. Jennings
Lt.j.g. Douglas G. Gray
AW1 Roy E. Childress Jr.

AW3 Wendy Potter

VS-24

Cmdr. Greg Owens
Cmdr. Phil Reed
Lt. Cmdr. Randy Dixon
Lt. Doug Deem
Lt. Donald R. Cioffi
Lt. Thomas P. Wilcox
Lt. Peter Muller
Lt. Edward Mroczynski
Lt.j.g. Cary Arthur
AW2 Richard Lanzendorf
AW3 Charles Wade

VS-28

AMS3 Russell L. Smart Jr.

VS-30

Cmdr. "Pete" Pinson
AN Nicholas G. Instasi Sr.

CAW-1

Lt. Arnold J. Goldstein

CAW-4

Capt. Ralph Werner

CVW-3

Lt. Cmdr. Guy M. Houston
Lt. Cmdr. F. W. Wright III

CVW-6

Lt. Cmdr. Donald M. Bennett

VFP-62

Lt.j.g. Norman J. Bundy

Blue Angels

Lt. Cmdr. C. O. Tolbert

VT-31

Lt. Cmdr. William D. Bond

VA-12

Cmdr. Robert C. Frosio
Lt.j.g. James Michael Gibson

VA-13

Lt.j.g. Frederick J. Riley

VA-14

Lt. Dale N. Fendorf

VA-15

Cmdr. Isaac F. Jones
Lt. Cmdr. Donald M. Bennett
Lt. Cmdr. Richard A. Moran
Lt.j.g. Pompelio L. Pasquarella
Lt.j.g. F. J. Wiley

VA-32

Lt. Cmdr. William T. Harvey

VA-34

Lt. Cmdr. Timothy J. Linehan Jr.
Lt.j.g. Calvin C. Mahnke
Lt.j.g. Robert F. Silvestri
AO2 James A. Bowlds

VA-36

Lt. Cmdr. Alan E. Hospes
Lt. R. E. Kuehn

VA-37

Lt. Cmdr. George Talken
AZ3 John R. Carroll
AO3 Harry J. Smith
AN David L. Thorne

VA-44

Cmdr. Luther H. Elliott
Lt. Richard L. Koffarnus
Lt. Bruce Stevenson
Lt.j.g. Warren W. Fifield
Lt.j.g. Robert B. Hulting
Lt.j.g. Stephen G. Lombard
Lt.j.g. William L. Sloop

VA-45

Lt. John P. Byrnes Jr.
Lt. Charles J. Kelaghan
Lt.j.g. James Sullivan

VA-46

Lt. Cmdr. Thomas A. Brownsey
Lt. Cmdr. Gary L. Stark
Lt. Cmdr. Fred D. White
Lt. Dennie M. Barton
Lt. John P. Lay
Lt. John Seip
AMEAN Larry J. Cippo

VA-62

AE2 Keys H. Kirby

VA-66

Lt. Cmdr. Thomas Franklin Taylor

VA-72

Lt. Mark Shiple
Lt. David C. Wilson
Lt.j.g. Charles K. Harvey
AN Vincent C. Cramer

VA-76

Lt.j.g. Donald C. MacLaughlin

VA-81

Lt. Cmdr. David Allen Culler

VA-82

Cmdr. Jack E. Jones
Lt. Cmdr. Coral V. Schufeldt



Lt. Cmdr. Robert Vessely
Lt. Tim Boyle
Lt. Donald K. Matson II
Lt.j.g. David J. Anderson
Lt.j.g. Tim Armstrong
AMS3 Steven W. Laird

VA-83

Lt. Cmdr. John D. Wolff
Lt. Thomas Edwin Conlon
Lt.j.g. William M. Kurlak
PN3 Scott D. Chalmers

VA-86

Cmdr. Randolph W. Ford
Cmdr. Robert Ferris
Lt. J. J. Parker
AMSAA Donald J. Symmonds

VA-87

Lt. Charles L. Nelson
AN Ronald Wayne Rook

VA-105

Cmdr. Frederick W. Wright III
Lt. Cmdr. George F. Talken
Lt. John J. Cabral
Lt.j.g. William C. Niedecken
ADR3 James T. Neal
AMS3 K. R. Young
AMHAN Theodore J. Soltau
SA Howard J. Ford

VA-172

Lt. J. S. Earle
Lt.j.g. J. B. Golz

Lt.j.g. Robert A. McCleery
Lt.j.g. John R. Martin
VA-174

Lt. Cmdr. Stanley W. Henderson
Lt. Phillip S. Blake
Lt. William F. Heiss
Lt. H. K. Kelly
Lt. David B. Milner
Lt. Walter G. Updike
Lt.j.g. William A. Stone Jr.
Ens. Dean Yarborough
TDCS Viggo E. Christiansen
AOC Randell L. Alford
AMH1 George H. LaFontai
AQ1 Charles L. Davis
AQ1 Robert W. Stegeman
ATR2 Robert H. Russell
ADJ2 Ralph E. Stevens
ASE3 John E. Beam
AT3 Carmen M. Cardella

VA-176

Lt. Stephen Patterson

VF-11

ADJ3 Maurice O. Medsker

VF-32

Cmdr. Edgar J. Clayton

VF-62

ASM2 Denis L. Ridout