

Naval Air Stations, etc., Where Based

- 10/9 - 12/5/41 N.A.S. Squantum, Mass. for initial ("elimination") flight training and solo in N3N ("Yellow Peril") 225 h.p. biplane trainers. Some flying also at Clark Field, Hanover. Some ground school and drilling as a little "advanced" instruction.
- 12/10/41 - 1/8/42 N.A.S. Atlanta, Ga. Only ground school, drilling and standing watch, waiting until there was room for one at Jacksonville.
- early Jan. '42 to Dec. '42 N.A.S. Jacksonville, Fla. for principal flight training, successively in N2S STEARMAN ("YELLOW PERIL") BIPLANE trainers very similar to N3N's, for training through stunts and night flying; NR RYAN ^{low wing} monoplanes for first formation flying; ~~and OS2U~~ SNJ low wing monoplane, 450 h.p., intermediate trainers with retractable landing gear, for intermediate trainer in general and, after intermediate formation flying, instrument flying; OS2U ("Kingfisher") low wing, 450 h.p. ^{non-seaplane} monoplanes for intermediate formation flying; N.3N seaplane (same as Squantum planes except for floats) for beginning of operational training in seaplanes, with spot landings in the river, etc.; OS2U ("Kingfisher") seaplanes for final operational training, in the same type of plane carried on and catapulted from battleships and cruisers, with landing on "slide" similar to those made by the ships turning to smooth the ocean for their

plane landings, with practice ^{also} in gunnery, dive bombing, navigation, catapult shots, etc.

Dec. '42 ~~1942~~ N.A.S. Miami (Opalocka) for change of duties from being a seaplane pilot (there were too many of us) to being trained as ^{an} assistant instructor in carrier type planes, with familiarization rather than instruction in such planes as the SBC-3 ~~4~~ (Curtis) biplane dive bomber, BT-1 (predecessor of SBD series) ^{monoplane} scout and dive bomber and TBD (Douglas "Devastator") Torpedo Bomber, all of these by then obsolete.

Late Dec. '42 ^{N.A.S.} Lee Field near Jacksonville for assistant instructing in pre-operational training in carrier type planes, using OS-2V "Kingfisher" land planes, SNJ's and SBC-4's; the last of the Navy's biplane dive bombers.

March '43 N.A.S. Daytona Beach for operational training in scout-dive bombing in SBD (Douglas "Dauntless"), with emphasis on dive bombing and field carrier landings, winding up with landings on the Wolverine in Lake Michigan. This led to becoming an assistant instructor in operational training at Daytona, leading formations of students, instructing in instrument flying, etc. N.A.S. Banana River for field carrier landings

- late Apr. '44 Waiting orders at N.A.S. San Diego, Cal.
- May 1, '44 to Nov. '44 N.A.S. Alameda, Cal. In Squadron VB-17 practicing "everything" in SB2C ("Helldiver"), with emphasis on dive bombing and including practice carrier landings as well - in fact, getting ready for combat.
- N.A.S. Hilo, Hawaii. More practice in VB-17.
- late Dec. '44 to late Jan. '45 N.A.S. Agaña, Guam. Limited practice in VB-17 because of lack of planes, but one flight "for fun" in F6F ("Hellcat") Grumman fighter.
- late Jan. '45 to Feb. 1, '45 Fleet Anchorage of 5th. (sometimes called 3rd.) and 7th. Fleets, Ulithi, Caroline Is., There boarding Hornet. Two later stops at Ulithi.
- 2/10/45 - 7/7/45 U.S.S. Hornet - Iwo Jima and Okinawa campaigns, with strikes on these and other islands, including Honshu + Kyushu.
- Fleet Anchorage, Gulf of Leyte, Philippines - several days rest aboard ~~ship~~^{Hornet} before heading ^{on it} for San Francisco, with brief stop at N.A.S. Pearl Harbor (allowing me to borrow an SB) at Barber's Point to fly to N.A.S. Hilo and back).
- N.A.S. San Diego, Cal. - released to inactive duty after 1700+ hrs. flown