

Lt William L. Maris, USN. (Ret)

After graduating from HS in June 1938 and while still working part time as a "Deckhand" on the Guemes Island Ferry, that fall I went back to AHS in the spring and took a PG course in Business Math and typing. My Father and my Boss, decided it was time for me to get a real job (my Boss who had been a Chief Boatswain Mate in the Navy in WW-1), so off we went to the Navy Recruiting Office in Bellingham, WA.

The Chief Petty Officer in Charge, asked Dad why he wanted me to join the Navy and Dad told the Chief there was no work in Anacortes and he was tired of feeding me so please sign me up! I was 20 years old the October 16th, 1939 and required my Fathers signature to Enlist. After getting the paper work done, four months on the waiting list, after we finally got a proper Birth Certificate with a "Gold Seal", The Chief wouldn't accept the Birth Certificates the State Statistics Office kept sending without the Seal on it. I ended up being 26 on the waiting list in the 13th Naval District.

Around the first of December I received correspondence from the Naval Recruiting Office Seattle that I had been accepted and to report in to the Recruiting Office in the Federal Building in Seattle on 10 December 1939. After reporting in they logged me in and gave me a Voucher and sent me to the YMCA for dinner and berthing for the night and to report back to the Recruiting Officer at 0800 the next day. The next day we were given a lecture on what we were about to do, given a physical exam, got dressed, lined up and took our Oath to the United States Government to serve as ordered. I and many others voluntarily Enlisted in the Navy on 11 December 1939 at the Seattle Recruiting Office HQ as Apprentice Seaman in the United States Navy.

We were then all shipped by train to the Naval Training Command, San Diego, Calif. arriving on 13 December 1939.

"Boot Camp" was a great adventure and learning experience. We were assigned Bunks, stripped naked, walked threw a footbath to kill any bugs on our feet, and then into the shower to make sure we were clean and new the daily ritual of keeping clean, "adjust the shower, wet down, soap down, wash down, rinse off and drying off, then we were issued our basic "undress white uniforms". Marched to evening chow and returned to our assigned berthing area in our barracks.

The first morning Revile was at 0330, followed by breakfast of Hard-boiled Eggs, Baked Beans, Corn Bread, Black Coffee and a Banana Then off to the Small Stores Building to get the rest of our uniforms, "lets see you wear a size 9 shoe" and they threw a couple of pair of shoes at you, you grab them and all the rest of the uniforms, put every thing in your new "Sea Bag" as you went down the line getting the rest of your clothing; you were then issued a Book of Small Store and Exchange "Chits" (paper money) to buy soap, tooth brush, comb and pay for your regulation hair cut. After receiving all our uniforms, we boxed up our "Civilian Clothes" and they were then shipped home. We were then instructed how to stencil our clothes, roll them in "Sea Going Fashion" and lay them out for "Bag Inspection.

After marching by Company to evening Chow we returned to our assigned Barracks, found our bunks, made them up, Spit shinned our new shoes, while meeting our new shipmates doing the same thing. We kept our clothes stowed in our Sea Bags according to when needed from the bottom up. We were also issued a light canvas "Ditty Bag" for keeping our personal gear (toilet articles, clothes stops, shoe shine gear, etc), a mattress and a hammock that we placed on our bunk.

We went through rifle drill, marching, swimming, seamanship and watch standing training procedures, as well a get all kinds of "Shots" in the arm as we were immunized against every know "Bug" except VD; we seen plenty of training movies about what happens to you when you pick up a "Girl" of unknown character. We spent two weeks in the "South Unit" (detention) after being immunized to make sure we were not Contaminated; then we moved into the "North Unit" where the training intensified.

With my background growing up on the water front, Dads training, Boy Scout and being a Sea Explorer I knew a great deal of the information they taught us making my time in Boot Camp productive as the Chief made

me an instructor in Seamanship Classes; boat handling; teaching knot tying, splicing, semaphore signal flags and Morse code. While in "Boot Camp North" we were all given aptitude test to see which Rate Specialty we would be most qualified for, I passed the communication aptitude test with flying colors, so I applied to be a Radioman on a Destroyer.

When we "Fell-in" for muster for the various formations, such as Chow or Colors, we were always Inspected for proper wearing of the Uniform, we were given demerits by the Inspecting Company Commanders, (a Boot just like us) for our infractions, they seemed to be in "Cahoots" with our Company Commander, (who had been in the Marine Corps) so one night after midnight a gang of us "Black-balled" them both as well as "Blackened our Company Commander Schonover's Balled Head". Naturally we were reported and our Company CPO's were called in, no one would "Rat" on who did it. So both Companies 126 and 127 were muster with full gear packed in "Sea-going Fashion" hammocks, mattress and all on our shoulder and marched around the Parade ground from about 0230 until 0600 as well as got our "Asses" chewed.

Christmas arrived and the San Diego Harbor was beautiful, all the Naval Ships were in Holiday Dress with all the signal flags arranged from the bow to the stern, with colored lights turned on at night. The Sailor who slept aft of me cried himself to sleep every night a couple of days until he got used to being away from home during the Holidays.

One evening I was sitting on my bunk darning a hole in one of my sox when the Chief came along and asked me what I was doing. I replied I was darning the hole in my sox. He asked me who had taught me how to darn, I replied that I had watched my Mother darn sox for years, so knew how. Said I was a smart Sailor.

After completing "Boot Camp in Company 126-39" in February of 1940, I was granted 15 days of "Boot" Leave to return home to Anacortes an Apprentice Seaman in the United States Navy. Attending a Sea Scout Meeting while home, my old Sea Scout Skipper Ralph Wagner and Dewey McFadden gave me a bunch of "Flack" because I was only wearing one white strip on my Blue Cuffs indicating I was an Apprentice Seaman, (I had been an Able Seaman in the Sea Scouts and consequently wore 3 white stripes on my Cuffs) Dewey laughingly said I had been demoted.

After reporting back to the Naval Training Station I received orders to report to Patrol Wing One, VP-11, for Aircraft Radio School training. (my Amateur radio my back-ground paid off) at NAS North Island, San Diego, California. While attending Radio School, and becoming proficient in copying and sending Morse Code. In the evening after Chow, about 1900 I would take my Halicrafter Short Wave Receiver to the Wing Aerology Office and copy the weather report from the Navy "Fox Sked" for my "Buddy" Patty Green, S1/c so he could enter the information on the weather prognoses chart for the next day, then we would get away early and go on liberty, catching the Navy Liberty Boat or the commercial "Nickel Snatcher" as it was known, over to the City of San Diego.

I also volunteered during my spare time, working with the Wing Link Trainer Operators, helping them perform periodic weekly maintenance on 3 Link Trainers and In turn they taught me how to operate as well as fly the Link Trainer under the hood on instruments. I compiled about 70 hours of Instrument Flight time by that time under the "Hood" when I had graduated from Radio School.

After graduating from PATWING ONE Radio School in October 1940, I was assigned to the PATWING-ONE Flag A/C Crew along with the COMMANDER AIRCRAFT SCOUTING FORCE crew in the Flag Hanger on West Beach, NAS San Diego. One of my "Sea Daddies" AMM1/c John Hubbard encouraged me to then changed my rate designator so I could strike for Aviation Machinist Mate vice a being Radioman.

I was getting tired of copying the "Fox" schedules night after night and not getting any technical background in electronics. Having been interested in "Ham" radio for years I already had a good practical back ground in basic electronics. But I enjoyed working on engines more than copying code so I switched goals and became a "Aviation Mech"

I then enjoyed working with AMM1/c Pemberton and ACMM Hunt. "Pappy" Pemberton (who had 20 years in the Navy) would set on a stool in front of our SOC-1 (a two seat Bi-Plane that could be either on wheels or a single float) and instruct me in all the technical aspects of performing trouble shooting a problem, a repair or a periodic checks; then he would inspect my work, either giving it a "OK" or have me do it over again. He was an excellent instructor, teaching me a lot that became useful as time went on.

While assigned to the Flag Hangar Crew I found out how they kept the hangar so clean for Material Inspection on Saturday mornings. Friday afternoon we would line up a couple of the planes outside the hangar, open all the hangar doors, turn-up the plane engines and blow all the dust and dirt right through and out of the other end of the hangar, leaving it slick and clean for inspection. Neat!

On 1 April 1941 I received a package from "Mom" that was sent the previous December with my 1940 Christmas Presents in it, the package had been miss sent to Patrol Wing TEN in the Philippine Island twice as well as being re-wrapped. Upon opening the package I found a home made Wild Black Berry Pie, surrounded by filled cookies and pop corn, no worse for wear other than being a little on the dry side. So that evening Patty and I bought a quart of vanilla ice cream and applied it liberally to the pie and enjoyed all the goodness Mom had put in it. What a great way to celebrate "April Fools Day" 1940!

The following information is from notes in my Navy Flight Log (N. AER. 4111)

FEBURARY 1941

Feb. 14, , Lcdr Carney (1) SOC-1 Bu#9955 1.0 hrs Local for flight time, PATWING-ONE NAS SD,

Feb. 27, 1941. Lt Soucek (1) SOC-1 Bu#9955 1.0 hrs Local for flight time, Lt. Soucek took us back over the lakes East of San Diego at about 5000 ft and did some aerobatics and "flipper" turns until I got airsick, heaving into my White hat and the rear cockpit where I was seated, he couldn't stand the smell so back to NAS we went, where we landed and taxied the A/C up next to the hanger so I could get a hose and wash out the cockpit with fresh water. He chewed me out for getting airsick.

Watched a TBF take off over the O & R shops, one of his floatation bags, (1 in each wing) pop-out, caused him to spin in and make a water landing adjacent to the NAS Boat house, he was pulled out no worse for being wet, the aircraft was hoisted aboard a barge and turned over to the O & R crew for repairs as needed.

Another time witnessed a Navy R4D making a training flight with Parachute Graduates, flying over the station, one of the students shroud lines became tangled in the R4D tail wheel, causing the student to trail behind and couldn't get free. They sent a SOC-3 up with a Pilot and crew man in the back seat, they made a couple of attempts and finally cut the shroud lines with the propeller and pulled the student into the rear seat. Quite an experience for all.

In the meantime Lt Soucek, USN (my Radio School Division Officer), had found out I changed my Rate Designator and was very Pe-Oed, chewed me out again for wasting all that time in Radio School training me to be a Radioman. Lt Red Raborne, USN (who latter retired as Vice Admiral) my current Division Officer came to my rescue and arranged for my transfer to VP-12.

Feb 1941 Flt Time 2.0 hr TFTTD 2.0 hrs

MARCH 1941

Around the first of March I was transferred to VP-12 in Patrol Wing ONE at NAS San Diego, CA. The CO was LCDR Charlie Oexle, USN and LCDR J.P. Fitzsimmons was our X.O, Lt. Roy Johnson was the Gunnery Officer, assigned to the Beach Crew for a while learning how to "Beach" the PBY when launching or recovering before and after flights.

Every Morning at Quarters, the Enlisted men would be led in calisthenics for 20 minutes by one of the crew qualifying for Advancement in rate. You could always tell who had been on too much Liberty the night before. During this time I was promoted to AMM3/c. About the middle of May an opening became available in the Plane Crew Training Program and I qualified, becoming a PBY-3 Plane Crewman, assigned the duties of the Second Mechanic in Training. (I also was assigned to Duty Section One, all Officers, CPO's and the lower rated Enlisted men were assigned to one of the Four Duty Section with the manpower being divided up equally so duty section had an equal number of each ratings/qualifications as they became watch standers, providing security around the aircraft and hanger spaces from 1600 until 0800 the next morning).

Often the Off Duty Sailors would come down to the Hanger after dark and go "Grunion" fishing along the Sea Wall when the Grunion was running. The Grunion would come up on the beach to spawn. (Similar to Smelt) Using rakes and picking them up by the handful, put them in a bucket with salt water, take them to the Metal Shop and cook them in big black pans. One of the Gang would go to the Galley and swap some of the Grunion for butter, onions and bread from the "Jack of the Dust"; bringing it all back to the Hangar, then every one would gather around and make "Grunion" sandwiches and wash them down with fresh Joe!

One evening as the "Watch" was being Set and the Section Leaders were exchanging their duties the "off going" Section Leader would turned his 45 Pistol over to the "on coming" section Leade. The On coming Section Leader inserted the Bullet Clip into the 45, charged it, aimed in "Skyward" and pulled the trigger to make sure the 45 was safe, of course the gun went off with a roaring BOOM. This caused quite a commotion, so the Section Leader went through the procedure again with another loud BOOM, This caused the Squadron Duty Officer to get all excited and he immediately relieved the Section Leader of his duties and confined him to the Barracks for the night; the SDO then appointed the next Senior Petty Offer as Section Leader for the rest of the watch who then received the 45, removed the bullet clip from the gun, charged it ejecting the "Round" that was in the barrel and pointed the 45 into the air, pulled the trigger, lowered the 45, put it on safe and reinserted the bullet clip as it should have been done in the first place; then he relieved the Off-going Section Leader. The PAT Wing ONE Duty Officer ordered the VP-12 SDO to report to him and explain what happened! The next day the Petty Officer who screwed up, being a Ship board Machinist Mate, was transferred to the USS Teal, our Seaplane Tender for duty.

Another time while I was standing a 2400 to 0400 Ramp Watch I found a small rowboat pulled up on the beach against the Sea Wall. I had not seen anyone come ashore or find any tracks in the sand, so I blew my Whistle summoning the Petty Officer of the Watch, and consequently the Wing Duty Officer. It created quite a stir for a while; we pulled the rowboat up on the Sea Wall and put a Watch on it for the rest of the night. The rowboat was still there the next morning when I came to work at 0730. Never did find out where the boat came from; so they turned it over to the Boat House at NAS San Diego.

It was not unusual to have Rear Admiral Halsey, who lived in Government Housing right next to the Sea Plane parking area, take a stroll out among the Aircraft at night, of course you had to challenge, recognize him and pass him through the area.

No Flt Time for March, April or May TFFTD 2.0 hrs

JUNE 1941

While in Plane Crew Training we made morning and afternoon flights in the local area, some times going along the coast all the way to Las Angles. Following the "Beach" going north and Highway 99 coming home.

We were reported for flying to low one time going up the "Beach" hopping up over the fishing piers giving the fisherman and swimmers a thrill, or taking a roll of toilet paper and put it on a broom handle and let it stream out behind us. The Commanding Officer gave the PPC a lecture on safe and sane flying and not to do it again.

(The flight time for this period didn't get recorded in my flight log)

June 20, 1941 VP-12, NAS SD, Ens Foshee/Plus 7, PBY-3 Bu#0845 3.0hrs Local training

June 24, 1941, VP-12, NAS SD, Ens Grisco & ENS Winters/Plus7, PBY-5 Bu# 2369--8.5hrs San Diego to NAS Sand Point, Seattle, where I went on 26 days leave. The XO said if he knew I was going to Anacortes WA vice Anacosta, MD he would not have given me that much leave. While on leave I was studying my Course Manuals on A/C and Engines for my Third Class Aviation Machinist Mate Petty Officer Rating. Dad asked me if I knew the firing order of the PW-1830-92 Engine installed on the PBY-3's, I told him that's the part I was studying, so he told me what the Firing order was and how to figure it out. Dad had never seen or worked around a Radial two bank engine but said that was the only way it could be and make it run, Dad was right.

June Flt Time 11.5hrs TFTTD 13.5 hrs

JULY 1941

July 21, 1941 VP-12 received orders to split into two squadrons thereby commissioning the nucleus of VP-23 and VP-43, VP-23 latter flew from San Diego, CA to Kaneohe Bay, Territory of Hawaii and the other half of VP-12 became VP-43 remaining at NAS San Diego, Calif. with Lcdr C.B. Jones, CO and Lcdr Ray, XO; the Squadron then moved into the South Side of the new Barrel Hanger opposite VP-13 who were in the North side of the Hangar.

Some time during this time I made a flight to NAS San Point, Seattle, WA with Cdr C.B. Jones (CO-VP-43) PPC; AMM1c Jack Hathaway was Plane Captain, "Horse" was the 2nd Radioman and I was 2nd Mech. We ran into bad weather crossing the Columbia River and climbed up to 18K trying to get out of the clouds and on to San Point. Couldn't find Sand Point so turned around and headed back for NAS Alameda, CA. Seen the Columbia River so made a fast descent, circling down till we were right over the Highway 99 Bridge at Vancouver, WA on the Columbia River and headed SW across the Oregon Coast Range for the Ocean.

The rapid decent caused "Horse's ears to bleed, so we put plugs in them and put him in a bunk for the rest of the flight. After reaching the Oregon Coast and the Pacific Ocean we headed south until we reached the San Francisco Bay Area and landed at NAS Alameda Seaplane Base. "Horse" was sent to the Hospital and they kept him for treatment; we never seen Radioman "Horse" again. The hospital was instructed to transfer him somewhere else!

We remained over night and left the next morning for NAS Seattle minus our Passengers, a Chief Commissary man who decided he would take the train or bus the rest of the way to Seattle. After flying through much of the same kind of weather as the day before, we located Puget Sound and let down over the Straits of Juan De Fuca, headed SE under the clouds, flew over the South Everett area and there was Lake Washington with NAS Sand Point waiting for us. We landed and RON. I called the Folks in Anacortes and let them know I was at NAS Sand Point, but couldn't get up to see them as we were returning to NAS San Diego CA the next day, We had an uneventful flight back to San Diego.

JULY Flt Time approximately 26hrs of unrecorded flight time. TFTTD 39.5 hrs

August 1941

**Some time during August VP-43 flew to NAS Sand Point, Seattle, WA and we exchanged our new PBY-5's with VP-14 for their "Old PBY-3's and returned them to San Diego, CA. We transferred the "old PBY-3's to the Overhaul and Repair Facility at NAS North Island and received new PBY-5's in return from Consolidated Aircraft Factory just across the Bay in San Diego. There was approximately 15 hours of flight time.

Aug. 12, 1941 Pilots (3) not recorded/4 PBY-5 Bu#2407 --2.6hrs Local training/CV
 Aug, 19, 1941 Pilots (3) not recorded/5 PBY-5 Bu#2404 --2.0hrs Local training/CV
 Aug Flt Time 34.6hrs TFTTD-74.1 hrs

SEPT 1941

Sept. 2, 1941 Pilots (3) not recorded/4 PBY-5, Bu#2407---2.5 hrs Local training /CV
 Sept. 3, 1941 Pilots(3) not recorded/5 PBY-5Bu#2389 12.7hrs Cross country/UV
 Sept. 4 1941 Pilots(3) not recorded/5 PBY-5Bu#2389 6.1hrs Cross country/UV
 Sept. 5 1941 Pilots(4) not recorded/2 PBY-5Bu#2389 4.6hrs Cross-country/UV
 Sept 5 1941 Pilots(4)not recorded/5 PBY-5Bu#2389 3.5hrs Cross-country/UV
 Sept. 16 1941 Pilots(3)not recorded/6 PBY-5Bu#2389 2.2hrs Navigation/LV
 Sept. 17 1941 Pilots (3)not recorded/6 PBY-5Bu#2389 2.0hrs Training-Instr/CE
 Sept 25 1941 Pilots (3)not recorded/4 PBY-5Bu#2389 2.6hrs Training-Instr/CV
 Sept. 26 1941 Pilots(2)not recorded/2 PBY-5Bu#2389 2.4hrs Night -Training/CY
 Sept. 29 1941 Pilots(3)not recorded/3 PBY-5Bu#2389 2.6hrs Instrument Training/CV
 Sept Flt Time 41.2 hrs. TFTTD-115.3 hrs

OCTOBER 1941

Oct. 1 1941 Pilots(3)not recorded/5 PBY-5Bu#2389 1.7hrs Emergency(Ambulance)K
 Oct. 3 1941 Pilots(3)not recorded/4 PBY-5Bu#2389 1.4hrs Training-Instruments/C
 Oct. 9 1941 Ltjg Green&2 /6 PBY-5Bu#2429 1.3hrs Training-Instruments/C
 Oct. 11 1941 Ltjg Green&2/6 PBY-5Bu#2421 1.1hrs Training-Instruments/C
 Oct. 13 1941 Pilots(4)not recorded/4 PBY-5Bu#2389 3.0hrs Training-Instruments/C
 Oct. 16 1941 Pilots(2)not recorded/4 PBY-5Bu#2389 3.0hrs Training-Nav-Instr/CLV
 Oct 16 1941 HAPPY-22nd BIRTHDAY
 Oct. 17 1941 Pilots(2)not recorded/8 PBY-5Bu#2389 1.9hrs Training/C
 Oct. 20 1941 Pilots(4)not recorded/3 PBY-5Bu#2407 8.0hrs Training-Nav-Instr/LV
 Oct. 21 1941 Pilots(3)not recorded/5 PBY-5Bu#2389 3.0hrs Training/C
 Oct. 22 1941 Pilots(3)not recorded/5 PBY-5Bu#2389 2.8hrs Training-Instr/CV
 Oct 24 1941 Pilots(3)not recorded/4 PBY-5Bu#2407 3.3hrs Training-Emerg/CK
 Oct. 24 1941 Pilots(3)not recorded/4 PBY-5Bu#2407 1.2hrs Training-Emerg/CK
 Oct .25 1941 Pilots(3)not recorded/4 PBY-5Bu#2407 8.6hrs Ferry-Ext Flt Trng/NU
 Oct. 29 1941 Pilots(3)not recorded/5 PBY-5Bu#2364 8.2hrs Ferry-Ext-Flt-Trng/NU
 Oct. 30 1941 Pilots(3)not recorded/3 PBY-5Bu#2364 3.4hrs Training-Instr/C
 Oct. 31 1941 Pilots(3)not recorded/2 PBY-5Bu#2364 2.0hrs Training-Emerg/CK
 Oct. 31 1941 Pilots(3)not recorded/2 PBY-5Bu#2364 3.0hrs Emerg-Night-Tactics/KY
 Oct Ft Time 57.4 hrs TFTTD-172.7 hrs

NOVEMBER 1941

Nov 1, 1941 Designated a PBY-5 Plane Captain (AMM3/C) Our Crew was Charley McKinley AP1/C, "Ma" Chandler, ARM2/C; Harry Edmundson AMM-Striker; and my self
 Nov 3 1941 Pilot(3)not recorded/6 PBY-5Bu#2364 3.0hrs Training-Emrg/CK
 Nov 3 1941 Pilots(3)not recorded/6 PBY-5Bu#2364 3.3hrs Training-Emrg/CK
 Nov 4 1941 Pilots(3)not recorded/6 PBY-5Bu#2364 2.0hrs Training-Emrg/CK
 Nov 4 1941 Pilots(3)not recorded/6 PBY-5Bu#2364 2.1hrs Training-Instruments/CV
 Nov 15 1941 Ens Raithe(2)/4 PBY-2Bu#0502 9.0hrs Trng-Inst-CC NAS San Diego to Corpus Christi, TX UV

Flew over Raithe's home town and buzzed them a couple of times. We spent a couple of days at NAS Corpus Christi, it was still being built, lots of concrete and mud.

Nov 17 1941 Pilots(2)NR/15 R5O-2Bu#7303 4.0hrs Corpus-El Paso/UV

One of the pilots said when he was younger he used to fly (smuggle) Chinese in over the Mexican Border in an old Bi-Plane sneaking up the valleys at night so the authorities couldn't find them.

Nov 18 1941 Pilots(2)NR/15 R50-2Bu#7303 2.2hrs El Paso-Rodeo/UV. We were flying

in and out of the clouds/fog so the pilots decided to land at the emergency field at Rodeo. We were to sit here a few hours waiting for the weather to change, but one of our Radioman knew the Radioman in charge of the Radio Range Station there at Rodeo, so they went to a local bar to reminisce and didn't get back in time for us to leave when we were supposed to, finally the weather opened up and we went on to Douglas, AZ.

Nov 18 1941 Pilots(2)NR/15 R50-2Bu#7303 1.3hrs Rodeo-Douglas/UV

We stayed at the local YMCA for 50cents apiece and had dinner at a local restaurant.

Nov 19 1941 Pilots(2)NR/15 R50-2Bu#7303 3.0hrs Douglas-San Diego/UV/back home

again.

Nov 21	1941 Pilots(3)NR/6	PBY-5Bu#2317	3.0hrs	Training-Instru/CV
Nov 21	1941 Pilots(3)NR/6	PBY-5Bu#2317	1.3hrs	Fam-Night/EY
Nov 24	1941 Pilots(3)NR/6	PBY-5Bu#2317	3.4hrs	Train-Emrg-Inst/CKV
Nov 24	1941 Pilots(3)NR/6	PBY-5Bu#2316	1.6hrs	Fam-Practice/E
Nov 25	1941 Pilots(3)NR/6	PBY-5Bu#2317	3.6hrs	Bombing/G
Nov 25	1941 Pilots(3)NR/6	PBY-5Bu#2317	2.0hrs	Bombing/G
Nov 26	1941 Pilots(3)NR/6	PBY-5Bu#2317	3.3hrs	Emrg-Nav-Instr/KLV
Nov 27	1941 Pilots(3)NR/6	PBY-5Bu#2317	3.3hrs	Emrg-Instr/KV
Nov 28	1941 Pilots(3)NR/6	PBY-5Bu#2317	3.3hrs	Training-Bombing/CG
Nov 28	1941 Pilots(3)NR/6	PBY-5Bu#2317	2.3hrs	Training/C
Nov 28	1941 Pilots(3)NR/6	PBY-5Bu#2317	3.1hrs	Train-Emrg-Nav-Night/CKLY

Nov Flt Time 62.7 hrs. TFTTD-235.4 hrs

DECEMBER 1941

Dec 1	1941 Ens James(2)/6	PBY-5Bu#2317	1.4hrs	Bombing/G
Dec 1	1941 Ens Parker(2)/7	PBY-5Bu#2317	2.7hrs	Train-Instruments/C
Dec 2	1941 Ens Parker(2)/7	PBY-5Bu#2317	2.9hrs	Training-Instru/CV
Dec 2	1941 Ens Lucas(2)/6	PBY-5Bu#2317	2.9hrs	Training-Instru/CV
Dec 3	1941 Ens Parker(2)/8	PBY-5Bu#2317	4.0hrs	Training-Instru/CV
Dec 4	1941 Ltjg Masterson(2)/7	PBY-5Bu#2317	3.3hrs	Training/C
Dec 5	1941 Lcdr Jones(2)/	PBY-5Bu#2317	6.3hrs	Nav-instruments/LV
Dec 5	1941 Ens Parker(2)/2	PBY-5Bu#2317	3.0hrs	Trng-Emg-Nav-Night/CKLV
Dec 6	1941 Ens Kauffman (2)/6	PBY-5Bu#2317	3.3hrs	Training/C

Dec 7 Japanese attacked Pearl Harbor- General Quarters-Flight Crews manned their A/C-We flew down to lower San Diego Bay and landed, awaiting further orders! The PBY-5 held 1735 Gallons of Gas in wing tanks, so by flying in Auto Lean we could get a lot of flight hours out of the engines, also by leaning out the mixture manually and watching the color of the exhaust flame we got even more hours of Flt time. This contributed to our ability to adequately cover the assigned scouting areas North and South of San Diego.

Seen lots of Whales and their Calves, they almost looked like submarines in the clear water so we had to be careful that we didn't drop depth charges on them thinking they were "Subs".

Dec 7	1941 Lcdr Jones(2)/4	PBY-5Bu#2317	1.8hrs	Scouting out of SD/J
Dec 8	1941 Lcdr Jones(2)/3	PBY-5Bu#2317	10.7hrs	Scouting out of SD/J
Dec 9	1941 Lcdr Jones(2)/3	PBY-5Bu#2317	13.5hrs	Scouting out of SD/J
Dec 12	1941 Ens James(2)/3	PBY-5Bu#2307	12.5hrs	Scouting out of SD/J
Dec 14	1941 Ens James(2)/4	PBY-5Bu#2307	7.0hrs	Scouting out of SD/J
Dec 16	1941 Ens James(2)/4	PBY-5Bu#2317	7.0hrs	Scouting out of SD/J

Dec 18 1941 Ens James(2)/4 PBY-5Bu#2317 7.3hrs Scouting out of SD/J

Our Second Mech Hubert Humphery was on Ramp Security Patrol about 1930, armed with a 03 Rifle, the NAS OOD came through in his Navy Pick-up, failed to hear Humphery call to "Halt" three times so Humphery Fired one round and hit the brake on a rear wheel, stopping the OOD in his tracks. He was very mad as he got out of the Truck with Humphery having his 03 pointed at him. The Petty Officer of the Watch and the VP-43 SDO arrived on the scene and took charge, Humphery was relieved of his "Duties". Next morning at Squadron Muster the Leading Chief Buzzard complimented Humphery for his actions. Humphery had spent the previous 4 years in the US Army and knew how to use his Rifle.

Dec 20 1941 Ens James(2)/4 PBY-5Bu#2317 13.5hrs Scouting out of SD/J
Dec 22 1941 Ens James(2)/4 PBY-5Bu#2307 9.5hrs Scouting out of SD/J
Dec 25 1941 Ens James(2)/3 PBY-5Bu#2318 7.5hrs Scouting out of SD/J CHRISTMAS
Dec 27 1941 Ens James(2)/4 PBY-5Bu#2323 7.8hrs Scouting out of SD/J
Dec 29 1941 En's James(2)/1 PBY-5Bu#2307 13.7hrs Scouting out of SD/J
Dec Flt Time 147.0 hrs TFTTD-382.4 hrs

JANUARY 1942 "HAPPY NEW YEAR"

Jan 2 1942 Pilots(3)NR/5 PBY-5Bu#2323 9.7hrs Scouting out of SD/J
Jan 4 1942 Pilots(3)NR/5 PBY-5Bu#2315 7.0hrs Scouting out of SD/J
Jan 6 1942 Pilots(4)NR/4 PBY-5Bu#2320 0.3hrs Scouting out of SD/J
Jan 8 1942 Pilots(3)NR/4 PBY-5Bu#2315 10.0hrs Scouting out of SD/J
Jan 12 1942 Pilots(3)NR/5 PBY-5Bu#2317 11.3hrs Scouting out of SD/J
Jan 14 1942 Pilots(3)NR/3 PBY-5Bu#2323 13.2hrs Scouting out of SD/J
Jan 16 1942 Pilots(3)NR/6 PBY-5Bu#2322 9.0hrs Scouting out of SD/J
Jan 20 1942 Pilots(3)NR/3 PBY-5Bu#2307 14.7hrs Scouting out of SD/J
Jan 22 1942 Pilots(3)NR/5 PBY-5Bu#2322 10.5hrs Scouting out of SD/J
Jan 28 1942 Pilots(3)NR/4 PBY-5Bu#2322 10.9hrs Scouting out of SD/J
Jan 30 1942 Pilots(3)NR/4 PBY-5Bu#2317 15.2hrs Scouting out of SD/J
Jan Flt Time 122.2hrs TFTTD-504.6 hrs

FEBRUARY 1942

Feb 1 1942 Pilots(3)NR/3 PBY-5Bu#2323 11.0hrs Scouting out of SD/J
Feb 3 1942 Pilots(3)NR/4 PBY-5Bu#2317 12.5hrs Scouting out of SD/J
Feb 5 1942 Ens Bagge(3)/3 PBY-5Bu#2318 7.8hrs Trng-Inst./C
Feb 9 1942 Ens James(2)/3 PBY-5Bu#2317 10.7hrs Scouting out of SD/J
Feb 11 1942 Ens James(2)/5 PBY-5Bu#2322 9.8hrs Scouting out of SD/J
Feb 13 1942 Ltjg Smith(2)/4 PBY-5Bu#2323 0.7hrs Scouting out of SD/J
Feb 13 1942 Ltjg Smith(2)/4 PBY-5Bu#2323 10.0hrs Scouting out of SD/J
Feb 15 1942 Ens Gish(2)/5 PBY-5Bu#2320 1.6hrs Trng-Inst./C
Feb 15 1942 Ens Gish(2)/4 PBY-5Bu#2320 2.0hrs Trng-Inst./C
Feb 19 1942 Ens Hagen(3)/3 PBY-5Bu#2320 9.5hrs Scouting out of SD/J
Feb 21 1942 Ens Johnston(3)/4 PBY-5Bu#2318 3.0hrs Trng-Inst./C
Feb 23 1942 Ens Hagen(3)/3 PBY-5Bu#2320 9.2hrs Scouting out of SD/J
Feb 25 1942 Ens Bagge(2)/3 PBY-5Bu/#2322 13.0hrs Scouting out of SD/J
Feb Flt Time 100.8 hrs TFTD-605.4 hrs

MARCH 1942

Mar 16 1942 Ens Hagen (1)/8 PBY-5Bu#2289 1.7hrs Trng-Inst./C
Mar 16 1942 Ens Hagen (1)/7 PBY-5Bu#2289 2.3hrs Trng-Inst./C

Assigned Squadron Barracks MAA Duties, supervising 2 to 3 Compartment Cleaners and 1 Captain of the Head, making sure that the Crew living aboard always had a neat and clean home. This included sweeping

and swabbing the decks day and a clean sweep down gain in the evening by the Duty Section; waxing and buffing the decks once a week, holding Reveille at 0600 each day except for Sundays and Holidays; seeing that lights were out at 2200, that Fire Watches were posted in the sleeping area during the night till reveille in the morning. That no one smoked in their bunk. Clearing the Barracks of all personnel during General Quarters Drills.

Boatswain Mate 1st class Bob Hansroth, USN, who I had peddled the Colliers Magazine for in Anacortes in the early 1930's before he had shipped in the Navy was my supervising Petty Officer, small world. During my off duty time I would get out my fishing gear and take the Bus down to the "Old Coronado Gate" Bridge and fish in the "Spanish Bite" bay, catching Flounder and Sole. Then back to the MAA bunk room where I had a electric grill, clean and make fish sandwiches for every one. I'd go over to the Galley and swap some fish fillets to the Galley Watch Captain for bread, butter etc. Very tasty afternoon snack.

VP-43 crew would always gather at the "Hole In The Wall Bar" on "C" Street in San Diego for our Refreshments and entertainment with the Bar Girls! Many a interesting evening was enjoyed there as we Swapped Sea Stories of the days events while flying etc.

MARCH Flt Time 4.0 hrs TFTTD-619.4 hrs.

APRIL 1942

Apr 7th relieved of MAA Duties and returned to Plane Captain Flight Crew Status.

Apr 8	1942 Ens George(2)/7	PBY-5Bu#2289	3.9hrs	Trng-Inst./C
Apr 12	1942 Ens George(2)/7	PBY-5Bu#2318	3.7hrs	Trng-Inst./C
Apr Flt Time 7.5 hrs TFTTD-634.9 hrs				

May 1942

May 22	1942 Ens Seagull(2)/4	PBY-5Bu#04438	2.0hrs	Trng-Inst./C
May 23	1942 Ens Seagull(2)/7	PBY-5Bu#04420	3.8hrs	Trng-Inst./C
May Flt Time 5.8 hrs TFTTD-635.7 hrs				
Passed examination for AMM2/c and Promoted to AMM2C May.1941				

JUNE 1942

VP-43Det. lost a Plane and Crew flying out of NAS Alameda, CA, as they returned from Patrol off San Francisco, crashing in the vicinity of what is now Daly City, while letting down in the fog looking for San Francisco Bay and Alameda. Ens. George with my Crew were assigned to replace them

June 1	1942 Ens George(2)/3	PBY-5Bu#04449	1.0hrs	Test Hop #7/R
June 2	1942 Ens George(2)/3	PBY-5Bu#04449	2.5hrs	T/O for Alameda, Returned to San Diego with Radio Trouble
June 3	1942 Ens George(2)/3	PBY-5Bu#04449	5.0hrs	SD to NAS Alameda/F
Transferred to VP-43 Det at NAS Alameda, Ca.				
June 5	1942 Ens. George (2)/3	PBY-5Bu#04449	9.0hrs	Scouting West of SF/J

Upon returning from this flight we were informed of the attack on Dutch Harbor, get packed up as and we would be heading North immediately.

June 8,	1942 Ltjg. Masterson (2)/7	PBY-5Bu#04449	5.5hrs	NAS Alameda/Tongue Pt OR.
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VP-43 was on its way to the Aleutian Island Frontier to assist VP-41 and VP-42 PBY-5 Squadrons already operating there during the "Dutch Harbor" attack by the Japanese 2 June.1942

June 9,	1942 Ltjg. Masterson (2)/7	PBY-5Bu#04449	7.6hrs	TP to NAS Sitka, AK/F
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June 9, 1942 Ltjg. Masterson (2)/7 PBY-5Bu#04449 5.0hrs Sitka -NAS Kodiak/F

Went over into Sitka that evening and toured the small town, visited the beautiful old Russian Orthodox Church.

Some our planes were loaded with Torpedoes to take with us on to Kodiak and had a hard time getting off the glassy water, finally the Crash boat made some wake for them and they practically flew on the water getting airborne.

June 10, 1942 Ltjg. Masterson (2)/7 PBY-5 Bu#04449 4.5hrs Kodiak to Sand Point, Unaga Isl. Territory of Alaska. We operated from one of the seaplane Tenders in the Area. Due to a shortage of Cannery workers some of the Off-Duty men went ashore and worked in the salmon canneries when not flying or in a standby status.

June 10, 1942 Ens. George (2)/3 PBY-5 Bu#04449 10.5hrs Search all nite-Rtn SP

June 15, 1942 Ens. Clark (2)/3 PBY-5 Bu#04444 9.7hrs Scouted Kiska-bad WX

Didn't bomb, returned with 4 500lb Bombs. Landed at Chernofski Bay, at the S end of Unalaska Isl. We lived on one of the Sea Plane Tenders (AVP's USS Avocet, Gills, Hubert or Casco), which became our home. The Plane crews were ferried to their respective planes via the Tenders whale boat and Ships companies boat crew. When we would have a day/night off we would go ashore and stay in the Civilian Contractors Cabins, eating in their galley, drinking fresh milk and eating steak, and eggs for breakfast, played cards, went hiking, swapped our 30cal Machine Gun ammunition to the Soldiers for the use of a rifle and go target practicing down on the beach...The Civilian Contractors were off-loading supplies from civilian freighters and barging them over to the new Army Air Facility they were building on Umnak Island just across the channel from Chernofski Bay. They built a false Cannery to store the material in that they were using to build the secret airfield that the Japanese couldn't find when they attacked Dutch Harbor.

They Bull-dozed a runway, covered it with Marston Matting and operated P-38s P-40s B-17s and-B-24s from there The Navy provided PBY Navigators to the Army Air Corp to get them to Kiska and back until they got familiar with navigating the "Chain".

June 18, 1942 Ens. Clark (2)/3 PBY-5 Bu#04441 6.4hrs Headed for Kiska-returned due to bad WX with 4-500lb bombs and landed at Chernofski Bay
June 18, 1942, Ens. Clark (2)/3 PBY-5 Bu#04441 2.1hrs Chernofski Bay to Dutch Harbor
June 18, 1942, Ens. Clark (2)/3 PBY-5 Bu#04440 1.0hrs Dutch Harbor to Chernofski Bay

When operating off the AVP USS Hulbert (our floating home) I would volunteer as "Bow Hook" in the Boat crew in ferrying Flight/Maintenance crews to and from the A/C or the Beach giving me something to do during my off duty hours. I Became a qualified "Bow Hook" on the ships Whale Boat.

June 23, 1942, Ens. Clark (2)/3 PBY-5 Bu#04440 6.4hrs Search-incomplete due to bad WX Returned to Chernofski Bay

During this period the Squadron rescued crewmembers from the USS S-27 Submarine that had run on a Reef at Amchitka Island while charging batteries at night due to the wind and tidal current while operating along the South side of the Chain, PBY-5's landing in moderate swells, the Sub crew had to abandon ship due to salt water getting into the batter compartment and the mixture of salt water and battery acid generates chlorine gas that will kill you. The crew salvaged what they could and hiked over to the abandoned Native village and lived there for 5 days until they were spotted by a patrolling PBY who reported the situation and then more PBY's were dispatched to pick up the crew and return them to the Submarine Base at Dutch Harbor. They came back via Chernofski Bay so the A/C could refuel, then continued on to Dutch. I write to George one of the crew of the S-27 via E-mail.

June 26, 1942, Ens. Clark (2)/3 PBY-5 Bu#04441 0.7hrs Transported 9 S27 Sub Crew
 from Chernofski to Dutch
 June 26, 1942 Ens. Clark (2)/3 PBY-5 Bu#04441 0.8hrs Dutch Harbor to Chernofski

PATRON FORTY THREE
 FLIGHT CREWASSIGNMENTS

June 29, 1942

	PPC	2 nd Pilot	3 rd Pilot	P.C.	2 nd Mec	1 st Radio	2 nd Radio
1.	Johnston	Peterson	Kasperson	Elliot	Evans	Dalkenburg	Black
2.	George	Dobler	Bolman	McNair	Whitford	Havins	Hasting
3.	Hanson	Carlow	McKinley	Batuello	Davidson	Carty	Defenbaugh
4.	Hagen	Nelson	Million	Whitson	Palko	Palko	Gabral
5.	Dahl	Havu	Bucklew	Pursell	Elsiver	Johnson	Falk
6.	Clark	Arnold	Dunn	Maris	Huppert	Chandler	Zroykowek

P-14

1.	Bagge	Glaspey	Fitzpatrick	Gordon	Lundmark	Ebertz	French
2.	Masterson	Stephens	Stitzell	Tant	Young	Stillmaker	Kerney
3.	Gish	Martin	Estes	Sommerville	Eggergluse	McGrosser	Puesehall
4.	Davies	William	Pearson	Edmundson	Earnest	Olmschied	Thompson
5.	Green	Nuenzer	Segall	Smith	Heath	Mercer	Hulse
6.	Jacobson	Throckmorton	Buergey	Mandella	Starrett	Martin	Gillagan
7.	Sorenson	Withee	Coe	Hill	Levette	Hollingworth	Campbell
8.	Smith	Orwig	Grizzell	Strattos	Kimberl	Pollard	Gingrich
9.	Raithel	Shanahan	Fritz	Albrecht	Wilson	Gilmore	McFetridge
10.		SPARE PILOTS			2 Nd pilots		
11.		Amme			Dobberestien		
12.		Beleu			Wheaton		
13.		Raithel			Shanahan		

June 30, 1942 Ens. Clark (2)/3 PBY-5 Bu#04508 13.2hrs Search from Chernofski Bay,
 Upon returning we had to landed at sea near Otter Pt. due to heavy fog; popped some rivets, plugged holes
 with sharpened pencils that we carried just for that purpose; we always had something for the Metalsmiths
 to do when we returned; we taxied in to Chernofski Bay using the Direction Finder homing in on the
 Tenders CW Radio Signals. (MOS)

June Flt Time 100.0hrs TFTTD-707.7 hrs

Every now and then when on Patrol the PPC would forget to turn on the new IFF and a pair of P-38's
 would appear out of the fog or clouds, pull along side and signal to turn on the "IFF", wave and disappear
 back into the clouds or fog-which ever we were hiding in as we cruised along searching with the Radar.

JULY 1942

July 3, 1942, Ens. Clark (2)/3 PBY-5 Bu#04499 6.8hrs Search Rtn Chernofski/Casco
 July 5, 1942, Ens. Clark (2)/3 PBY-5 Bu#04442 8.5h Search Rtn Chernofski.

Made a down wind landing, went right by the Casco on the step, Decker hit full throttle to go around, I seen
 we couldn't make it as we would most likely crash into the hill side at the end of the Bay., so I cut the
 engines fuel supply off and we ended up high and dry on the beach. Burnt off a bunch of rivets, scared Hell

out of everyone, but we were alive and no one was injured. Next day the Pilots and Metalsmiths went ashore when the tide was out and replaced missing rivets with machine screws. They dug holes/ditches along each side of the A/C so they could installed beaching gear, then a motor launch from Casco pulled the PBY-5 back into the water at high tide. Never a word was said about the engines quieting.

July 7, 1942 Ltjg. Johnson (2)/3	PBY-5 Bu#04442	0.9hrs	Chernofski to Dutch Harbor.
So the local FASRON could repair the bottom of the A/C we put on the beach the 5th			
July 7, 1942 Ltjg. Johnson (2)/3	PBY-5 Bu#04440	0.6hrs	Dutch to Chernofski Bay
July 9, 1942 Lt. Raithel (2)/8	PBY-5 Bu#04427	7.9hrs	Search all night search-rtn
Chernofski			
July 10, 1942 Lt. Raithel (2)/3	PBY-5 Bu#04427	9.0hrs	Search all night sea4rch-rtn
Chernofski			
July 15, 1942 Lt. Raithel (2)/3	PBY-5 Bu#04499	6.3hrs	Search all night search- rtn
Nazan Bay, Atka Isl.			
July 19, 1942 Lt. Raithel (2)/4	PBY-5 Bu#04444	12.0hrs	Anti-sub Nazan Bay, Atka Isl.
July 20, 1942 Lcdr Jones (CO) (2)/4	PBY-5 Bu#04425	2.2hrs	Nazan to Chernofski Bay
July 21, 1942 Lt. Raithel (2)/3	PBY-5 Bu#04444	9.4hrs	Search returned to Nazan
Bay, Atka			

July 23, 1942 Lcdr Jones (CO) (2)/4	PBY-5 Bu#04444	3.0hrs	Nazan to Chernofski Bay
July 24, 1942 Lt. Raithel (2)/3	PBY-5 Bu#04440	2.6hrs	Chernofski to Nazan Bay
Atka			
July 27, 1942 Lcdr Ray (XO)(2)/3	PBY-5 Bu#04441	11.0hrs	Chernofski to Kiska, night
bombed Kiska and returned to Dutch. We almost run into the Fuel Farm Point (Hundreds of 50 gal drums of gas and oil) on the take off run at Chernofski Bay, CAP Dunn seen the shadows in the dark just in time to pull back hard on the "Yoke", getting us airborne as we sprayed water all over everything-otherwise there would have been a big BBQ.			

July Flt Time 79.0.hrs TFTTD-786.7 hrs

Promoted to AMM1C

August 1942

Aug. 1, 1942 Lt Raithel(2)/3	PBY-5 Bu#04437	5.3hrs	Nazan Search-returned
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Dutch; I always had the crew carry their personnel gear with them as we never were sure where we would land at the end of the flight, just might enjoy some liberty. Ha

Aug. 5, 1942 Ens Decker(2)/3	PBY-5 Bu#04425	8.8hrs	Dutch Search rtn Nazan
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Aug. 8, 1942 Ens Decker(2)/3 PBY-5 Bu#04444 8.3hrs Nazan to Kiska, bombed ships in Kiska harbor, Could see Red tracer bullets coming at us as we dove in releasing our bombs and pulling out, we were attacked by single float fighter on climb out, I got some hits, seen tracers hit the fighter in the engine and cockpit area, the pilot just sat there and looked at us, then flipped over on his Portside and disappeared diving back into the clouds as we turned to Starboard and back into some more clouds at about 2000ft heading for HOME back to Chernofski Bay

Aug. 10, 1942 Ens Decker (2)/4	PBY-5 Bu#04441	10.0hrs	Search From Chernofski
returned to Dutch			

Aug. 15, 1942 Ens Decker (2)/4	PBY-5 Bu#04437	5.5hrs	Search from Dutch; returned
to Dutch. Often when we got back in to Dutch Ens. Decker would invite us up the O'Club for a round of Cheer as we sat outside on the steps as we Enlisted men were not allowed in the O'Club. This is where I learned to like Scotch!			

Aug. 19, 1942 Ens Hanson (4)/13	PBY-5 Bu#04437	4.2hrs	Dutch to Kodiak flew along
the North the side of Kodiak Island and enjoyed a beautiful trip, could see the mountains and volcanoes on			

the mainland. Due to main generator failure we had to run the Aux Generator (APU) below me in the Tower, found out latter that night that I had Carbon Monoxide poisoning from a exhaust leak, I went to the movie and got sick, went back to the barracks and to bed with a bad headache, was ok next day. An old friend AMM1/C Mikoli, meet us at the Kodiak hangar and said that they heard we were all dead.

Did he ever get a happy surprise, we worked together in the VP-43 Beach Crew at San Diego.

Aug. 21, 1942 Ens Decker (4)/10 PBY-5.Bu#04469 5.5hrs Kodiak to Dutch Had

Edgar Bergen, Charlie McCarthy, Mortimer Snerd & Ophiela, Capt Colilough, Ltjg Grohoski Bercent aboard as passengers. A "Willie Waw" caught us on the take off run in Old Womens Bay, we Water looped and buried our left float and wing tip; we could see no damage on inspection, made a normal takeoff and continued on to Dutch Harbor.

Edgar Bergen got to sit in the "Right" seat and Decker let him do a little flying. Bergen meets up with the rest of a USO Troupe and did a number of Shows at Dutch then went on down the "Chain" entertaining the rest of the "Troops".

Aug. 24, 1942 Ens Decker(2)/3	PBY-5 Bu#04427	8.6hrs	Search Dutch Ret Dutch
Aug. 27, 1942 Ens Decker(2)/1	PBY-5 Bu#04508	1.5hrs	Ferry Dutch to Chernofski
Aug. 30, 1942 Ens Decker(2)/9	PBY-5 Bu#04508	1.7hrs	Ferry Chernofski to Dutch
Aug. 30, 1942 Ens Decker(2)/6	PBY-5 Bu#04466	4.2hrs	Dutch Search, had along

Crew 7 members CAP Fitzpatrick and RM French- we were supposed to return to Nazan Bay but were directed to land at Korvian Bay, Atka because our tender the USS Casco had been torpedoed in Nazan Bay by a Japanese Submarine. Next day Lt. Amme and his crew sighted the Japanese Submarine and dropped Depth Charges on it and sank it, two of the Japanese Crew members managed to escape and were captured and flown to Dutch Harbor for interrogation and security.

Due to the bad WX we landed in heavy seas and high wind in Korvan Bay, couldn't anchor due to the sea state so we would taxi out away from the beach and rocks against the heavy waves on our starboard bow and the wind on our port bow. We taxied the rest of day and night with sea anchors rigged, the next morning Aug. 31, at daylight Mr Decker decided it was safest for survival to beached plane. The heavy seas had damaged our port wing tip float and we were shipping water from nosing into the heavy seas. Trying to drive the A/C nose first up on the beach didn't work, the heavy seas broached A/C port side too, we got a line ashore off the port wing and tied the A/C off to beached logs to help hold A/C to beach, the beach was very steep and this caused the A/C to heave and pitch every time a wave hit it. We salvaged all life saving gear possible, set up camp on a flat spot behind the crest of the beach along side a creek. We improvised a tent out of one of the parachutes, gathered firewood and prepared to spend the night. Ens Arnold.

Radioman French and 2nd Mech. Huppert started hiking for Nazan Bay for help, they had to hike around a large lagoon to reach the old Atka Native Village over on Nazan Bay where the Casco was torpedoed. Latter that afternoon we heard a Ships Horn sounding and spotted the HUSS Hulbert coming into the Bay.

The USS Hulbert lookouts spotted us and rescued the remaining crew that afternoon via using a life raft, pulling us off the beach out through the heavy surf and transferring us into the ships whale boat, then back to the Hulbert, returning again for another load until we were all aboard the Hulbert. We salvaged all the electronics gear from A/C as possible. Breaking seas had pounded a big hole in the Starboard side behind the radio gear in the Radio-Nav compartment. We could see Ens Arnold and crew hiking along the ridge on the right side of the bay, so the Ship sounded its whistle many times trying to signal them to come down to the beach, but they never heard the whistle or seen the ship.

After we were returned to the Hulbert we were treated royally, given dry clothes, a quick check by the Ships Pharmacist-mate, hot food, 2 fingers of "Sneaky Pete" in water and a warm bunk. The Hulbert then departed Korvan Bay, attempting to destroy the beached PBY with gunfire and didn't succeed, proceeding back to Nazan Bay around the East side of Atka Island to where the Casco had been beached to keep her

from sinking. Immediately A/C were airborne on a search mission for the missing Ens Arnold, French and Huppert and they were finally found four days latter, wet, cold, tired and hungry; after in initial check they were flown back to Dutch Harbor to the Hospital for further evaluation and eventually returned to VP-43 for duty no worse for the experience.

The USS Casco suffered a torpedo hit in the main engine room, blowing a large hole in the ships side. A VP-43 Sailor Sam Cobean, AO-3 went over the side into the water and held a float-light life ring under water until it had burnt out preventing the Aviation Gasoline and Diesel fuel spreading on the water from catching fire. AO-3 Cobean was latter recommended for, and awarded the "Silver Star" Medal for his heroic actions. After a few weeks of repairs by ships company and Sea Bees the Casco was ready to be floated again, PT boats were brought in and tied along the side of the Casco, using the prop wash from the PT boats, Divers with fire hoses were finally able to washed enough sand out from under the Casco that they were able to refloat her on a high tide, pull her back into deep water and send her back to the States for repairs.

August Flt Time 64.6 hrs TFFTD-851.3 hrs

SEPTEMBER 1942

Sept. 2, 1942	Ens Decker(2)/5	PBY-5 Bu#04437	2.7hrs	Nazan to Nazan Searched for Arnold, Huppert and French, didn't find them.
Sept. 3, 1942	Ltjg Johnson(2)/8	PBY-5 Bu#04437	4.0hrs	Ferry to Dutch
Sept. 7, 1942	Ens Decker(2)/3	PBY-5 Bu#04441	11.7hrs	Search from Dutch-returned to Nazan Bay Atka
Sept. 8, 1942	Ens Decker(2)/3	PBY-5 Bu#04441	6.0hrs	Anti-sub Nazan area returned to Dutch Harbor
Sept. 12, 1942	Ens Decker(2)/3	PBY-5 Bu#04444	9.5hrs	Search/anti-sub Nazan area
Sept. 13, 1942	Ens Decker(2)/3	PBY-5 Bu#04444	6.3hrs	Anti-sub Nazan returned to Dutch Harbor
Sept. 17, 1942	Ltjg Johnson(2)/10	PBY-5 Bu#04437	5.5hrs	Dutch to Kodiak Heading Stateside
Sept. 20, 1942	Ltjg Johnson(2)/10	PBY-5 Bu\$04437	4.9hrs	Kodiak to Sitka Liberty in had Sitka, Heading Stateside
Sept. 21, 1942	Ltjg Johnson(2)/10	PBY-5 Bu#04437	5.9hrs	Sitka to Seattle, Home again-

Granted 14 days leave. Informed by the CO that we were designated "Combat Air Crew" with "3 Gold Stars", indicating combat with the Enemy on Land, Sea and Air. We all went to the Navy Exchange at NAS Sand Point and bought our new "CAC Wings". Spent 14 days leave with Mom and Dad in Anacortes, I had picked up my Sea Bag coming through Kodiak so spent a few days washing and getting all my clothes cleaned again after being in storage for months in Kodiak.. Was inducted into VFW Post 2982, Anacortes, WA. Sponsored by Comrade Ralph Wagnor and Dewey McFadden.

Sept Flt Time 56.5 hrs TFFTD-909.8 hrs

Reported from leave to NAS Tongue Pt. Or, We were bussed to NAS Seattle via Vancouver, WA, so we conned the Driver into stopping at the local Liquor store for refreshments - made the trip more interesting. The next day we were ferried via R4D to NAS Alameda to pick up new PBY-5s

OCTOBER 1942

Oct. 11, 1942	Ltjg Johnson (2)/17	PBY-5 Bu#04483	6.0hrs	Alameda to Seattle (Headed back North)
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Laid over at Seattle due to bad weather and had good Liberty for 3 days. So foggy you couldn't see across the ramp to the other hangers.

Oct. 15, 1942	Ltjg Johnson (2)/17	PBY-5 Bu#04483	5.5hrs	Seattle to Sitka Bad WX all the way, couple our Planes turned around and returned Seattle) Mike Mandella and I went ashore and
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explored the great City of Sitka and had a good time.

Oct 16, 1942 HAPPY 22nd BIRTHDAY to ME

Oct. 17, 1942 Ltjg Johnson (2)/17	PBY-5 Bu304483	4.5hrs	Sitka to Kodiak laid over at Kodiak
Oct. 21, 1942 Ltjg Johnson (2)/17	PBY-5 Bu#04483	4.7hrs	Kodiak to Dutch Harbor
Home again Operating off the Beach vice a Tender and living in the Barracks.			
Oct. 22, 1942 Ltjg Decker (2)/6	PBY-5 Bu#04440	5.5hrs	Search Sec-11, returned to Dutch Harbor
Ltjg Bill Decker's first hop as a JG			
Oct. 24, 1942 Ltjg Decker (2)/6	PBY-5 Bu#04483	7.1hrs	Search Sec-11, returned to Dutch Harbor
Oct. 27, 1942 Ltjg Decker (2)/6	PBY-5 Bu#04437	5.3hrs	Search Sec-11, returned to Dutch Harbor
Oct. 30, 1942 Ltjg Decker (2)/6	PBY-5 Bu#04430	5.0hrs	Search Sec-11, returned to Dutch Harbor
Oct Flt Time 43.6 hrs. TFTTD-953.4 hrs			

NOVEMBER 1942

Nov. 3, 1942 Ltjg Decker (2)/7	PBY-5 Bu#04437	6.6hrs	Search Sec 12, returned to Dutch Harbor
Nov. 5, 1942 Ltjg Decker (2)/8	PBY-5 Bu#04449	5.7hrs	Searched Sec 11, returned to Dutch Harbor
Nov. 8, 1942 Ltjg Orwig (2)/9	PBY-5 Bu#04440	6.3hrs	Searched Sec 12, returned to Dutch Harbor
Nov. 15, 1942, Ltjg Decker (2)/7	PBY-5 Bu#04437	5.3hrs	Search, returned to Dutch Harbor
Nov. 16, 1942 Ltjg Decker (2)/4	PBY-5 Bu#04483	2.3hrs	Dutch to Adak-returned to Dutch due to WX

Had a bad Willie-Waw during this time and lost all of our squadron A/C due to the storm damage while the planes were sitting on the ramp in tie-downs, with dump truck parked around the planes to break the force of the wind, Sea Bees built wooden cradles to slide under the hulls to keep the beaching gear from collapsing and damaging the hulls. A Willie Waw stood #25 up on her nose and she fell over upside down breaking her back at the blisters. We were then reassigned PBY-5A's from a Squadron departing for the States Squadron to replace our damaged planes.

Nov Flt Time 26.1 hrs TFTTD-979.5 hrs

DECEMBER 1942

Dec. 5, 1942 Ltjg Decker (2)/4 PBY-5 Bu#04470 6.2hrs Search-plenty rough-returned to Dutch Harbor, first flight in our new PBY-5A's, neat landing on the new runway carved out of the side of the mountain and pushed in to the bay, still working on it to make it wider and longer. The north over-run goes down the Seaplane ramp right into the water. No over-run on the south end—just rocks and water. The PBY-5A had self-sealing(bullet proof) fuel tanks so we only held 1250 gallons of fuel and that restricted our flight hours per flt.

Dec 15, 1942 Ltjg Decker(2)/4	PBY-5A Bu#04401	6.0hrs	Search-returned to Dutch
Dec 22, 1942 Ltjg Decker (2)/4	PBY-5A Bu#7297	5.0hrs	Search Sec 12, (Our Last flight of the year).

Dec. 24, 1942 Had a beer party then went up on to Snob Hill and indulged in a little liquid consumption---all hands came home with a glorious feeling, it was a quite Christmas AM A couple of the guys didn't show up so we went looking for them and found them a sleep in a snow bank along side of the road...And so ends another year.

JANUARY 1943 HAPPY NEW YEAR FROM DUTCH HARBOR, Territory of Alaska

Jan 1, 1943 Ltjg Decker (2)/7 PBY-5A Bu#04401 6.0hrs Search returned to Dutch Harbor. New Navigator. Had dry cheese sandwiches for Flight Rations.
Jan 7, 1943 Ltjg Hanson (2)/10 PBY-5A Bu#05011 3.6hrs Moved to Hotel Adak, Suite 301, with shower house over the hill and radio in a riveted tent and with cots and sleeping bags, Army coal stove for heat. "Seabee" mess hall for 3 meals a day. Oatmeal and Beef stew for Breakfast, Corned-beef and cabbage for lunch, and Beef stew again for dinner. Then just the opposite the next day. Had good home made bread and pies also.

Our crew got flooded out of our tent about 0230 one morning due a "Silver Thaw" Snow water was running down the steps in to the "Reveted" tent and was almost deep enough to run into the crews sleeping bags, Chief Bill Dunn put his feet over the side to go to the "Head" and let out a screen as he went knee deep in snow water, waking the rest of us up. I turned on the light and was the only one dry as I was sleeping on the "Food" locker, Clothes were floating and wet. So I was detailed to stop the flow of water since I was the only one dry.

Water receded finally, so we missed our flight that morning, Leading Chief Stinson got us another tent temporarily for a few hours, and then we were moved in to a Quonset Hut over in the Valley with the rest of the Gang latter that day. Then spent a couple of days drying out our gear.

Jan 15 1943 Ltjg Decker (2)/6 PBY-5A Bu#04418 5.3hrs Search south sector-nice and warm. 1st patrol hop from Adak, returned to Adak We almost always had to wade to our planes as the Runway was made in a drained lake(lagoon) dike off from the creek that feed it and there was always water in the parking area. The runway was a foot or so higher and covered with Marston Matting. to keep it dry . At night when we would enter the Runway/Plane parking area there were Army Sentries Patrolling, they would challenge us with a "Halt Who Goes There", and we were supposed to answer with the proper pass Word ID. Some time we didn't get it right so they would ask us questions so that they knew we weren't the "Enemy"

Jan 18 1943 Ltjg Decker (2)/5 PBY-5A Bu#04401 5.1hrs Search sec 19, 37 miles from Kiska, good WX except for Fog. The Men (3 crews) who lived in our Quonset started scavenging lumber, doors, window, roofing and concrete blocks and built a "lean-to" addition on the end of our "hut" so we could have a place to play cards, installed a stove so we could cook or heat our left over flight rations or what ever we could pilfer from the "Galley, such as bacon and eggs, coffee, potatoes etc. Ma Chandler and I rigged lights in the "hut" from a near by light pole with telephone wire. The CB's had two 5KVA generators running just over the hill from us. We always shared our "Sneaky-Pete"(190 Proof Alcohol) with all who were generous to us such as the "Cooks" and Army Supply people. We would sneak into the Army Supply Area and barrow all kinds of chow, a couple of the guys set up a Bakery in a tent and we would swap our canned fruit and meat for fresh made pies and other goodies. They were caught and the Supply Officer said to let then go and keep up the good work as they were doing better than the cooks in the galley.

Jan 21 1943 Ltjg Decker (2)/5 PBY-5A Bu#04991 3.0hrs Search Sec 20, turned around due to bad WX. Watched a B-17 land with his vertical stabilizer and rudder sheered off caused by a mid-air collision with another B-17 in a flight of B-17s coming in from Umnak in the fog or clouds.

Jan 24 1943 Ltjg Decker (2)/6 PBY-5A Bu#04401 5.5hrs Search Sec K, Iced up, returned to Adak and landed in light snow
Jan 28 1943 Ltjg Decker (2)/5 PBY-5A Bu#08119 8.2hrs Search Sec 20, Not too cold, closing in around Adak when we returned. Mr. Decker had some beer for us

Jan 30 1943 Ltjg Decker (2)/5 PBY-5A Bu#04418 4.6hrs Search Sec K-2, had to clean snow off wings before take-off.

Jan Flt Time 41.3 TFTTD-1062.1

FEBRUARY 1943

Feb 3 1943 Ltjg Decker (2)/6 PBY-5A Bu#04418 7.0hrs Search Sec 18 Went down to Semichi Island on Photo, to much snow. Came back seen 2 Cans and 1 Cruiser (IF)

Feb 10 1943 Ltjg Decker (2)/6 PBY-5A Bu307294 8.5hrs Went to Amchitka, Patrol, 4 P-38's and 1 B-25 with us. Have runway almost leveled. Returned to Adak-

Feb 14 1943 Ltjg Decker 2)/6 PBY-5A Bu# 7270 1.4hrs Practiced landings CNAP Bill Dunn took out a landing light, sent P-40 Fighter Ground crew running for cover.

Feb 18 1943 Ltjg Decker (2)/5 PBY-5A Bu#7281 4.1hrs Search Sec 17

Returned WX, Boy did I do some Praying, almost spun in on wave off due to snow squall that caught us just as we were landing, went around and climbing out in snow storm, we stalled on right side and lost 600ft of altitude, Dunn took over and pulled us out over Andrews Lagoon, I watched altimeter go through ZERO as we bottomed out and climbed back in to the sunshine. We made another approach and landed ok this time.

Decker said to wait at the Plane so we did, Decker returned with a bottle of Scotch and said "Bill Decker Born, Died, Born again same Day" Happy Birthday, Scotch made two rounds and was a dead soldier.

Feb 20 1943 Ltjg Grisko (5)/17 PBY-5A Bu#04412 1.7hrs Adak to Amchitka,

Established first "P-Boat" Base on Amchitka, landed on runway made in the dry lake-bed behind beach -- P40's and 38's were also operating there. We lived in a double tent, slept on cots and ate in the Army/Seabee galley at the head of the line. We ate Flight rations (ham and eggs, hot cakes, milk etc brought in by NATS from Anchorage) and what was left over was feed to the next people in line, that way they didn't get mad at us for having "head of the line privileges" We always made sure that the Flt Crew Cooks had plenty left over. We rigged lights in our tent from a power pole with telephone wire/battery clamps and light bulbs we carried with us. It was easy to "Shinny up a short power pole". We then heated Snow that had blown in to the tent during the night for hot water in our electric hot cup we carried with us for shaving water and washing up. It didn't seem to matter which way we tied the tent entrance flaps, the wind always changed during the night and we always had fresh snow in our tent in the morning. It didn't make any difference which way we tied off the tent flaps the wind always shifted so it could blow some fresh snow into our tent for our morning water source.

Feb 20 1943 Ltjg Decker (2)/6 PBY-5A Bu#02958 2.8hrs First Anti-sub patrol out of Amchitka by us, returned to Amchitka, Soldiers, living in Tents on the west approach moved out, didn't like us dragging our landing gear and wing tip floats right over their tents.

Feb 21 1943 Ltjg Decker (2)/6 PBY-5A Bu#02958 2.0hrs Anti-sub patrol over to Semisopchnoi Island area and return to Amchitka

Feb 22 1943 Ltjg Decker (2)/6 PBY-5A Bu#02958 3.0hrs Anti-sub patrol

Feb 23 1943 Ltjg Decker (2)/6 PBY-5A Bu#02958 0.7hrs Anti-sub patrol came back in due to storm approaching

Feb 24 1943 Ltjg Decker 2)/6 PBY-5A Bu#7294 4.5hrs Anti-sub patrol, 30 Boat (PBY-5A Bu#7294) came in from Adak and took PBY-5A Bu#02958 back to Adak

Feb 25 1943 Ltjg Decker (2)/6 PBY -5A Bu#7294 2.8hrs Anti-sub patrol

returned to Amchitka

Feb 28 1943 Ltjg Decker (2)/6 PBY-5A Bu#7294 2.2hrs Anti-sub-patrol.

Bad Wx seemed to be clearing When ever the WX was bad/foggy and the P40/38's were flying and couldn't find /the Runway, We would go up and led them in with our Radar or if there was adequate visibility they would fire "Star Shells" to burst just above the clouds right over the runway and they would then let down until they could see the water and/or Amchitka and then land Watched a crippled B-24 make an emergency landing after being shot up over Kiska on a bombing run. He had no brakes, so he ran off the end of the 3200 ft runway, crushing the nose around the wounded Bombardier. The bombardier was critically wounded from anti-aircraft ground fire while over Kiska and died, but the other wounded survived and were taken to the Base Hospital. The B-24 Crew Salvage Chief let us salvage some "Spark-Plugs" that we needed for our engines, the B-24 used the same type of Pratt and Whitney 1830 engines the PBY-5A did, just a different dash number.

Feb Flt Time 40.0 hrs TFTTD-1102.1 hrs

MARCH 1943

Mar 1 1943 Ltjg Decker (2)/6 PBY-5A Bu#7294 1.5hrs Anti-Sub Fog so
returned to Amchitka

Mar 4 1943 Lt Pearson (2)/15 PBY-5A Bu#7296 1.5hrs Returned to Adak
for duty

Mar 5 1943 Lt Pearson (2)/6 PBY-5A Bu#7297 4.0hrs Search King 3
came in early due to WX

Mar 7 1943 Ltjg Decker (2)/5 PBY-5A Bu#04419 7.3hrs Search D7/8 down
to Agattu and south of Kiska, clear all day, had strong winds

Mar 10 1943 Ltjg Decker (2)/6 PBY-5A Bu#04977 4.7hrs Army WX Hop

Mar 30 1943 Ltjg Decker (2)/6 PBY-5A Bu#04415 10.0hrs Search Sec 9, My
first hop as PC of a 5A from a land base at Adak

Mar Flt Time 29.0 hrs TFTTD-1131.1hrs

Apr 2 1943 Ltjg Decker (2)/4 PBY-5A Bu#04401 3.9hrs Army WX Hop
No East of Atka 60 No 50 Home rtn Adak

Apr 9 1943 Ltjg Decker (2)/4 PBY-5A Bu#04400 3.3hrs Adak to Dutch-
Run in to Ed Milskowski, (Ed was in the USA), from Anacortes at Dutch Harbor.

Apr 10 1943 Ltjg Decker (2)/4 PBY-5A Bu#04400 5.3hrs Dutch to Kodiak
Flew down North side of Kodiak Island Beautiful trip,

April Flt Time 12.0hrs TFTTD-1143.1hrs

May 1 1943 Ltjg Evans (5)/8 PBY-5 Bu#08863 6.5hrs Kodiak to Dutch
Harbor with VP-45

May 2 1943 Ltjg Evans (5)/8 PBY-5 Bu#08863 4.8hrs Dutch to Adak,
landed on Andrews Lagoon, I stole a 5th of scotch from the cases of booze for Capt Gerhes and gave it to

the Boat Crew at Andrews Lagoon, boy did that raise a stink. Capt Gerhes was pissed off but no one knew anything about it.

May 4 1943 Ltjg Decker (2)/5	PBY-5A Bu#04411	11.8hrs	Search-Attu was clear-seen Komandorskiye Ostrova (Commander Islands) Russia- for the first time perfect WX
May 6 1943 Ltjg Decker (2)/5 South returned to Adak	PBY-5A Bu#02958	7.1hrs	Search Sec 8
May 9 1943 Ltjg Decker (2)/5 in returned to Adak-up at 0430 yesterday and 0145 today	PBY-5A Bu#04420	3.9hrs	Search Fog came
May 12 1943 Ltjg Decker (2)/7 down south side and west good WX returned to Adak	PBY-5A Bu#04413	11.2hrs	Search Sec 8
May 13 1943 Ltjg Decker (2)/11 for Duty This time we lived in a Quonset Hut this time, chow in the Mess Hall, bathed in our helmets then washed our cloths with the remain water and slept in bunks. We were really living. Would watch the B-24's take off with a full load of bombs for Kiska and almost run off the end of the new 10,000ft Marston matting runway, dropping a little down in to a gully as they climbed for altitude and headed west. Seen a PV-2 run off the runway on take off , catch fire and burn, all were saved and air evacuated o Anchorage for treatment. Latter in the spring of 1944 I seen a pilot at NAS Corpus Christi and asked him how he got his face so scared up, and he told me about his crash on Amchitka in May of 43, so I told him I seen it happen as we were preparing to take off in our PBY-5A. We had quite a chat about the Aleutians	PBY-5A Bu#04420	1.8hrs	Adak to Amchitka
May 14 1943 Ltjg Decker (2)/7 2miles off Komandorskiys landed at Ogliuga Island Emergency field in the fog as we couldn't find Amchitka. The Runway ran almost from beach to beach, a small round flat island, had 37 Soldiers stationed there, They feed us in their Chow hall, slept in A/C that night and refueled from 50gal Drums with hand pump next morning after breakfast.	PBY-5A Bu#08071	11.5hrs	Search Sec 4
May 15 1943 Ltjg Decker (2)/7 Amchitka	PBY-5A Bu#08071	0.8hrs	Ogliuga to
May 17 1943 Ltjg Decker (2)/7 looked into Holtz Bay Attu on way back seen nothing	PBY-5A Bu#08106	10.6hrs	Search Sec 5
May 21 1943 Ltjg Decker (2)/6 RADAR was out so came back in -was sick so didn't go back out	PBY-5A Bu#08813	1.3hrs	Search Sec 3
May 22 1943 Ltjg Decker (2)/7 Evening Patrol Landed at Holtz Bay Attu seen some Destroyers firing at Japanese Troops high up in the mountains. Went ashore for awhile and seen remnants of Japanese life-cans of food etc;	PBY-5A Bu#7284	4.3hrs	Search Sec 4
May 23 1943 Ltjg Decker (2)/13 Officers from Attu to Amchitka 2 Marine Colonel Scouts. Remember it is still daylight at this time of night	PBY-5A Bu#7284	2.5hrs	Ferried 5 Army
May 25 1943 Ltjg Brant (5)/17 for Duty	PBY-5A Bu#2481	1.6hrs	Amchitka to Adak
May 30 1943 Ltjg Decker (2)/9 returned to Adak	PBY-5A Bu#08113	10.0hrs	Patrol-last hop

May Flt Time 89.8 TFTTD-1232.9hrs

June 1943 Squadron left A/C at Adak, packed up personnel gear and rode Sea Plane Tender USS Teal to Dutch Harbor, don't remember how long we were at Dutch before we loaded aboard the USS Cherokof and headed for Seattle WA. Reported in to NAS Sand Point, were interviewed by "Shrinks, sent on leave and reported back in to VP-43 at NAS Tongue Pt. OR

July 4 1943 VR-70 Pilots/21 Sacramento CA	DC-3-VR-70 A/C	4.0hrs	Seattle to We were headed for Oakland but couldn't find it in the fog-seen a lot of fruit trees as we made a couple of approaches and decided to go to the Army Air Base at Sacramento CA.
July 4 1943 VR-71 Pilots/21 Oakland CA	DC-3-VR-71 A/C	0.7hrs	Sacramento to
July 4 1943 VR-71 Pilots/21 Burbank CA	DC-3-VR-71 A/C	3.5hrs	Oakland to
July 4 1943 VR-71 Pilots/21 Pedro CA	DC-3-VR-71 A/C	0.5hrs	Burbank to San
July 4 1943 VR-71 Pilots/21 Sand Diego CA	DC-3-VR-71 A/C	1.2hrs	San Pedro to
July 5 1943 Ltjg Wheaton (2)/4	PBY-5 Bu#08488	0.5hrs	Test Hop
July 6 1943 Ltjg Wheaton (2)/4 Alameda	PBY-5 Bu#08488	3.3hrs	San Diego to
July 7 1943 Ltjg Wheaton (2)/4 Astoria OR (Tongue Pt)	PBY-5 Bu#08488	3.1hrs	Alameda to

July Flt Time 16.8hrsTFTTD 1249.7hrs

July 10 1943 Transferred to NAS Corpus Christi TX. Went by train from Portland, OR to NAS Corpus Christi, TX via Los Angeles CA and San Antonio TX Spent night in Los Angeles due to delay caused by freight train wreck south of Bakersfield CA We spent hours waiting buses so along with some Girls we went wading in a near by river and made dates for when we got to LA. Porter made us a real neat cool drink to help solve our thirsty tongues. We were bussed in to LA. Missed scheduled Train, Stayed over night in Los Angeles.

Departed next evening for Corpus Christi, TX. Stopped some where in Texas to pick up one of my Sailors in our Draft who had caught a Troop Train out the night before to his home town in Texas, his Folks asked if we could stay overnight, so we decided to stay over night again, and a kind Station Master made arrangements for us to catch next train to San Antonio next day. Partied all night. Caught train next day and were on our way. Got into San Antonio in time to catch mid-night train to Corpus Christi, arriving at 0600. Took Taxi to NAS Corpus Christi just in time to make our check in time.

I was assigned to NAS Operations VM-Unit. Became Plane Captain on Admiral C. Masons A/C (R4D.R50 and JRB). After being assigned the Mid-watch in the Hanger, I went to the Leading Chief and found out I was the Senior 1st Class in the Unit. Told the LCPO that due to my seniority I was the new Section Leader of Section ONE. He agreed. So I didn't stand any more Mid-watches!

Started flying again to maintain my CAC status and of course the Flight Pay that went with it.

July 28, 1943 Cdrs Jandrect & Truslow /1	R4D4 Bu#33819	1.0hrs	Local bounce NASCC
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July 43 Total Flt Time 17.8 hrs TFTTD-1267.5hrs

August 1943

Aug 8, 1943	Lt. O. B. Smith (1)/1	R4D4 Bu# 33819	0.8hrs	Ferried 23 Ball Players
Aug 8, 1943	Lt O. B. Smith (1)/1	R4D4 Bu# 33819	0.7hrs	Ferried 23 Ball Players
Aug 9, 1943	Lt. O. B. Smith (1)/1	R4D4 Bu# 33819	2.0hrs	Parachute Sch Jump

(16 Students)

Moved to Neuses Hotel in Corpus Christi, shared room with "Ma" Whitson Amm1/c (from VP-43). Saved wear and tear going on liberty and a place to entertain. Enjoyed some very entertaining young ladies for the next few months.

Aug 16, 1943	Lt Armbruster (3)/1	R4D4 Bu#33819	1.5hrs	Bounce (T&G)
Aug 25 1943	Radm C. P. Mason (2)/1 Orleans	JRB-2 Bu#4719	2.0hrs	CC to NAS New
Aug 25 1943	Radm C. Mason (2)/1	JRB-2 Bu#4719	2.8hra	NASNO to NAS CC

Aug 1943 Total Flt Time 9.8hrs TFTTD-1277.3hrs

Sept 1943

Sept 13, 1943	Ltjg Coker (4)/1	JRB-2 Bu#4719	0.3hrs	Test Flight
Sept 13, 1943	Radm C Mason/Ltjg Coker/1	JRB-2 Bu#4719	2.4hrs	NASCC to FW
Sept 13, 1943	Radm C Mason/Ltjg Coker/1	JRB-2 Bu#4719	2.1hrs	FW to NAS CC
Sept 16, 1943	Ltjg Day (2)/1 TX due to a Hurricane Evacuation. Had a great time pulling "Dungaree Liberty" in Vina Cunya, Mexico, Great Bars, Girls and food Capt Sam Houston, USA(MP OinC) Gave us a bad time as we were out of uniform.	JRB-2 Bu#4719	1.9hrs	NASCC to Del Rio,
Sept 18, 1943	Ltjg Day (2)/1	JRB-2 Bu#4719	1.2hrs	Del Rio to NASCC

Sept 1943 Total Flt Time 7.9hrs TFTTD-1285.2hrs

Oct 1943

Oct 5, 1943	Lt. B.F. Jones (1)/6 Kingsville & NAS Beeville, TX and return.	JRB-2 Bu#4719	1.3hrs.	Mail to NAS
Oct 14, 1943	Capt. McDonald (1)/5	JRB-2 Bu#4719	2.0hrs	Monthly Flight time
Oct 14 1943	Capt McDonald (1)/1	JRB-2 Bu#4719	2.0hrs	Monthly Flight time

Oct 1943 Total Flt Time 5.7hrs TFTTD-1290.9hrs

Nov 1943

Nov 4, 1943	Lt Benning (2)/22	R4D4 Bu#33819	2.2hrs	Eagle Mt Pass
Nov 4, 1943	Lt Benning (2)/22 Kansas, Beech Aircraft Plant. RON, Colder than hell on liberty, had a good time, very little sleep	R4D4 Bu#33819	1.8hrs	EMP to Wichita
Nov 5, 1943	Lt Lund(2)/4	SNB-2 Bu#51319	2.4hrs	Wichita to Waco
Nov 5, 1943	Lt Lund(2)/4	SNB-2 Bu#51319	2.0hrs	Waco to NAS CC
Nov 11, 1943	Lt Casselton(1)3	JRB-2 Bu#4719	1.0hrs	Local Test Flight
Nov 15, 1943	Lt BF Jones(1)/3	JRB-2 Bu#4719	0.4hrs	CC to Kingsville
Nov 15, 1943	Lt BF Jones(1)/3 Beeville to NAS CC	JRB-2 Bu#4719	1.0hrs	Kingsville via
Nov 17, 1943	Lt BF Jones(1)/6	JRB-2 Bu#4719	1.7hrs	CC to Kingsville
Nov 17, 1943	Lt BF Jones(1)/7 Beeville to NAS CC	JRB-2 Bu#4719	0,9hrs	Kingsville via
Nov 18, 1943	Ens O'Neil(1)/5	JRB-2 Bu#4719	2.1hrs	Mail Run
Nov 29, 1943	Lt Doyle(1)/4 Antonio Load of freight-Engine parts for O & R at NAS CC.	JRB-2 Bu#4719	1.0hrs	CC to San
Nov 29, 1943	Lt Doyle(1)/4 NAS CC	JRB-2 Bu#4719	0.8hrs	San Antonio to
Nov 30, 1943	Lt Coker/Capt Poppin, (1)/4	JRB-2 Bu#4719	2.0hrs	CC to Dallas
Nov 30, 1943	Lt Coker/Capt Poppin (1)/4	JRB-2 Bu#4719	2.8hrs	Dallas to KC

RON-till 3 Dec, Capt Poppin, attended Medical Seminar. Lt Coker and I had a great time on liberty from the Mulebak Hotel. I brought along a quart thermos of "Sneaky Pete" (to help fight the cold weather.) the Desk Clerk could smell it as it has leaked into the sleeve of my "Pea Coat" With KC being dry, he knew we had something but couldn't figure out where it was. At least he didn't squeal on us.

Nov 1943 Total Flt time 22.1hrs TFFTD-1313.0 hrs

Dec 1943

Dec 3, 1943	Lt Coker/Capt Poppin (1)/4 Norman OK Refueled	JRB-2 Bu#4719	2.7hrs	KCK to NAS
Dec 3, 1943	Lt Coker/Capt Poppin (1)4 OK to NAS Corpus Christi TX	JRB-2 Bu#4719	3.5hrs	NAS Norman
Dec 7, 1943	Col. Mangreene, USMC (1)4	JRB-2 Bu#4719	0.6hrs	Check Hop

Dec 1943 Total Flt Time 6.8hrs TFFTD 1276.8hrs

December 1943, Moved back aboard NAS and jointed my shipmates in the 1st Class PO Bunk Room, almost broke from living in the Hotel. Went on (15 day) Christmas leave to Anacortes, WA via train from CC to San Antonio TX to Los Angles to Seattle and Bus to Anacortes, Had a great time even if I had to be back to Corpus on the 30 of December.

Dec 31, 1943 and so ends another year----of all places Corpus Christi Texas

Dec 1943 Total Flt Time 6.8 hrs TFTTD-1319.8 hrs

Jan 1944

A friend and shipmate of VM-Unit AMM2/C Sanders was being transferred to SEA and had a neat Room in a Boarding house in Corpus Christi, Sandy introduced me to his Land Lady at dinner one night and when Sandy left, I moved into his room. It was neat cause "Mom" was a real good cook and had Boiled Shrimp, Salad and beer for dinner every Friday night Then Sandy's Girl Friend who had the room next to mine returned from her trip to the West Coast to see Sandy off. That set things to cooking and after a couple of dates we became very good friends. After studying for the CPO Exams coming up the 15th of January, I moved back aboard. About the end of the month I was informed that I had made the List for CPO.

As of 1 February 1944.

Jan 5, 1944 Ltjg O'Neil(2)/22 R4D4 Bu#33819 2.3hrs Parachute
Jump for Parachute Riggers School Students. "Parachute Rigger Scotty Culp, a Student, was the First Wave in the USN to make a free fall jump in the chute she had packed."

Jan 8, 1944 Ltjg O'Neil(2)/21 R4D4 Bu#33819 2.5hrs Parachute
Jump for Parachute School Students

Jan 1944 Total Flt Time 4.8hrs TFTTD-1324.3 hrs

February 1, 1944 promoted to ACMM (T) USN A great day in my Naval career —4years and 51 days since becoming a Apprentice Seaman on 11 Dec 1939.

Feb 3, 1944 Ltjg O'Neil(2)/22 R4D4 Bu#33819 5.2hrs Ferry(to
Where ???Probably took the Baseball team some where)

Feb 14, 1944 received a "Valentine Day Card" in the Guard Mail, real "I'm willing how about you" and unsigned. Traced the Guard-mail envelope back to VM-Unit and finally found out it was from AMM2C Marie Erickson. From then on it was a lost cause—our first date was to the "Nickel Movie" on the Base After a few dates and the MAA raising Cain about Marie setting in the CPO Section of the Theater, another Chief and I went to the Command XO and requested XO Mast. Told the XO that we were tired of being discriminated by not letting us have our Enlisted Dates (Below the rating of CPO) set in the CPO Reserved section with us, that we could go ashore and bring some "Sleazy Broad" in as our guest, but couldn't have one of our "WAVES" Ladies as our guest and many of us CPO's were dating our Ladies in Uniform. The XO listened and issued an Order Changing the Seating instructions for the Theater. So the harassment stopped.

Feb 1944 Total Ft Time 5.2hrs TFTTD-1329.5hrs

March 1944

Mar 14, 1944 Ltjg Phipps (1)/5 R4D4 Bu#33819 1.5hrs Test Hop

Mar 15, 1944 Ltjg O'Neil(2)/21 R4D4 Bu#33819 3.0hrs Ferry ???

March 1944 Total Flt Time 4.5hrs TFTTD-1334.0hrs

April 1944

Apr 6, 1944 Ltjg Phipps (2)/21 R4D4 Bu#33819 1.4hrs Parachute
jump.

Apr 7, 1944 Lt Hortin (1)/1 SNJ-4 Bu#27100 1.3hrs Test Hop

Apr 9, 1944 Lt Pallisier (1)/2 SNB-2 Bu#33900 2.0hrs Mail Run

April 1944 Total Flt Time 4.7hrs TFFTD-1338.7 0hrs

April 1944 transferred to VPB Air/Sea Rescue Unit, NAS Corpus, Became the Leading Chief Petty Officer of a 6 Plane PBV-5A Unit

May 1944

May 12, 1944 Ens Renne (2)/5 PBV-5A Bu#08121 1.5hrs Check Hop

May 13, 1944 1stLt Jankovic USMC (20/4 Alamo (San Antonio TX) PBV-5A Bu#04976 1.4hrs CC to

May 13, 1944 1st Lt Jankovic USMC (2)/4 CC PBV-5A Bu#04976 1.3hrs Alamo to

May 1944 Total Flt Time 4.2hrs TFFTD-1342.9 hrs

June 1944

Went to SOP LCDR and told him we need to get this Unit organized into a working unit. That we had no Chain-of-Command, No one knew who was running what. That we needed to have the Officers Assigned various Department/Division Officer responsibilities according to their Date of Rank, such as CO, XO, OPS, MO etc.

Lcdr held AOM (All Officers Meeting) outlining my remarks from the previous day and assigned each and every Officer to a Billet, made out POD and published it for the Unit. I remained the LCPO and ACMM Robert Milligan, USN became the Maintenance CPO. We Had 10 Officers and 45 Enlisted men assigned to fly and maintain the 6 PBV-5A Aircraft.

June 1, 1944, Became engaged to AMM2/C Marietta S. Erickson, USNR(W) Wrote Letter to Marie's Father and requested his permission to marry Marie, received permission with his blessing.

June 5, 1944 1st Lt Lloyd, USMC (2)/4 PBV-5A Bu#04976 2.1hrs

Beaumont, TX

June 5, 1944 1st Lt Lloyd, USMC (2)/4 PBV-5A Bu#04976 2.2hrs

Beaumont TX To CC

June 1944 Total Flt Time 4.3hrs TFFTD-1347.2 hrs

July 1944

Who would have guessed back in September 11, 1918 Susanna and William Erickson would become the proud parents of their first Daughter, Marietta S. Erickson in South Amboy New Jersey and thirteen month later Hilda E. and William Maris would celebrate the birth of their first son William Leon Maris in Mount Vernon Washington, who would after many years growing up on opposite sides of the US would both chose careers in the U. S. Navy. Be assigned to the same VM Unit at NAS Corpus Christi, Texas in 1943, after working together for many months with out any signs of compatibility , suddenly by a quirk of fate in February 1944 a Valentines Day Card stating “I’m willing , how about you”, unsigned, was delivered by Guard Mail, to one ACMM William Maris, USN, at VPB LCPO OFFICE, with a little detective work I found out that one AMM2/c Marietta Erickson was the sender. While Marie and Edie Dubrinski were valentine card shopping in Corpus Christi for their families, Marie showed this card to Edie who replied why don’t you send it to Maris, your always talking about him, so Marie did, causing us to have our first date at a “Nickel” movie at the NAS Theater a few days latter. It was love at first sight, having similar family backgrounds, family names etc, as time went on marriage was discussed about maybe a Fall wedding, due to the War, men were being reassigned over seas after a year or so of shore duty and I was eligible again to go to sea, so on June 1,1944, a Saturday evening while attending a dinner dance at the Chief Petty Officers Club I faked being sick and retired to the Edentons car. My Friend ACMM Tom Edenton sent Marie out to find out if I was all right. When Marie arrived and got into the car with me, I told her I was in Love with her and would she become my wife, Marie started crying and said yes she would be honored to be my wife, I then presented her with her engagement Diamond Ring, and after a few hugs and kisses we returned to our table in the club, where upon the Orchestra Leader who had been informed by Tom, announced our engagement to all, we danced the rest of the evening in heaven.

Marie contacted the Catholic Priest and made all the proper arrangement required by the Church. Ban announcements etc, and on July 2, 1944 AMM2/C Marietta S. Erickson, USN(W) and ACMM William L Maris, USN were joined in marriage by Father John J. Reardon, ChC, USNR, in the Catholic Chapel at 1800. CPR Leo Culp, USN was my Best Man and AMM3/c Helen was Marie’s Brides Maid, ACMM Picket gave Marie away.

ACMM Tom and Mary Edenton held a reception for us at their Quarters on the Base. Tom latter drove us into Corpus Christi Train Station on the pretext we were going to catch the midnight train to Huston, Texas. So we boarded the train and sneaked out the opposite side of the train, caught a Taxi cab and spent our “Honey Moon” at the Neues Hotel in Corpus Christi, TX At the end of our Honeymoon we moved into government quarters aboard the Naval Air Station and lived there until the end of my tour of shore duty.

July 8, 1944 Lt Jankovic, USMC (2)/7 (T&G)	PBY-5A Bu#2394	1.9hrs	Bounce
July 9, 1944 Lt Jankovic, USMC (2)/7 (T&G)	PBY-5A Bu#04976	1.8hrs	Bounce
July 11, 1944 Lt Thorp, USMC (2)/7 (T&G)	PBY-5A Bu# FP198	2.1hrs	Bounce

July Total Flt Time 5.8hrs TFTTD-1353.0.hrs

August 1944

Aug 1, 1944 1stLt Ackerman 2)/5 Bombing practice on a “Tin-Can” in the Gulf	PBY-5A Bu#2394	2.3hrs	Dive
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About the middle of August, Marie found out she was pregnant, God had made a plan for us that’s for sure. Between hugs and more kisses we couldn’t have been happier, although it happened sooner than we had planned as this meant that Marie had to get out of the Navy sooner, not only because she had married a Navy man which was against regulations, but also being pregnant forced the issue.

Aug 8, 1944	Ens Vinyard (2)/5	PBY-5A Bu#2394	1.5hrs	Fam hop
Aug 14, 1944	Ltjg Mallonie (2)/8	PBY-5A Bu#2394	1.6hrs	T&G

August Total Flt Time 5.4hrs TFTTD 1358.4 hrs

September 1944

Sept 8, 1944,	1 st Lt Ackerman (2)/5	PBY-5A Bu#2466	2.4hrs	Fam.
Sept 9, 1944,	1stLt Ackerman (2)/5	PBY-5A Bu#2476	1.7hrs	Chasing Rabbits.

Some time during this period we flew down to Duval County (no rationing) landed at an Oil Company Runway next to their office. One of the Crews Sister was a employee, She gave us a whole bunch of Ration Books for the Crew. Taxiing out for take off we clipped a small light pole and dented the leading edge of the wing, broke the pole off and kept going. Got back to Corpus, inspected the wing and fixed it with a "patch". Nothing further was said.

September Flt Time 4.1hrs TFTTD-1319.8hrs

Around this time I was transferred to NAS Overhaul and Repair Facility, Engine Overhaul Division and became the Swing Shift CPO, supervising the overhaul and testing of Pratt & Whitney R-985, R-1340 & R-2600 A/C Engines for the Fleet as well as the associated accessories. From there I moved to the Billet of Planning Division Leading Chief, supervising the flow of the various aircraft, engines and parts etc being disassembled, repaired/overhauled and reassembled and operationally tested for return to the Fleet.

From there I was assigned back to NAS Operations Department VM-Unit and became a Control Tower Operator and LCPO In-charge of the Waldron Field Control Tower and Crash Crew.

In July 1947, I was transferred from NAS Corpus Christi, TX to COMNAVAIRPAC San Diego, CA for further assignment. While there I made a deal with the Chief Warrant Offer assigning personnel, to extend my enlistment for two years for another tour of duty in Alaska, I was given Orders to NAS Kodiak, Territory of Alaska. I then returned to NAS Corpus Christi TX and moved the family to Anacortes with my parents. I reported in to VR-5 at NAS Seattle for transportation to NAS Kodiak and departed one week later, upon arriving at Kodiak I was assigned to duty in the Operations Department as a Control Tower Supervisor, and latter became the LCPO of the Operations Department Crash and Rescue Division. Having to leave my Family with my parents in Anacortes, WA as Marie was pregnant with her second baby. Son James R Maris joined the family on 26 November 1947 at the NAS Whidbey Island, Oak Harbor Naval Hospital. Marie and family then joined me in Kodiak during March of 1948, where we lived in Government Quarters. Once again Marie became pregnant with our third child and I again received orders.

We left Kodiak in March of 1949 with much misgivings as we were enjoying our tour there. We departed on a early morning NATS (VR-5) Flight to NAS Sand Point, Seattle, WA and spent a couple of weeks leave visiting with Grandma Hilda in Anacortes.

Reporting in to FASRON-112, Fleet Air Wing FOUR, NAS Whidbey Island, WA for duty. Living in Anacortes and commuting back and forth to work, we found housing due to Marie's eligibility for Veterans Housing, where we lived until July. Driving on Hwy 20 through the Dewey Beach area I noticed a Farm for sale right on the highway, we were fortunate enough to be able to purchase it and moved in immediately, the house had electricity but no plumbing, water or bathroom facilities, in other words the "First Fixer-upper" we bought. It was wonderful living in the country and being closer to NAS Whidbey.

After many improvements, we got used to the remodeling mess and continued to enjoy country living such as raising chickens, 2 pigs, a Horse named TED, who learned to respond to Port and Starboard vice Gee and Haw as we cultivate the half acre of garden.

On the 30th of October we were digging potatoes in the afternoon, after dinner Marie said she was having labor pains, so we load the family into the car and head for the Hospital at NAS Whidbey Sea Plane Base, stopping at a friends house to leave off Bill and Jim for the night. Our third child Celeste Susan was born just after midnight on the 31st of October, Marie said if it was a girl she would be “Celeste” meaning a Gift from Heaven.

Then it happened again, 1950 Korea! Went in to work on a August Friday evening and was told to go home and pack as I among others were being transferred to VR-21 at Barbers Point, Territory of Hawaii the following Monday morning. Flying to NAS Alameda, CA, then to Moffet Field and caught one of the Navy “Flying Elephants”, can’t remember it’s designation, to NAS Barber Point, T.H.

Arriving in Hawaii via NATS and reporting in to VR-21, being informed that there was a year waiting list for housing, so Marie and the family endured my absence for the next 11 months, getting housing assigned in August of 1951 aboard NAS Barbers Point.

Marie and family drove to San Francisco, CA, boarded a MSTS ship for Hawaii. What a glorious day when I met them at the dock in Honolulu five days latter, Celeste didn’t remember me so I had to get reacquainted with her. We lived in a two bedroom Quonset hut for the next couple of years enjoying all the festivities of Hawaiian living and learning the customs particularly of the Meni Hunis.(sp)

In the Spring of 1953 we were once again on the move as I was transferred to the Fleet Airborne Electronic Training Unit at NAS San Diego, Calif. After a few weeks leave (living with the (Huvars) we found a home in Chula Vista, CA and started to enjoy our visit to the area. Marie got a job at Rohr Aircraft Factory, then NAS Supply Dept. on North Island, Grandma had moved in with us due to her Cancer problems. Just nicely settled in and again enjoying our stay, I received orders on a Friday in August of 1954 transferring me to the Fleet Airborne Electronics Unit at NAS Whidbey Island. Packing out the next week we headed for “Home” again. Visited my brother Bud in Hayward CA, left Grandma there for a visit as we continued north. Arriving back at the “Farm” again and finding it a mess, thank God for friends who took us in for a week, even helping us clean up the mess the renters had left in the house and yard. But we were HOME again and that was most important of all.

Being in the Training command I had the pleasure of working with a neat group of Men, working out of my Rate, ax Aviation Machinist Mate, I became involved in the Administrative and Personnel operations of the Unit.

Spending another year aboard all was going well and we were planning on taking 30 days leave in October of 1954 to visit Marie’s family in South Amboy, NJ. The morning I went in to check out on leave, I was informed that I had orders to a VS Squadron at NAS North Island, San Diego, CA. and was to leave immediately. Wow did that upset the apple cart. Anyway after a few phone calls to higher authority, since I had only been aboard for year and it was cost effective spending all that money to move us back south again, they then agreed to transfer me to a local VP Squadron returning from deployment. So I received orders to VP-57 Home ported at NAS Whidbey Island. After checking into VP-57, we got the news that the squadron was being converted to VAH-4 with A3D carrier type aircraft vice the P2V’s we now had. This was quite a switch from Patrol Aircraft to Aircraft Carrier type of operations, specifically in the Nuke field.

We were all sent to the various Familiarization schools for our Rates and we came very proficient in this new field of operation. After a year of training and qualifying our pilots and crew aboard various Aircraft Carriers we sent Detachment on deployment aboard designated Carriers for 6 to 9 month cruises to the Far East.

After serving as Power Plants Division Chief and Squadron Leading Chief, I was able to get qualified to take a Detachment to sea. Became the Maintenance Chief of Detachment “Lima” and deployed aboard the USS Lexington in October of 1958 for a 9-month deployment to the Far East.(Hawaii, Japan, Okinawa, Philippines, Hong Kong, etc)

This is the last time I recorded my flight time, I made one Flight July 1959 from the USS Lexington, CV16 to NAS Atsugi in a A3D with Cdr Moore, CO of VAH-4(A3D) Detachment "Lima". On the USS Lexington, CVA 16, Made my first Cat Shot, it was neat, was in the BN Seat facing Aft and watching the "Boat" disappear behind us as we climbed to 20K was a real thrill. I made plans for Marie to meet me in Tokyo, Japan for 2 weeks leave while the Lexington was in port at the Naval Base at Yokosuka, Japan.

Meet Marie at the Tokyo International Airport, touring all the neat places during my 2 weeks leave, Marie stayed in Yokosuka for a few day, watching us put out to sea, then returning home via Guam, Hawaii and San Francisco.

December 1959 upon return from deployment I was transferred to NAS Whidbey Operation Department, and become the Department Material Officer and then Department Leading Chief. This also gave me some time to do a lot of after hour studying, completing all the Officer Training Courses for promotion. While stationed here I applied for the Limited Duty Officer Program prior to completing my tour and being transferred to VR-21 Detachment, Atsugi, Japan

In 1963, I (and family) were assigned to VR-21 Detachment Based at NAS Atsugi Japan and as the Maintenance Chief Petty Officer, I checked out as a Line Plane Captain on the C-1 (COD) and made a number of flights to and from our various Carriers operating in the area, as well as to Osaka Japan to the Shumaya A/C Factory delivering and returning A/C from PAR. Had a few flights in the Admirals R5D, locally and to Okinawa and return.

While at VR-21 Det., Atsugi, in August of 1964, I was promoted from E-8 to Lieutenant Junior Grade(0-2) (T) in the Limited Duty Officer Program.. With hostilities increasing in Vietnam, Junior Officers with previous WW-II experience were needed and they didn't have any, consequently they went back to the Enlisted ranks for that "Know-how". I received orders to VA-112 at NAS Lemoore, CA. for duty, going by the U. S. Navy School of Preflight for indoctrination as a Naval Officer. After reporting into the VA-112, I was assigned duties as the Aircraft Division Officer. The Squadron deployed to the Mediterranean with Carrier Air Group EIGHT, on board the USS Forrestal (CVA-59) in the fall of 1965 where I was assigned as the CAG IMA, Power Plant Division Officer on the cruise. We visited Berruit for Christmas, Athens for New Years, along with the French Riviera, Naples, while at Naples I went on leave, meet Marie and Celeste as they flew into Rome. We spent a few days in Rome, Florence, Genoa, Niece, Grasse, to Barcelona via train for a few days, meet the Ship and then meet Marie and Celeste in Palma for a few more days.

Marie and Celeste went on to France, meet Celeste pen pal out side of Paris, then on to London. Then they visited the Willie Smiths, who we new from our tour at Atsugi Japan and on home again to Lemoore, CA. Genoa, Malta, Toronto, Barcelona, and Palma and operated in the Adriatic Sea until the Snowy weather pointed us south again. We returned via NAS Norfolk VA to NAS Lemoore, CA in the June of 1966. I was then reassigned as the Squadron Avionics Weapons Division Officer, with collateral duties of Material Division Officer and Flight Deck Safety Officer for the rest of my tour in VA-112. The Squadron then went to Fallon Nevada for weapons training and deployed to the "Tonkin Gulf" aboard the USS Kitty Hawk (CVA-63) in the fall of 1966 returning to NAS Lemoore, CA in the early summer of 1967. During this time frame I was promoted to Lieutenant (0-3)(T) After another weapons training period to Fallon Nevada the Squadron again deployed to the "Tonkin Gulf" aboard the USS Kitty Hawk, (CVA-63) and returned to NAS Lemoore in the mid-summer of 1968, and was decommissioned.

I received orders for my last tour of duty to HC-4 at NAS Lakehurst, NJ and detached from VA-112 in August of 1968. Enjoying some leave enroute to Lakehurst via the Pacific Northwest reporting to HC-4 in September 1968. Was assigned the duties of the Maintenance Control Officer of a 24 plane Helicopter Squadron, having Helicopters and Aircrews deployed in the Tonkin Gulf, Antarctica, Mediterranean Sea and COMNAVAIRRLANT at NAS Norfolk, VA. After eight months on the job I was assigned duties as the Assistant Maintenance officer HC-4.

My last flight time was in UH-2's at HC-4 at NAS Lake Hurst in 1968/70 locally and to and from Baltimore Int. Airport (USNA) picking up my son Midshipman Jim Maris, USN and a Classmate, returning

to NAS Lake Hurst for the weekend, then on Sunday back to Baltimore (USNA) Of course these were recorded as official cross country navigation flights.

February 1, 1970, I retired from the Navy at HC-4 NAS Lake Hurst, NJ (30+years) with full honors with the rank of Lieutenant, (O-3), USN It was an exciting career and I would recommend it for any energetic young man or women. Something was always happening to keep me interested and challenge my ability to solve the problems as they presented themselves with the repair of the A/C or in managing of the personnel/funds.

After leaving the Navy on a Friday, I was employed by the Boy Scouts of America as a District Scout Executive in Ocean County Council, Toms River, NJ the following Monday morning. Graduated from the National Executive Institute, Schiff Scout Reservation, NJ July 28th, 1970 as a Professional Leader in Scouting. Receiving training in the administration of the Cubing, Scouting and the Exploring Programs as well as Council Operation. I remaining in Professional Scouting until March 1973, when I resigned to return to our home in the Pacific North West at Anacortes, WA.

After arriving in Seattle in August 1973, Marie and I went on a trip to California to visit friends and relatives.

Marie was hired by the NAS Sand Point Supply Department, Seattle. WA.

I drew up floor plans on how we wanted to remodel our cabin on Deception Pass. We spent weekends at the Pass, working on the foundation etc and finally poured concrete on the 26 of December 1973.

After completely remodeling the 24 X 25 Summer Cabin in to a full size house under the supervision of our Carpenter/contractor Son Bill, we moved in on Mothers Day of 1975. Marie in the meantime had Transferred to employment at NAS Whidbey Island Supply Department and eventually retired after completing a total of over 20 years of Government service in 1985.

I attended Washington State University Extension Service Master Gardner Program and became a qualified MG in the Spring of 1976, and continued to volunteer my time for the next 20 plus years in Skagit County.

Receiving the title of MG Emitris.

June 1989 was a tragic year for Marie when she suffered a Right Side Stroke, spent 8 weeks in rehab. Returned home in a wheel chair during August, by this time she could walk by herself with help of a cane. In Jan 1990 while visiting our Daughter in Olympia Marie suffered a major Seizure that set her back again and robbed her of all her gains to date. But this didn't stop her, we continued to travel from coast to coast as we visited friends and relative, always traveling by Air (Aprox 100,000 miles), the various Airline people were especially helpful for the next 12 + years.

On June 1, 2001 Marie suffered a major Stroke, from which there was no recovery and passed away on 13 June 2001. Marie is interned in my Great Grandfather Sargent Matthew Sherman Maris, (a Veteran of the Civil War, from the 31st Ohio Regulars), grave in the Mt. Vernon Cemetery, Mt Vernon, WA. Where I intend to join her some day for eternity!

Since that day I am enjoy keeping in contact with a great many of my shipmates, friends and especially family via; "Ham Radio", "Snail" or "E-Mail" and phone calls, visits and attending reunions and taking care of my flowers. Served as an Eucharistic Minister at church for 21+ years, and vary active in the Knights of Columbus, serving as FDD-9, PFN San Juan Ass and PGK Council 3611, Elected Second Delegate, from the Washington State Council, to the 1986 Supreme Council Convention, Knights of Columbus, in Chicago, IL. Still find time to Ham it up on the radio gear and do some gardening, if not visiting the Grandchildren and their families in Bellingham, WA.

Date 5 MAY 2004

William L. Maris, Lt USN (ret)