

## Preamble

My interest in aviation started before the log that follows.

I graduated from high school in 1941. College education was out of the question. A course in aluminum sheet metal work was offered that summer at the high school with the prospect of getting a job at an aircraft manufacturing plant in Tulsa or Wichita. In August a group of us departed Muskogee for Wichita. I landed a job at Cesena Aircraft. By the spring of 1942 I was operating a spot welding machine. I also realized that I was never going to amount to anything without a college degree. I returned to Muskogee in May 1942. I entered Northeastern Teachers College at Tahlequah, OK which was about 30 miles east of Muskogee. My brother Don decided to do the same. Being just 19, the draft and military service was in the offing. That fall I learned that the Navy had a program at the school where by enlisting I could learn to fly at a local airfield and go on active duty in the Navy at some future date. I learned to fly Piper Cubs and had a ball until the spring of 1943. I still attended classes, lived in a dormitory at the school. I spent all of my spare time at the airport doing maintenance work on various tasks, assisted an aircraft mechanic, and got to fly from time to time. I was the person that got to put in "slow time" on overhauled engines. Flying, of course, I had a ball! I met Kathy during the process. She also learned to fly & soloed!

May 2019

- July 1943 Departed for Del Monte, CA for preflight training (Sports activities)
- 28 Sept 1943 NAS Hutchinson, KS for flight training in Stearman biplanes
- 8 Dec. 1943 Last flight - transferred to Corpus Christi, TX NAS
- 27 Dec 1943 First flight in SNV-1, single engine, monoplane <sup>Corpus Christi</sup> NAS
- 25 March 1944 Last flight in SNV-1
- 1 April 1944 First flight in PBY seaplane at Corpus Christi NAS
- May 1944 Had trouble stall landing PBY my instructor went on leave but my troubles with landings was not reported to his successor and I kept on flying PBY's. I must have overcome my landing problems because I graduated as an ensign on 3 June '44.
- 6 June 1944 I was home in Tulsa on D-Day.
- 22 June 1944 Returned to Corpus Christi NAS & put in a few hours in SNV-1 in June & July
- 8 August 1944 First flight in PBM seaplane at Banana River NAS
- 20 Sept. 1944 Last flight in PBM at Banana River NAS Went on leave and got married on 27 Sept. 1944 in Muskogee, OK.
- 15 October 1944 Reported to NAS in Norfolk, VA.
- 1 November 1944 Reported for PBM flight training in PBM's at Key West, FL. NAS.
- 11 December 1944 Last flight in a PBM in Key West NAS. During the tour of training in Key West, two planes were in a circle (I was in one of them) making bombing runs on towed targets in the water. The one was behind me and he dove the PBM

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into the water killing all on board.

- 23 December 1944 Three of us received orders to report to <sup>Patrol</sup> Squadron 214 at Guantonomo <sup>Bay</sup> NAS in Cuba. We left Key West in an RD 3, landed at a landing strip in Cuba but a misfed order delivered us to San Juan PR. We were eventually returned to Guantonomo Bay NAS within a few days.
- 9, 10, 11 January 1945 Time spent on a flight to Great Exuma in the Bahama Islands. I was a beachcomer.
- 20 January 1945 Squadron was transferred to NAS in Coco Solo Panama.
- March 1945 I was the navigator in the crew that delivered a PBM to Norfolk NAS for overhaul. Kathy flew in from Tulsa. We had a wonderful few days in Norfolk. The crew returned to Coco Solo via Banana River NAS & Guantonamo NAS in a freshly overhauled PBM.
- 28, 29, & 30 March  
6529
- 30 April 1945 Flew to Galapagos Islands with a stop at Corinto.
- 1 May 1945 Corinto to Galapagos Islands.
- 2 May 1945 Galapagos to Coco Solo.
- 8 May 1945 End of war in Europe
- Early June 1945 Squadron returned to Norfolk on board what was known as a Baby Carrier. This ship had been hit by a Kamakazi plane in the Pacific.
- June & July 1945 Leave in Tulsa. In July I returned to Norfolk with <sup>Kathy</sup> Kathy.
- 27 July 1945 Naval BuPers didn't know what to do with me. They sent me to Pensacola NAS

for training in PBY's! Kathy & I lived in houses with kitchen privileges in Norfolk & Pensacola.

Mid August 1945 In Pensacola - the war with Japan was over!

October 1945 I was transferred to Banana River NAS for additional training in PBM's. Kathy & I lived in a second floor of a house on a strip of land between the Atlantic Ocean & Banana River near Melbourne, FL. I had purchased a 1938 Ford sedan while on leave in Tulsa during August 1945.

9 December 1945 I was on board a PBM for 13 hours looking for those 5 planes that were missing off the east coast of Florida.

17 Feb. 1946 Training flight from Banana River NAS to Guantanamo Bay NAS (Cuba) Night flight. Brother Don was on board just so he could say that he had been overseas. He had been stationed at Vero Beach NAS as a Marine Corp instructor during the war flying Curtis SB2C's.

19 Feb. 1946 The return flight from Guantanamo Bay turned out to be quite eventful. It was another night flight. As we approached the Florida coast we received a radio message informing us not to return to Banana River NAS because of approaching thunderstorms. We were told to land at Dinner Key Coast Guard Station near Miami. I found the station and landed a little bit long. This was good because, as I found out the next day, there were some tall pilings on the edge of the water in line with the flight path. The

accompanying PBM wasn't as fortunate. He struck one of the pilings and damaged one of the props.

10 March 1946 I was classified as a PPC. (Patrol Plane Commander)

More leave in Iuka

April 1946 Received orders to report to Patrol Squadron 208 at Norfolk.

7 May 1946 Norfolk to Bermuda

8 May 1946 Bermuda to Norfolk

14 May 1946 Norfolk to Jacksonville

18 May 1946 Jacksonville to Norfolk

20 May 1946 Norfolk to Jacksonville. Squadron was transferred.

26 Sept. 1946 Jacksonville to San Juan

27 Sept. 1946 San Juan to Trinidad

29 Dec. 1946 Discharged from USNR. Departed Trinidad in an RD4 for Jacksonville; then by train to Iuka.