

Before ~~had been~~ ~~before~~ ~~before~~ ~~all this many hours had been~~ ~~spent~~ ~~before~~ ~~all this many hours had been~~ ~~spent~~ ~~before~~ ~~all this many hours had been~~ ~~spent~~

Before all this many hours had been spent flying the predecessor of the Dauntless, the SBC-4 biplane dive bomber, its maneuverability making it great to fly. The SBD, however, was a far better dive bomber, and the SB2C-3+4 Helldiver a little better still, in my opinion.

After the preliminary training that all Navy aviation cadets get I had the choice of "receiving" etc, etc. My first serious dive bombing etc, etc and includes both practical instruction on actual work (diver if I remember correctly generally started at around 800 feet, dropping one or two bombs at about 200 feet & immediately pulling out of the dive but not going below 200 feet or so.

~~the choice of majoring in big seaplanes, for long distance scouting~~

The "choice" of big seaplanes, for long distance scouting, small seaplanes, for catapulting off battleships and cruisers, for scouting, and carrier type planes, for fighting with fighters, torpedo planes and dive bombers. My first choice of big seaplanes was turned down. Having seen a movie on dive bombing I felt that the prospect of doing that myself seem too formidable, which left small seaplanes. The training ~~was~~ was interesting and enjoyable. It ended with a catapult shot off a wharf, a short leave and expectation for duty in the Pacific. But no, the authorities decided there ^{were} too many of us, as battleships and cruisers were becoming obsolete, as were small seaplanes while more planes were needed for the new carriers. So, with more training, as landing on and taking off from a pier - tier carrier in Lake Michigan, in SBD's, we seemed ready to head for the Pacific again, until they needed us as instructors. This was using SBD's and went on for months, all in Florida.

Eventually I joined a squadron and spent most of the summer of 194⁴ in California training with it and then with the air group it became the dive bombing squadron of seeing the new SB2C "Hell-diver."

NAVY

During World War II

My four years in the Navy were perhaps more remarkable for the fact that ~~most of my training~~ ^{where} my training was all for eventual combat duty and started ^{in the States in 1941} ~~in the States in 1941~~ ^{in the States in 1941} a month before the attack on Pearl Harbor ^{in the U.S.} ~~in the U.S.~~ immediately into active warfare. I didn't get into combat until my

30th birthday, on February 16, 1945, ^{had} ~~when~~ years after the Japanese started re-entrenching, as a badly beaten pot. dull, but it ^{was} ~~was~~ actually very uninteresting ^{all that time up to that date} ~~all that time up to that date~~ ^{before the Pearl Harbor} ~~before the Pearl Harbor~~ attack.

The reason I signed up and started ^{training} ~~training~~ was that the War in Europe had ^{become} ~~become~~ after several years active, disastrous ~~and threatening~~ ^{and threatening} that the U.S. passed a draft law to strengthen its armed forces in case it got directly involved. I could have been drafted and put in the infantry but

chose not to wait and see ^{but to sign up for the} ~~and find myself~~ ^{but to sign up for the} ~~confronted with my~~ ^{but to sign up for the} ~~own needs~~ ^{but to sign up for the} ~~for the Army Air~~ ^{but to sign up for the} Force. When the ^{recruiting} ~~recruiting~~ office in Boston seemed totally indifferent to my inquiry, I recalled that the Navy also was involved in flying

and I headed ^{immediately} ~~immediately~~ to its recruiting office in the North Station, where I ^{was} ~~was~~ a very warm welcome led to my signing up before I knew it. ^{My flight training} ~~My flight training~~ ^{was} ~~was~~ ^{held} ~~held~~ ^{at the Naval Air Station at Squantum, Mass.} ~~at the Naval Air Station at Squantum, Mass.~~

My flight training ^{was} ~~was~~ held at the Naval Air Station and out by my airfield. The ^{course} ~~course~~ lasted from early October to early December. The ^{main} ~~main~~ accomplishment was to reach the solo stage and have ten hours of soloing. ^{In our case we} ~~In our case we~~ were actually given some "advanced" instruction. Our planes were small, yellow,

two-seater bi-planes ^{with radial engines of about 725 horse power} ~~with radial engines of about 725 horse power~~. Officially they were N3N's (Trainer number 3 built by the Naval Aircraft Factory) and nick-named "yellow perils". From "Dive Bombers and Other Birds" p.14: "Between dual flights

we soloed and were allowed a considerable area of sky over Boston Harbor, from Deer Is. to Nantasket. The extremely irregular shore line together ^{with the scattering of islands} ~~with the scattering of islands~~ ^{mostly drowned} ~~mostly drowned~~ made these flights almost scenic tours. Making simulated emergency landings on the various islands was quite exciting.

FOR BRIEF ACCOUNT OF MY W.W.II FLYING EXPERIENCES, ETC.

Fleet Admiral E. J. King, Chief U.S. Naval Operations

" " G. W. Nimtz, Commander-in-Chief Pacific Fleet & Pacific Ocean Area

Admiral R. A. Spruance, Commander, Fifth Fleet

Vice Admiral M. A. Tritcher, Commander TF 58, Fast Carrier Force Pacific Fleet

Rear Admiral J. J. Clark, Commander T. G. 58.1

Captain A. K. Doyle, Captain U.S.S. Hornet

Commander F. G. ~~W~~ Korrod, Commander Air Group 17

Lt. Col. R. M. Ware, Chief Bombing Squadron 17

TF 58 FLEET 15 SB2C + SBV HELLDIVERS, 15 TBM
 T.G. 58.1 { HORNET, WASP, BENNINGTON, CVL BELLEAU WOOD, CVL SAN JACINTO
 MASS. + INDIANA, 2CA, 4CL, 15DD

	TF 58				
	Hellcat	Corsair	Helldiver	TBM	TOTAL
Hornet	71		15	15	101 ✓
Wasp	34	36	15	15	100 ✓
Bennington	37	35	15	15	102 ✓
CVL Belleau Wood	25			9	34 ✓
CVL San Jacinto	25			9	34 ✓
Enterprise	32			21	53 ✓
Franklin	8	31	15	15	69 ✓
Randolph	57		15	15	87 ✓
Essex	36	36	15	15	102 ✓
Bunker Hill	10	67	15	15	107 ✓
Hancock	22		15	10	57 ✓
CVL Cabot	25			9	34 ✓
CVL Bataan	24			12	36 ✓
Yorktown	77		15	7	99 ✓
Intrepid	7	65	15	15	102 ✓
CVL Langley	25			9	34 ✓
CVL Independence	25			8	33 ✓
CV 11	58	266	150	214	688 ✓
CVL 5				17	

42
215
63
1339
1271
43
363
70
6864