

# ***The History of Naval Aviator and Naval Aviation Pilot Designations and Numbers, The Training of Naval Aviators and the Number Trained (Designated)***

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**T**he evolution of the programs and policies regarding the designation of Naval Aviators and Naval Aviation Pilots is one of confusion, ambiguities, inadequate centralized administration of record keeping and inconsistencies in the implementation of a new and young aviation organization into the Navy. During the early period, divergent views on aviation within the Navy and the onset of World War I brought a great influx of new people, programs, policies, aircraft and air stations into a fledgling Naval Aviation. When the U.S. entered World War I, Naval Aviation consisted of one operating air station, 48 aviators and student aviators, and 54 aircraft on hand. It was ill equipped to handle the huge growth precipitated by the U.S. entry into World War I.

### ***Background on the Evolution of Naval Aviators***

The Navy's aviation program had an aviator before it acquired its first aircraft. Lieutenant Theodore G. Ellyson was ordered to training in December 1910 at the Glenn Curtiss aviation camp in San Diego, Calif. The Navy received its first aircraft from the Curtiss Company in July 1911. Flight instruction at that time was informal and remained so for the next couple of years. Ellyson became a pilot when Curtiss agreed he

could fly an airplane. Subsequently Ellyson taught John Towers to fly. But flying the airplane was only part of the drill. The student also had to become totally familiar with the mechanics of his machine and be able to repair and rebuild it. Formality arrived when Captain Washington I. Chambers, the Navy's first Director of Naval Aeronautics, declared the requirements for becoming a Navy pilot to follow the same rules employed by the Aero Club of America (the American chapter of the Federation Aeronautique Internationale). Prior to the Navy establishing these standards, some Navy flyers held pilot certificates from the Aero Club of America.

Officers assigned to the "aviation element" of the Navy and who qualified as pilots were formally recognized for their duty as flyers on 4 March 1913 by the Navy Appropriations Act for fiscal year 1914. This act provided an increase of 35 percent in pay and allowances for officers detailed to duty as flyers of heavier-than-air craft. On 10 April 1913, the Secretary of the Navy approved performance standards for qualification and the issuance of a certificate as a "Navy Air Pilot" to qualified officers. Captain Chambers had requested the certificate in his letter of 4 April 1913 to the Chief of Bureau of Navigation. His letter of request states, "The requirements for a Navy Air Pilot are different from those of the land pilot and are purposely

made more exacting than those of the 'license' issued by the International Aeronautical Federation." To receive a Navy Air Pilot certificate an officer had to pass the advanced training course and become highly skilled as a flyer or pass an examination by a board of qualified officers. The Bureau of Navigation was identified as the Navy organization responsible for issuing the Navy Air Pilot certificate to qualified officers. The issuance of the Navy Air Pilot certificate was subject to a delay of almost two years from the date the Secretary of the Navy had approved issuing a Navy Air Pilot certificate.

Even though performance standards for qualification as a Navy Air Pilot were established in April 1913, it was not until a year later, on 22 April 1914, that the Bureau of Navigation, which was responsible for all Navy training, approved a course of instruction for student flyers and aviation mechanics. It is obvious that there were delays in establishing aviation programs and policies by the Bureau of Navigation. On 9 January 1915, Admiral Bradley A. Fiske pointed out to the Bureau of Navigation that unless some officers were recognized as qualified and were given certificates, no board of experts could be appointed to examine the qualifications of new applicants. He recommended that certificates be issued to Ellyson, Towers, Mustin, Bellinger, Herbster, Smith and Chevalier, and that they be numbered 1 through 7 and dated sequentially from 1 January 1914 for Ellyson to 1 July 1914 for Chevalier. The Bureau of Navigation followed up on Admiral Fiske's recommendation and, in accordance with what the Secretary of the Navy had approved almost two years before, sent out letters dated 21 January 1915 forwarding Navy Air Pilot Certificates to the seven offices mentioned above, numbering and dating them as Admiral Fiske had recommended. However, the Bureau of Navigation and NAS Pensacola, Fla., continued to follow the procedure of identifying those students completing the elementary flight course at Pensacola as "Naval Aviators" to differentiate them from pilots who had completed the advance course of requirements and qualified as Navy Air Pilots.

Before the Bureau of Navigation could continue its follow up work and issue more Navy Air Pilot Certificates, Congress revised the law on flight pay, and, in a new bill approved 3 March 1915, used the term "Naval Aviator" in specifying those eligible for flight pay. This bill, the Naval Appropriations Act, fiscal year 1916, added enlisted men and student aviators to those eligible for increased pay and allowances while on duty involving flying. It also increased the amount previously provided for qualified aviators. The language of the act provided "flight pay" only for "Naval Aviators", those fliers completing the elemen-

tary flight course at Pensacola. It did not cover those who had qualified as the best pilots and received the Navy Air Pilots certificate. Hence, on 22 March 1915, in order to include those pilots designated Navy Air Pilots, a change was made to the Secretary of the Navy's performance standards certificate whereby the designation "Navy Air Pilot" was changed to "Naval Aviator". This was the beginning of the primary emphasis being placed on the designation Naval Aviator. However, the Navy continued to make references to Navy Air Pilots. In March and April 1915, qualified aviation boards, appointed to give exams at Pensacola, recommended designation of five men as follows: Saufley for a Naval Aviator Certificate dated 6 March, McIlvain for a Navy Air Pilot Certificate dated 10 March, Bronson for orders dated 6 April with the designation Navy Air Pilot, Whiting and Richardson for Naval Aviator Certificates dated 10 and 12 April. The reason for the different use of Naval Aviator and Navy Air Pilot terminology is not known, but the recommendations were approved with a modification as reported by the Bureau of Navigation on 25 May 1915, that all five men had been issued Navy Air Pilot Certificates, numbers 8 through 12. The use of the Navy Air Pilot Certificate and designation continued even after the Secretary of the Navy issued his order to change the designation to Naval Aviator.

Confusion over the issue of Naval Aviator or Navy Air Pilot designations continued within Navy organizations. On 5 May 1915, the Secretary of the Navy informed Whiting: "You are hereby designated as a Naval Aviator for duty involving flying in aircraft, including balloons, dirigibles and airplanes, in accordance with an Act of Congress approved March 3, 1915." The conflict or confusion seems to be in terminology. It was the opinion at that time that an official statement was legally necessary for an individual on flying duty (necessary only in the sense of receiving extra pay while assigned to a job involving actual flying in an aircraft) and that the "Certificates" were only evidence of qualification as an aviator. Thus, on 21 May 1915, the Secretary of the Navy signed a circular letter directing that commanding officers "issue orders detailing officers of the Navy and Marine Corps to Duty as Naval Aviators or Student Naval Aviators when they are required to actually fly or operate these machines." Therefore, regardless of the title on the "Certificates", these orders used the title associated with the law.

In January 1916, the Bureau of Navigation issued its "Course of Instructions and Required Qualifications of Personnel for the Air Service of the Navy." This syllabus mentions eleven classifications for personnel assigned to aeronautic duty. For officers they include: Student Naval Aviator, Naval Aviator, Navy Air Pilot,

aeroplane, Navy Air Pilot, dirigible and Military Aviator. The remaining groups were for enlisted personnel classifications. One of the major reasons for the confusion regarding designations was the involvement of several different organizations within the Navy making policy decisions on Naval Aviation without adequate coordination of terminology or standardizing its applications. Terminology was used for different purposes, such as identifying an individual qualified to pilot an aircraft and, for pay purposes, identifying an individual involved in flight but not necessarily as the pilot.

On 1 May 1917 a new course of instruction was presented as a revision without specifying what it revised, although it must have taken the place of the course dated January 1916. The new course stated that officers detailed to aeronautic duty will be classed as: Student Naval Aviator, Naval Aviator, and Navy Air Pilot, either for seaplanes or dirigibles. Completion of the course of instruction for Student Naval Aviator (Seaplane) qualified the student for advancement to elementary and solo flying. Upon completion of that stage the student took the exam for Naval Aviator (seaplane) and was then eligible for what appears to be the advanced course. For this course the instruction stated: "Upon successful completion of the examination the Naval Aviator (seaplane) will be designated Navy Air Pilot (seaplane) and issued a certificate numbered according to his standing in the class with which he qualified as a Navy Air Pilot (seaplane)." A revision to the May 1917 course of instruction was issued 1 January 1918, and the term Navy Air Pilot was not mentioned. In this revision, officers and men detailed for pilot duty were classed as student Naval Aviators and Naval Aviators, seaplane or dirigible. By this time the U.S. was fully engaged in World War I, the Naval Aviation training program had expanded, and the question of title finally seemed to be settled. It took almost three years, from 22 March 1915, when the SecNav order was issued to change Navy Air Pilot to Naval Aviator, to January 1918, before the terminology Navy Air Pilot was dropped from instructions issued by the Navy.

**Designation List of Naval Aviators**

Confusion in the designation list of Naval Aviators seems to have been tied with the precedence for the designation date of a Naval Aviator and its connection with the adoption of the gold wings insignia (Naval Aviator Wings). A 13 November 1917 Bureau of Navigation letter states, "The Bureau is now compiling a list of all officers and men who are qualified as Naval Aviators, in order that new pins may be delivered as shortly after they are received from the manu-

facturers as possible." This is followed by a BuNav report to Pensacola, Fla., stating, "The new Naval Aviator's pins have been delivered to the Bureau of Navigation and they will be sent out as soon as they can be engraved to show the Aviator's number, his name and branch of service."

There is some question as to whether BuNav produced a list of Naval Aviators at this time. However, the CNO's Aviation Office had a listing of 282 numbers that was forwarded to BuNav under a letter dated 19 January 1918 with the following:

"1. Enclosure (a) is a list of qualified Naval Aviators given in numerical sequence.

2. This list was compiled after careful examination of all the records of this office and numbers assigned according to the date of qualification as Naval Aviator in all cases where such date is shown by the records; but due to the fact that those officers of the regular service who were the first to enter aviation were not required to take a Naval Aviator's test but were merely designated 'Naval Aviator' or 'Navy Air Pilot' because of their recognized qualification as such, the numbers assigned in such cases were determined by the date upon which they were ordered to aviation duty and the length of such duty, full consideration being given each and every individual case so affected.

3. Additions to the attached list will be forwarded to the Bureau from time to time and as rapidly as the students now under instruction pass the necessary test for qualification as Naval Aviators."

The following list, except for the omission of fractional numbers and the differences in two names, is accepted as the precedence list of early Naval Aviators.

Naval Aviator Number	Name	Service	Navy Air Pilot Number
1	Ellyson, Theodore G.	USN	1
2	Rodgers, John	USN	
3	Towers, John H.	USN	2
4	Herbster, Victor D.	USN	5
5	Cunningham, Alfred A.	USMC	14
6	Smith, Bernard L.	USMC	6
7	Chevalier, Godfrey deC	USN	7
8	Bellinger, Patrick N. L.	USN	4
9	Billingsley, William D.	USN	
10	Murray, James M.	USN	
11	Mustin, Henry C.	USN	3
12	McIlvain, William M.	USMC	9
13	Richardson, Holden C.	USN	12
14	Saufley, Richard C.	USN	8
15	Bronson, Clarence K.	USN	10
16	Whiting, Kenneth	USN	11
17	Maxfield, Louis H.	USN	13
18	McDonnell, Edward O.	USN	
19	Capehart, Wadleigh	USN	

Naval Aviator Number	Name	Service	Naval Aviator Number	Name	Service
20	Spencer, Earl W., Jr.	USN	69	Walker, Guy A.	USN
21	Bartlett, Harold T.	USN	70	Kilmer, Oliver P.	USN
22	Murray, George D.	USN	71	Talbot, Peter	USN
23	Corry, William M.	USN	72	Davison, Henry P.	USNRF
24	Read, Albert C.	USN	73	Vorys, John M.	USNRF
25	Johnson, Earle F.	USN	74	MacLeish, Kenneth A.	USNRF
26	Evans, Francis T.	USMC	75	Beach, Charles F.	USNRF
27	Paunack, Robert R.	USN	76	Farwell, John D.	USNRF
28	Scofield, Harold W.	USN	77	Sturtevant, Albert D.	USNRF
29	Child, Warren G.	USN	78	Read, Russell B.	USNRF
30	Dichman, Grattan C.	USN	79	Brush, Graham M.	USNRF
31	Young, Robert T.	USN	80	James, Oliver B.	USNRF
32	Gillespie, George S.	USN	81	Rockefeller, William	USNRF
33	Mitscher, Marc A.	USN	82	McIlwaine, Archibald G.	USNRF
34	Strickland, Glenn B.	USN	83	Read, Curtis S.	USNRF
35	Monfort, James C.	USN	83½	Gartz, Richard C.	USNRF
36	Cabaniss, Robert W.	USN	84	Ireland, Robert L.	USNRF
37	Chase, Nathan B.	USN	85	Ingalls, David S.	USNRF
38	Stone, Elmer F.	USCG	86	Walker, Samuel S.	USNRF
39	McKitterick, Edward H.	USN	87	Smith, Kenneth R.	USNRF
40	Leighton, Bruce G.	USN	88	Lynch, Francis R. V.	USNRF
41	Griffin, Virgil C.	USN	89	Lawrence, George F.	USNRF
42	Cecil, Henry B.	USN	89½	Merrill, Norman E.	NNV
43	Sugden, Charles E.	USCG	90	McLaughlin, Guy	USN
44	Bressman, Augustus A.	USN	91	McCrary, Frank R.	USN
45	Ramsey, DeWitt C.	USN	92	Coombe, Reginald G.	USNRF
46	Hull, Carl T.	USN	93	Landon, Henry H., Jr.	USNRF
47	Peyton, Paul J.	USN	94	Culbert, Frederic P.	USN
48	Kirkpatrick, Robert D.	USN	95	Feher, Anthony	USN
49	Geiger, Roy S.	USMC	95a	Fitzsimon, Ricardo	Argentine Navy
50	Bonner, Walter D.	USN	95b	Pouchan, Ceferino M.	Argentine Navy
51	Murphy, Thomas H.	USN	95c	Zar, Marcos A.	Argentine Navy
52	Mason, Charles P.	USN	96	Coil, Emory W.	USN
52½	Salsman, James	USN	96½	Chamberlain, Edmund G.	USMC
53	Simpson, Frank, Jr.	NNV	97	Strader, Ralph M.	USNRF
54	Donahue, Robert	USCG	98	Talbot, Andrew B.	USNRF
55	Brewster, David L. S.	USMC	99	Whitehouse, William P.	USNRF
55½	Sunderman, John T.	USN	100	Crompton, George	USNRF
56	Barin, Louis T.	NNV	100½	Pennoyer, Ralph G.	USN
57	Parker, Stanley V.	USCG	100¾	Presley, Russell A.	USMC
58	Masek, William	USN	101	Hamlen, Warner	USNRF
59	Coffin, Eugene A.	USCG	102	Little, Charles G.	USNRF
60	Eaton, Phillip B.	USCG	103	Brewer, Arthur D.	USNRF
61	Enos, George	USN	104	Delano, Merrill P.	USNRF
62	Varini, Giochino	USN	104½	Kiely, Ralph	USN
63	Hawkins, Clarence A.	USN	105	Lansdowne, Zachary	USN
64	Ruttan, Charles E.	USN	105½	Douglas, Gilbert W.	USNRF
65	Gates, Artemus L.	USNRF	106	Bell, Colley W.	USNRF
65½	Laud-Brown, Wellesley	USNRF	107	Chadwick, Noel	USNRF
66	Lovett, Robert A.	USNRF	108	Ditman, Albert J.	USNRF
67	Ames, Allan W.	USNRF	109	Donnelly, Thorne	NNV
68	Gould, Erl C. B.	USNRF	110	Carter, R. C.	USNRF

Naval Aviator Number	Name	Service	Naval Aviator Number	Name	Service
110½	Allen, Charles L.	USN	159	McCoid, Paul H.	USNRF
111	Stone, George W.	USN	160	Halstead, Jacob S.	USNRF
111½	Bradford, Doyle	USNRF	161	Randolph, Robert D.	USNRF
112	Atwater, William B.	USNRF	162	Matter, Robert	USNRF
112½	Webster, Clifford L.	USNRF	163	Warburton, William J.	USNRF
113	Fallon, Nugent	USNRF	163½	Peterson, Herman A.	NNV
114	Williams, Arthur S.	USNRF	164	Rutherford, John	NNV
115	Dietrich, Arthur F.	USN	165	Laughlin, George M. III	NNV
116	Palmer, Carlton D.	USN	166	Evans, George B.	NNV
117	Murray, Cecil D.	USNRF	167	Johnson, Albert R.	NNV
118	Taylor, Moseley	USNRF	168	McCulloch, David H.	USNRF
119	Townsend, Richard S.	USNRF	169	Peirce, Thomas J. H.	NNV
120	Walton, Mark W.	USNRF	170	Page, Phillips W.	USNRF
121	Depew, Ganson G.	USNRF	171	Shaw, George W.	USNRF
122	Goodyear, Frank	USNRF	172	Peck, Lyman S.	USNRF
123	McCormick, Alexander A.	USNRF	173	Humphreys, William Y., Jr.	NNV
124	Schieffelin, John J.	USNRF	174	Berger, Frederick G. B.	NNV
125	Rodman, Thomas C.	USNRF	175	Boyd, Theodore P.	NNV
126	Smith, Edward T.	USNRF	175½	Alexander, William H.	USN
127	Otis, James S.	USNRF	176	White, Lawrence G.	NNV
128	Hawkins, Ashton W.	USNRF	177	Coddington, Dave H.	NNV
129	Lufkin, Chauncey F.	USNRF	178	Kerr, Robert H.	USN
130	Potter, Stephen	USNRF	179	Whitted, James A.	USN
131	Fuller, Percival S.	USNRF	180	Haskell, Armory L.	USNRF
132	Decernea, Edward	USNRF	181	Hyde, Russell N.	USNRF
133	Ott, George A.	USN	182	Keyes, Kenneth B.	USNRF
134	Geary, John W.	USNRF	183	Warren, Alfred K.	USNRF
134½	Wetherald, Royal W.	USNRF	184	Eaton, Joseph A.	USNRF
135	Hinton, Walter	USN	185	Peterson, William L.	USNRF
136	Willcox, Westmore	USNRF	186	Stanley, Henry T.	USNRF
137	Lee, Benjamin II	USNRF	187	Remey, John T.	USNRF
138	Stone, Emory A.	USNRF	188	Palmedo, Roland	USNRF
139	Fuller, Charles F.	USNRF	189	Forbes, Duncan P.	USNRF
140	Hutchins, Hurd	USNRF	190	Allen, Francis G.	USNRF
141	Stocker, Robert M.	USNRF	191	Baker, Charles S.	USNRF
142	Foster, John C.	USNRF	192	Greenough, Charles W.	USNRF
143	Allen, Frederic S.	USNRF	193	Ames, Charles B.	USNRF
144	Amory, Francis I.	USNRF	194	Hofer, Myron A.	USNRF
145	Read, Duncan H.	USNRF	195	Ives, Paul F.	USNRF
146	Goldthwaite, Duval R.	USNRF	196	Clark, Robert F.	USNRF
147	McCann, Richard H.	USNRF	197	Brewer, Edward S.	USNRF
148	Wright, Arthur H.	USNRF	198	Dumas, Gardner D.	USNRF
149	Swift, Henry	USNRF	199	McNamara, John F.	USNRF
150	Butler, Stuart M.	USNRF	200	Rowen, Harold J.	USNRF
151	Gordon, Harry B.	USNRF	201	Compo, George L.	USNRF
152	Zunino, Frank A.	USNRF	202	Perrin, John	USNRF
153	Shea, Edward L.	USNRF	203	Hutchinson, Lester B.	USNRF
154	Forrestal, James V.	USNRF	204	MacCaulay, Donald M.	USNRF
155	Brackenridge, Gavin	USNRF	205	Lochman, Dean E.	USNRF
156	Gibson, Harold F.	USNRF	206	Moore, Lloyd Ray	USN
157	Mudge, William F.	USNRF	207	Thomas, Reginald de Noyes	USNRF
158	Clarkson, William F.	USNRF	208	Clements, James R.	USNRF

Naval Aviator Number	Name	Service
209	Schermerhorn, Horace	USNRF
210	Murphy, Dudley B.	USNRF
210½	Grosvenor, Theodore P.	USNRF
211	Roe, George T.	USNRF
212	Teulon, Arthur P.	USNRF
213	Marriner, Walter T.	USN
214	Pumpelly, Harold A.	USNRF
215	Biggers, Robert L.	USNRF
216	Farmer, Charles R.	USNRF
217	Rumill, George E.	USNRF
218	Greenfield, Edwin R.	USNRF
219	Weld, Lothrop M.	USNRF
220	Phelan, James	USNRF
220½	West, Winfield M.	USNRF
221	Lancto, Joseph W.	USNRF
222	Wilcox, Harold M.	USNRF
223	Hawkins, Rees	USNRF
224	Wenz, Edward A.	USNRF
225	Alvord, Donald B.	USNRF
226	Baum, James E., Jr.	USNRF
227	Smith, Frank S.	USNRF
228	Hawkins, Samuel S.	USNRF
229	Clapp, Kenneth H.	USNRF
230	Dowell, Benjamin B.	USNRF
231	Ostridge, Charles L.	USNRF
232	Bergin, Thomas M.	USNRF
233	Gadsden, Philip H.	USNRF
234	Graves, Justin D.	USNRF
235	Connolly, Leo W.	USNRF
236	McAdoo, William G., Jr.	USNRF
237	Wheeler, Oscar G.	USNRF
238	Benjamin, Henry R.	USNRF
239	Souther, Arthur F.	USNRF
240	Roberts, Charles H.	USNRF
241	Harris, Frederick M.	USNRF
242	Naylor, Henry R.	USNRF
243	Voorhees, Dudley A.	USNRF
244	Maxwell, Howard W., Jr.	USNRF
245	King, Frederick E.	USNRF
246	Lamar, Lamartine E.	USNRF
247	Bancroft, Frederick W., Jr	USNRF
248	Griswold, Rettig A.	USNRF
249	Chapman, Thomas H.	USNRF
250	Frothingham, Philip B.	USNRF

The confusion regarding precedence and the assignment of numbers resulted in some qualified individuals being left off the list of Naval Aviator numbers. During World War I qualified civilian aviators joined the naval service and served as Naval Aviators. They were qualified pilots who flew as a Navy pilot or Naval Aviator but did not receive a Naval Aviator num-

ber or were overlooked in the assignment of a number because of administrative problems during the huge war build-up.

The Bureau of Navigation (redesignated Bureau of Naval Personnel [BuPers] in 1942) continued to issue Naval Aviator numbers and was the sole source until 31 July 1942. In a SecNav letter, dated 31 July 1942, the old method of designating Naval Aviators (the assignment of numbers) was discontinued. The following system was put in place:

Commandant, Naval Air Station, Pensacola, Fla., is directed to commence a series of numbers for the foregoing designations as Naval Aviator (HTA) Number P1, P2, P3, etc.

Commandant, Naval Air Station, Jacksonville, Fla., is directed to commence a similar series as Naval Aviator (HTA) Number J1, J2, J3, etc.

Commandant, Naval Air Station Corpus Christi, Tex., is directed to commence a similar series as Naval Aviator (HTA) Number C1, C2, C3, etc.

Commanding Officer, Naval Air Station, Miami, Fla., is directed to commence a similar series, as Naval Aviator (HTA) Number M1, M2, M3, etc.

Commanding Officer, Naval Air Station, Norfolk, Va., is directed to commence a similar series, as Naval Aviator (HTA) Number N1, N2, N3, etc.

Commanding Officer, Naval Air Station, Alameda, Calif., is directed to commence a similar series as Naval Aviator (HTA) Number A1, A2, A3, etc.

Commanding Officer, Naval Air Station, Lakehurst, N.J., is directed to commence a similar series as Naval Aviator Number L1, L2, L3, etc.

Commanding Officer, Naval Air Station, Moffett Field, Calif., is directed to commence a similar series as Naval Aviator (LTA) Number S1, S2, S3, etc.

This letter also stated: "The original letter of designation will be delivered directly to the individual without prior reference to the Navy Department for approval." Copies of the letter of designation were to be forwarded to the Bureau of Personnel, Bureau of Aeronautics, Commandant, U.S. Marine Corps, and Bureau of Medicine and Surgery (in the case of Flight Surgeons). Because of the decentralization of this numbering system a complete listing of Naval Aviators and their designation numbers has not been found for the World War II period even though the Bureau of Personnel was to receive a copy of all the letters of designation.

On 28 November 1942, a Secretary of Navy letter issued a modification to the commands designating Naval Aviators. Changes in this letter were as follows:

The Commandant, Naval Air Training Center, Pensacola, Fla., assumed the duties of designating Naval Aviators vice the Commandant, Naval Air Station, Pensacola. There is no indication the use of the numbering series P1, P2, P3, etc. . . . was changed.

The Commandant, Naval Air Training Center, Corpus Christi, Tex., assumed the duties of designating Naval Aviators vice the Commandant, Naval Air Station, Corpus Christi. There is no indication the use of the numbering series C1, C2, C3, etc. . . . was changed.

The Commandant, Naval Air Center, Hampton Roads, Va., was directed to assume the duties of designating Naval Aviators vice the Commanding Officer, Naval Air Station, Norfolk, Va. There is no indication the use of the numbering series N1, N2, N3, etc. . . . was changed.

This system remained in effect until 1949. A Secretary of the Navy letter of 29 March 1949 canceled its previous letters regarding designation of Naval Aviators (letters of 31 July 1942, 28 November 1942 and 9 January 1943) and authorized the Commander, Naval Air Training; Commander, Naval Air Advanced Training; and the Chief of Naval Airship Training and Experimentation to designate Naval Aviators (and assign numbers). By the time this letter was issued the other training commands had already been disestablished or consolidated under the control of these three commands. In step with the previous decentralized system, the following system was established:

Chief of Naval Air Training was directed to commence a series of numbers for the foregoing designations as Naval Aviators (HTA) Number T-1, T-2, T-3, etc.

Chief of Naval Air Advanced Training is directed to commence a series of numbers for the foregoing designations of Naval Aviators (HTA) Number V-1, V-2, V-3, etc.

Chief of Naval Airship Training and Experimentation is directed to commence a similar series as Naval Aviators (LTA) using the L series, carrying on from the last number used in this series by the Commanding Officer, Naval Air Station, Lakehurst, N.J.

The Chief of Naval Air Training quit issuing Naval Aviator Numbers sometime in the 1970s.

Documentation has not been located that gives the date or provides reasons why the assignment of Naval Aviator numbers was discontinued. To date, no complete listing of all Naval Aviator numbers, including the letter-number designations, has been found. Moreover, it is highly unlikely a complete list exists because of the decentralization of the system during World War II. Bits and pieces of the listing for Naval Aviator numbers is held by the Naval Aviation History Office. However, the World War II and post-war period list is not organized in any alphabetical or chronological order, consequently, it is extremely difficult to find any individual's number.

### ***Background on the Evolution of Naval Aviation Pilots***

The evolution of the Naval Aviation Pilot designation for enlisted men is more complicated, because of the lack of a clear Navy policy regarding enlisted pilots during Naval Aviation's first decade and the misconceptions surrounding the terminology regarding designations used for enlisted pilots. By setting the standards for qualification and certification of officers as Naval Aviators in the early phase of Naval Aviation, a stable policy was put into effect. The failure to establish a clear-cut policy regarding programs for training enlisted pilots caused considerable confusion that affected the enlisted pilot program during its entire existence.

The confusion begins with terminology and how it was applied to those people "involved in actual flight." Enlisted men had been undergoing aeronautic training from the time the aeronautic station was established at Pensacola, Fla., in January 1914. Training for enlisted men can even be traced back to the first aeronautic station at Greenbury Point, Md. However, more publicity for enlisted aeronautic training and its resultant positions developed in March 1915, when a law was passed by Congress that extended increased pay and allowances to enlisted men and student aviators, as well as qualified pilots, while on duty involving flight. Prior to the passage of this law, Congress had authorized special pay only for officers detailed to duty as flyers. The allure of flight, more pay and the continued development of the small aviation section of the Navy brought about a greater interest by enlisted personnel in the naval aeronautic field. It was only natural that some enlisted men, aside from their regular duties of maintaining the craft and flying as crew members, developed an interest in piloting aircraft.

There is some confusion surrounding the first training of enlisted men as pilots. References are made to the beginning of pilot training at NAS Pensacola, Fla., for the first group of enlisted men on 6 January 1916.

In a letter to Lieutenant Commander Henry C. Mustin, Commandant, NAS Pensacola, Fla., dated 4 January 1916, Captain Mark L. Bristol, Director of Naval Aeronautics, states, "In an order issued the other day, we organized a class of men for training as aviators, specifying men of the seamen's branch. It may happen that the machinists at the present time are best fitted for this training, but we can not establish such a precedent. It would lead to all kinds of future complications, so start square on this subject." In a letter, dated 10 January 1916, written in response to Bristol's earlier one, Mustin stated, "As regards the distinction between Naval Aviator and Navy Air Pilot, I think that the term Naval Aviator, in view of the term Military Aviator used in the Army, is not altogether suitable for our enlisted men; also in view of the present wording of the law there may be some complications. However, I think we have the sense of what you desire in this line of work regardless of titles and that is a matter that can be straightened out later. In the meantime, we are going ahead with the first class of enlisted men and they are taking hold of the flying part of it very well." From these two letters we can be fairly certain the first pilot training class for enlisted men began in January 1916 at NAS Pensacola, Fla. The question regarding the designation of an enlisted pilot appears to have been left up in the air. Mustin does make a reference to using the old title "Navy Air Pilot" that had been used for officers prior to March 1913. However, Bristol left his position as Director of Naval Aeronautics in March 1916 before a decision was made on the subject.

The Bureau of Navigation's January 1916 "Course of Instruction..." mentioned above, identifies enlisted categories of Student Airman, Airman, Quartermaster, aeroplane, Quartermaster, dirigible and Machinist, aeronautic. Just like the designations involving Naval Aviator, the Navy had two organizations (the Bureau of Navigation and the CNO's Director of Naval Aeronautics) that were dealing with aviation training and issuing directives that sometimes had conflicting uses for designations. The Bureau of Navigation's January 1916 "Course of Instructions and Required Qualifications of Personnel for the Air Service of the Navy" also set up a "Certificate of Qualification for Airman." Thus, in 1916, NAS Pensacola, Fla., began issuing "Certificates of Qualification as Airman" to enlisted personnel meeting the requirements set up by the Bureau of Navigation. From a handwritten logbook maintained at Pensacola, the "Certificates" were numbered, beginning with 1 and went up to 358. The Number 1 Certificate of Qualification as Airman was issued to CMM Harry E. Adams on 15 December 1916, with a course completion date of 27 November 1916. This Airman certificate should not be confused with

the enlisted qualifications for a pilot, there is no connection between the two designations. A note in the logbook indicates the issuance of a Certificate of Qualification from the Aeronautic School at Pensacola for Airman was discontinued on 1 October 1917. It is believed Pensacola discontinued the enlisted "Certificate" program because of the changes in the "Course of Instructions", the addition of other training stations and the influx of a large number of enlisted men during World War I. However, the name Airman continued to be applied to enlisted personnel in the aviation field. Needless to say, there were other qualified enlisted men in naval aeronautics who preceded the establishment of this list of designated "Airman."

The forgoing discussion about "Airman" is provided here to clarify the fact that "Airmen" were not being defined as enlisted pilots. However, some enlisted men who received "Certificates" as Airman did become qualified pilots, and this is where the confusion begins. The first official class of enlisted men to undergo pilot training in January 1916 included: P. J. Dunleavy, CBM, F. Grompe, CMAA, A. A. Bressman, CTC, L. A. Welty, CTC, A. Hayes, CTC, A. P. Bauer, GM1c, J. Makolin, 1stSgt, USMC, W. E. McCaughtry, GunSgt, USMC and A. F. Dietrich, BM2c. The last man to join this class was Walter D. Bonner, BM2c, and he shows up on the 1 March 1916 Flying School's list of Enlisted Personnel undergoing Flying Instruction. Captain Mark Bristol, Director of Naval Aeronautics, sent a memo to the Secretary of the Navy on 4 March 1916 which stated "On the 1st of January 1916, a class of 10 enlisted men was formed and placed under instruction in flying. These men were selected from the bluejackets and marines already on duty at the station or on board *North Carolina* (ACR 12). These men are making excellent progress. There will be a class of them ordered every three months hereafter." Records do not indicate any succeeding classes of enlisted pilot training groups every three months as indicated by Bristol's letter. The next reference to a class of enlisted men undergoing flight training at NAS Pensacola is 15 May 1916, in a "Semi-Monthly Report of Aviators (Enlisted Personnel)." This report lists the following personnel undergoing training as aviators: A. A. Bressman, L. A. Welty, A. Hayes, A. F. Dietrich, W. D. Bonner, J. Makolin, W. E. McCaughtry, C. L. Allen, J. Sunderman, W. Diercks, J. Salsman, A. Ward, T. H. Murphy, and G. Verini.

In the fall of 1917 several changes were implemented in the pilot training program that affected enlisted personnel. In a CNO letter to the Commandant, Pensacola Aeronautic Station, Fla., dated 8 August 1917, paragraph 2 states, "It is desired to train no more enlisted personnel as pilots. Excellent Officer material in enlisted personnel will be treated in accordance



with reference (c).” Reference (c) was the Bureau of Navigation’s circular letter #9879–495 of 2 August 1917. In a letter from the Commandant, NAS Pensacola, Fla., dated 30 November 1917, to the Bureau of Navigation, clarification was requested regarding aviation designations for 10 enlisted personnel who had qualified and were given orders as Quartermaster Seaplane. This designation identified these personnel as qualified enlisted pilots. The letter goes on to ask whether new orders should be issued to these men designating them as Naval Aviators. The ten men were CBM A. F. Dietrick, CQM J. T. Sunderman, CGM G. Enos, QM2c (A) John H. Bunt, QM2c (A) James A. Whitted, CTC A. Feher, CE Carlton D. Palmer, QM2c George W. Stone, CBM Robert H. Kerr, and QM2c (A) C. A. Suber. In the Bureau of Navigation’s response to the letter, dated 8 December 1917, it states, “Men mentioned in this enclosure (the enclosure was a copy of NAS Pensacola’s 30 November 1917 letter listing the 10 men) will have their designations changed to Naval Aviators, but no new orders are necessary.” The second paragraph of this letter indicated a new policy was being issued with regard to enlisted pilots, it stated, “In separate correspondence, instructions are being issued concerning future designations as Naval Aviators for enlisted men who qualify for pilot duty, and new blanks (Navigation Form N. Nav. 442, October 1917) are being sent out on which reports should be made in the future.” It appears the Bureau of Navigation, in its Aviation Circular dated 1 January 1913, set up the policy that identified the course of instruction in flight training and the passing of flight tests for officers, and later on applied it to enlisted men who could qualify for pilot duty. However, it also appears that the Bureau of Navigation did not make any modifications in its circulars to reflect the changes that occurred in pilot designations between 1913 and 1915, such as Navy Air Pilot and Naval Aviator and the appropriate references to enlisted men who became pilots. All ten enlisted men referenced in NAS Pensacola’s 30 November 1917 letter were eventually commissioned. However, several of them maintained their enlisted pilot status for over a year before receiving their commission.

In the latter part of 1917, as a result of the great need to increase the number of aviation personnel, the Navy instituted a policy of taking enlisted men for pilot training and then qualifying them for a commission and designation as a Naval Aviator. Many of the regular enlisted men who could qualify for the pilot training program would be discharged from the regular Navy and enrolled in the Naval Reserve for training and commission in the Naval Reserve Flying Corps. The majority of the personnel entering Naval Aviation

service during the war came from the civilian community and joined the Naval Reserve for duty with the Naval Reserve Flying Corps. Needless to say, there were exceptions to these policies during World War I. This was particularly true for enlisted personnel who received pilot training in Europe.

On 5 June 1917, the Navy’s First Aeronautic Detachment, and the first U.S. military unit sent to Europe in World War I, arrived at Pauillac, France. The second section of the detachment arrived on 8 June at St. Nazaire, France. The First Aeronautic Detachment was commanded by Lieutenant Kenneth Whiting and consisted of 7 officers and 122 enlisted men. Only four of the officers were pilots, two were supply officers, and one a doctor. The majority of the enlisted personnel were students in the aviation field. After a meeting between American and French officers, the French agreed to train the personnel of the First Aeronautic Detachment. Approximately 50 enlisted men were to be trained as seaplane pilots at Tours while another 50 would be trained as “mechanicians” at St. Raphael. On 22 June 1917, preliminary flight training for the enlisted men began in Caudron aircraft under French instructors at the Ecole d’Aviation Militaire at Tours. One of the French procedures for flight training was to teach their pilots land flying first, hence, Lieutenant Whiting had to deal with the French Army, as well as with the Navy. Changes were made to the flight training plans and 14 of the enlisted men were redirected to fill the requirement for observer training. Under French training, an observer was a prototype of aircrewmen whose duties involved observing, acting as bombardier and handling such armament as existed on the plane. On 7 July 1917, Lieutenant Whiting reported that fifty persons were undergoing pilot instruction at Tours, 38 taking machinist and 14 in observer training at St. Raphael.

The French required a ratio of 10 enlisted men for each pilot under its aviation program. Consequently, the American Navy representative in France, along with Lieutenant Whiting, requested an increase in personnel for aviation training in France. The Navy Department again found itself divided on aviation training, some wanted to continue sending men to France for aviation training, while others wanted to conduct the training in the U.S. and have some final, on site training, conducted in France. By the early summer months of 1918 many of the problems of training, organization and movement of aviation personnel abroad had begun to be solved. However, all aviation training matters were not smoothed out prior to the signing of the Armistice.

The policy regarding the enlisted pilots that were trained in Europe, either in France, Britain, or Italy, generally followed the same procedures adhered to in

the U.S. at the end of 1917. Many of the enlisted pilots would receive commissions once they had completed flight training and been certified as pilots. They did not always receive their commissions immediately after their qualification as pilots. Some enlisted pilots flew many patrol missions before the administrative system authorized their commissioning in the Naval Reserve Flying Corps. When the Armistice was signed, the total strength of the U.S. Naval Aviation Force, Foreign Service (those serving overseas) was 1,147 officers and 18,308 enlisted men. The majority of them were assigned to air stations in France, followed by those in England, Ireland, and Italy.

With the end of World War I, Naval Aviation, along with other elements of the Navy, underwent a major demobilization that drastically reduced its size. Some of the officers and enlisted men on active duty in the Naval Reserve were offered a chance to convert to a regular status in the Navy. In some cases, enlisted men who had received their commissions following their completion of pilot training reverted to an enlisted status. This, of course, presented a problem for the Navy since they no longer had a program for enlisted personnel with pilot designations.

Following the massive demobilization, Naval Aviation again experienced the problems of maintaining an adequate supply of qualified aviation personnel, both enlisted men and officers. In 1919, various aviation issues were discussed by the Navy's General Board, the Commander in Chief Atlantic Fleet, Admiral H. T. Mayo, and various offices of the Chief of Naval Operations and the Bureaus. On 23 June 1919, the General Board forwarded its final recommendations on Aviation Policy to the Secretary of the Navy, via the Chief of Naval Operations. One of those recommendations was "as many enlisted men as possible should be trained and used as pilots." Captain Thomas T. Craven, the Director of Naval Aviation, submitted his comments on the General Board's recommendations on 17 July 1919. He states, "It is believed that a limited number of enlisted men should be trained as pilots". On 24 July 1919, the Secretary of the Navy added his endorsement on the Board's recommendations. However, his comments on personnel were very brief, stating, "Study will be made with regard to Aviation personnel." While these developments were important, they were eventually superseded by other events that occurred in 1919 between NAS Pensacola, Fla., other Naval Aviation organizations in the fleet, the CNO and the Bureau of Navigation. These events set in motion the eventual establishment of the designation Naval Aviation Pilot (enlisted pilots).

During 1919, a lot of correspondence took place between the Commandant, NAS Pensacola, Fla., and various upper echelon commands regarding flight

training and designations for aviation personnel. In a 12 February 1919 letter from the Commandant to the Supervisor Naval Reserve Flying Corps (a CNO office), a request was made to continue flight training and give Naval Aviator designations to four enlisted men. These four men, CBM(A) Edwin Nirmaier, CQM(A) George R. Groh, CMM(GE) Lamont C. Fisher, and CQM(A) Percy M. Fuller, all had had foreign duty and had either qualified as pilots on active service or were undergoing pilot training when the war ended. None of the men wanted to be discharged from the regular Navy and reenrolled with a commission in the Reserves. The Bureau of Navigation returned the request on 31 March 1919 recommending reconsideration and further recommendation for the four enlisted men.

A 17 April 1919 letter from CNO (Aviation) to a wide range of commands, reconsidered the position on training of enlisted personnel and stated, "1. It has been decided to consider the flight training, or continuance of the interrupted flight training, of enlisted ratings of the regular service who, in addition to being unquestionable officer material, can successfully meet the following requirements: (a) That had been regularly enlisted in the Navy, and obtained the rating of second class petty officer prior to April 6, 1917, or that enlisted for Aviation duty only, in accordance with Enclosure (a)." However, the letter also indicated that these men would be commissioned in the Naval Reserve Force and retained on active duty until the issue of transferring Naval Reserve officers to the regular Navy had been definitely decided. A Bureau of Navigation letter of 18 June 1919 modified BuNav's Circular Letter No. 57-19 and authorized the enlisted pilot training policy as stated in the CNO's letter of 17 April 1919. This BuNav circular letter was instrumental in setting in motion the third class of enlisted men authorized for pilot training at NAS Pensacola, Fla. A 20 August 1919 letter from the Bureau of Navigation to the Commandants of All Naval Districts, All Naval Air Stations and Aviation Detachments, set forth the requirements for training of enlisted pilots. The letter indicated that enlisted men would be designated Naval Aviators upon successfully completing the course. However, it made no references to a requirement for commissioning in the Naval Reserves. This omission resulted in a letter from the Commanding Officer of NAS Pensacola, Fla., dated 15 September 1919, requesting Naval Aviator Appointments for Warrant Officers. The letter made a reference to Bureau of Navigation's 20 August letter, stating, "1. Reference (b) specifies that enlisted men are to be trained as Naval Aviators and, without commissioning, are to be given Naval Aviator Appointments and Insignia." In the Bureau's letter of 22 September 1919, it disapproved

designating Warrant Officers as Naval Aviators, instead the Warrant Officers were to be commissioned and then designated. However, this letter made no mention of commissioning enlisted pilots as officers. It did not take long for NAS Pensacola, Fla, to send another letter, dated 3 October 1919, questioning the Bureau of Navigation's policy on Naval Aviator Appointments for Warrant Officers. In a 14 October 1919 letter from the Bureau of Navigation, the policy for training of enlisted and Warrant Officer Aviation Pilots was set forth. This letter cancelled the Bureau of Navigation letter dated 20 August 1919. This letter stated, "1. In the future it will be the policy of the Bureau to select a certain number of warrant officers and enlisted men for flight training and duty as pilots of large heavier-than-air craft and directional pilots of dirigibles. (paragraph 2. is not quoted) 3. Warrant officers and men who are selected in accordance with this letter will be given the complete course of instruction for qualification as pilot. Upon successfully completing the course, they will be issued certificates of qualification as 'Naval Aviation Pilots' by the Navy Department. Such certificates will entitle the pilots to wear the aviation insignia authorized for Naval Aviators. Warrant Officers and men who hold certificates as Naval Aviation Pilots will, while detailed for duty involving actual flying be entitled to fifty percent additional pay." This is the first official reference to the designation "Naval Aviation Pilot" and it set in motion the beginning of the enlisted pilot program. Thus, the initial program for Naval Aviation Pilots was done without authorization from Congress. The Congressional program involving enlisted pilots was not developed until the mid-1920s.

In the October and November 1919 letters from the Bureau of Navigation, the bureau notified appropriate commands of its intention to detail classes of approximately 25 enlisted men to begin flight training in heavier-than-air and lighter-than-air. The *CNO Daily Aviation News Bulletin* for 10 December 1919 stated "A class of twenty-five enlisted men has been ordered to Pensacola, Fla., to take the course preliminary to appointment as Naval Aviation Pilots." An NAS Pensacola letter of 9 December 1919 to the Bureau of Navigation stated, "This Station can start the Heavier-than-Air Course of Training for a class of twenty-five (25) enlisted men on February 1st, 1920." This was the third class of enlisted men to undergo flight training at Pensacola, Fla., but the first class whereby the graduates were identified as Naval Aviation Pilots and retained their enlisted status. A 5 February 1920 NAS Pensacola memorandum listed classes undergoing instruction in aviation. Enlisted Class No. 1 (Heavier-than-Air) has the following personnel listed: CMM(A) Floyd Bennett, CMM(A) Chas P. Brenner, CMM(A) Kenneth D. Franklin, CMM(A)

Anthony Iannucci, CMM(A) Leo C. Sullivan, CMM George N. Tibbetts, CMM(A) Jacob W. Utley, CMM(A) Thomas P. Wilkinson, CMM(A) Francis C. Barb, CMM(G) John W. Green, CMM(A) Clarence I. Kessler, CMM(A) R. B. Lawrence, CMM(A) Francis E. Ormsbee, CMM(A) Eugene T. Rhoads, CMM(A) Bert Strand, CMM(A) Harry A. Rossier, CMM(A) N. Wayne L. Carleto, CCM(A) Chas. I. Elliott, CGM(A) Ralph A. Jury, CCM(A) Herbert L. Hoobler, CE(G) William B. Livingston, CQM(A) Owen J. O'Connor, CGM George N. Strode, CEL(A) Clyde O. Switzer, BTSN(A) Lamont C. Fisher, CCM(A) Cecil H. Gurley, CEL(R) Claude G. Alexander, CGM(A) Henry Brenner, CQM(A) William August Clutne, CQM Owen J. Darling, CCM(A) Garrett H. Gibson, BM2c Harvey A. Griesy, CEL(R) Arthur E. LaPorte, CGM(A) Cyrus L. Sylvester, GM1c(A) W. T. Sweeny and CBM Stephen J. Williamson. The list for students (Lighter-than-Air) included the following enlisted men: BTSN William L. Buckley, MACH William L. Coleman, Gunner Ralph T. Bundy, Gunner Willfred H. Smart, CMM(A) L. E. Crowl, CQM(D) Horace M. Finch, CBM S. R. Soulbry and CQM(A) G. K. Wilkinson. A second class of enlisted men began undergoing pilot training (Heavier-than-Air) on 1 August 1920 at NAS Pensacola, Fla., and consisted of 33 enlisted men. A third class of enlisted pilot training was scheduled to begin on 1 March 1921.

### ***Designation List of Early Naval Aviation Pilots (NAPS)***

The program for Naval Aviation Pilot designation numbers produced the same type of situation and confusion that surrounded the numbering of Naval Aviators. The Navy Department, once a policy was decided upon in late 1919 to designate enlisted men as Naval Aviation Pilots, started issuing certificates of qualification as Naval Aviation Pilots to some enlisted personnel who had qualified as pilots during World War I. Hence, the precedence list for Naval Aviation Pilots includes personnel not part of the enlisted class that began training in February 1920. It appears a number of these enlisted personnel were instructors at NAS Pensacola, Fla., in late 1919 and early 1920. CQM(A) Harold H. Karr received a letter, dated 9 March 1920, from the Bureau of Navigation that certified him as a qualified pilot and designated him a Naval Aviation Pilot. Naval Aviation Pilot designation numbers were placed on a handwritten ledger maintained at NAS Pensacola, Fla. CQM(A) Karr is listed with Naval Aviation Pilot number 1 with the date of issue as 22 January 1920. It is believed the difference between the 22 January date and the 9 March 1920 date is the time difference between the reporting from

NAS Pensacola, Fla., to the Bureau of Navigation and its response to CQM(A) Karr.

The enlisted men who were part of the first two classes to receive training as aviators in 1916 may be considered the forerunners of the enlisted men who were designated Naval Aviation Pilots (NAPS). However, because the program and designation for Naval Aviation Pilots was not established at the time of their training or because most of them received commissions and designations as Naval Aviators, they are not included in this list of early Naval Aviation Pilots. Discrepancies in the sources listing Naval Aviation Pilots made it impossible to resolve all the numbering problems. For this reason, only the first 69 Naval Aviation Pilots are listed.

### *Naval Aviation Pilot Designations*

Pilot No.	Name	Rate	Date Designated
1	Karr, Harold H.	CQM(A)	1/22/20
2	Lee, Robert E.	NM1C(A)	1/22/20
3	Niramaier, Edwin	CBM(A)	4/14/20
4	Lovejoy, Francis E.	CQM(A)	11/22/20
5	Seiler, Walter L.	CQM(A)	1/22/20
6	Woods, Clarence	CQM(A)	1/22/20
7	Alexander, Claud G.	CE(R)	10/7/20
8	Barb, Francis C.	CMM(A)	10/8/20
9	Bennett, Floyd	CMM(A)	10/7/20
10	Byrne, Patrick J.	CMM(A)	10/8/20
11	Carleton, Wayne L.	CBM(A)	10/8/20
12	Cluthe, William A.	CQM(A)	10/8/20
13	Darling, Owen M.	CQM(A)	10/8/20
14	Elliott, Charles I.	CCM(A)	10/7/20
15	Fisher, Lawrence C.	CMM(A)	10/7/20
16	Franklin, Kenneth D.	CMM(A)	10/7/20
17	Graham, Paul E.	CMM(A)	10/8/20
18	Griesy, Harvey A.	BM2C	10/8/20
19	Hoobler, Herbert L.	CCM(A)	10/8/20
20	Insley, Cecil H.	CCM(A)	10/7/20
21	Kesler, C. I.	CMM(A)	10/8/20
22	LaPorte, Arthur E.	CE(R)	10/7/20
23	Lawrence, K. B.	CMM(A)	10/7/20
24	O'Conner, Owen J.	CQM(A)	10/7/20
25	Ormsbee, Frank E.	CMM(A)	10/8/20
26	Peterson, Allen K.	Ch.Ptr.(A)	10/8/20
27	Rhoads, Eugene S.	CMM(A)	10/8/20
28	Rossier, Harry A.	CMM(A)	10/8/20
29	Stinson, John H.	CMM(A)	10/7/20
30	Sullivan, Leo C.	CMM(A)	10/7/20
31	Tibbetts, George N.	CMM(A)	10/7/20
32	Utley, Jacob W.	CMbl(A)	10/7/20
33	Wilkinson, Thomas P.	CMM(A)	10/7/20
34	Williamson, S. J.	CBM(A)	10/8/20
35	Demshock, John J.	CE(G)A	3/8/21

Pilot No.	Name	Rate	Date Designated
36	Baker, H. T.	CMM(A)	3/8/21
37	Buckley, James W.	CMM	3/8/21
38	Elmore, William L.	CGM	3/8/21
39	Griggs, Herbert B.	CE(G)	3/8/21
40	Grobe, C. H.	MM1C	3/8/21
41	Gustafson, R. F.	MM1C(A)	3/8/21
42	Hill, William F.	CMM(A)	3/8/21
43	Jackson, Willard B.	CMM(A)	3/8/21
44	Kirkeby, C. D.	MM1C(A)	3/8/21
45	Linder, Frank M.	CE	3/8/21
46	McPeak, N. B.	MM1C	3/8/21
47	Markham, E. L.	MM2C	3/8/21
48	Merritt, R. J.	GM1C	3/8/21
49	Miller, Joseph H.	CMM	3/8/21
50	McLean, M. C.	CMM	3/8/21
51	McIntosh, Enoch B.	QM1C	3/8/21
52	O'Brien, John J.	CMM	3/8/21
53	Preeg, Felix F.	CY	3/8/21
54	Raney, Charles B.	CY	3/8/21
55	Rawlings, John E.	CMM	3/8/21
56	Stultz, W. L.	MM1C	3/8/21
57	Steelman, Charlie	CQM(D)*	3/23/21
58	Tobin, Frederick J.	CMM(A)*	3/23/21
59	Andrews, Walter J.	ACMM	8/15/21
60	Dunn, Stephen	AMM1C	8/15/21
61	Frank, Edwin George	ACMM	8/15/21
62	Flynn, Elliott J.	AMM1C	8/15/21
63	Heinz, Edward A.	AMM1C	8/15/21
64	Holdredge, Herman J.	ACMM	8/15/21
65	Krueger, Charley E.	ACMM	8/15/21
66	Muller, Leo G.	AMM1C	8/15/21
67	Smith, Sidney N.	ACMM	8/15/21
68	Sylvester, Cyrus L.	CGM	8/15/21
69	Harrigan, John J.	ACR	8/15/21

\* Airship

### *General Background on Training*

The story of Naval Aviator training is complex and involved many changes in the various programs and where they received their training. Training of Naval Aviators first began with the assignment of Lieutenant Theodore G. Ellyson to the Glenn Curtiss camp at San Diego, Calif., (North Island) in December 1910. He arrived at the camp in January 1911. Initially, the Navy followed the policy of using the facilities of private manufacturers to train its aviators. This precedent was established by the assignment of Ellyson to the Curtiss facilities for training as an aviator. The training of these aviators by private aircraft manufacturers was tied to Navy contracts that purchased aircraft for the Navy Department. The first aircraft contracts were with

Curtiss Company and the Wright Company. So the early Naval Aviators were trained at company sites such as San Diego, Calif., and Hammondsport, N.Y., used by the Curtiss Company; Dayton, Ohio, used by the Wright Company and Marblehead, Mass., used by the Burgess Company, for training in Wright Company aircraft.

With the acquisition of aircraft and the training of several Naval Aviators, the Navy was able to terminate its dependence on private manufacturers for training its aviators. In August 1911 the Navy set up an Engineering Experiment Station and aviation school at Greenbury Point, Annapolis, Md. During the winter of 1912-1913, the aviation camp at Greenbury Point, Md., moved to Guantanamo Bay, Cuba, for its first exercises with the fleet. Captain Washington I. Chambers' report to the Chief of the Bureau of Navigation in 1913 identified the following Naval Aviators:

T. G. Ellyson, J. Rodgers, J. H. Towers, V. C. Herbster, P. N. L. Bellinger, A. B. L. Smith, G. deC Chevalier, A. A. Cunningham, W. D. Billingsley, L. N. McNair, H. C. Richardson, I. F. Dortch, H. C. Mustin and J. D. Burray. The last seven in this list of Naval Aviators were Navy-trained.

In accordance with the recommendations from the Board on Naval Aeronautic Service, the aviation school/training camp at Greenbury Point, Md., was moved to Pensacola, Fla. On 20 January 1914, the aviation unit from Greenbury Point, Md., arrived at Pensacola, Fla., to set up a flying school. It consisted of nine officers, 23 men, seven aircraft, portable hangars and other equipment.

The training of Naval Aviators at Pensacola was conducted in the same informal way that had been done at Greenbury Point. They were taught how to fly, and instructed in the rudiments of the construction and maintenance of their planes. Every man was given as much time as necessary to master his ground and flight instruction. No one washed out.

A formal training syllabus was issued by the Bureau of Navigation in June 1914, BuNav Bulletin No. 532. This syllabus established a one-year course for pilots. In January 1916, the syllabus was revised. The new syllabus, "Courses of Instruction and Required Qualification of Personnel of the Air Service of the Navy" outlined courses for Naval Aviation Pilots, Naval Aviators, Student Airmen, Quartermasters (Aviation), Quartermasters (Deck), and Machinists Mates (Aviation). During the summer of 1916, a syllabus was also established for the training of lighter-than-air pilots (dirigible and balloon pilots). Needless to say, flight instruction procedures were altered by a constant stream of suggestions from the pioneers at Pensacola.

In 1916 the Naval Appropriation Act provided for

the establishment of a Naval Flying Corps. It also provided for the establishment of a Naval Reserve Force of six classes, including a Naval Reserve Flying Corps. One of the first groups to organize under the Naval Reserve Flying Corps was the First Yale Group/Unit. Most of the men in this organization received their training independently of the Navy and were later qualified as Naval Aviators. Training for many of the personnel in the Naval Reserve Flying Corps fell on the shoulders of Pensacola until a training system evolved and was established during World War I.

With the U.S. entry into World War I, numerous changes occurred in the training of naval pilots. Besides the training of pilots in England, France and Italy, a group of 24 American personnel reported at the University of Toronto on 9 July 1917 to begin flight training under the Canadian Royal Flying Corps. In the United States, flight training expanded from the site at NAS Pensacola, Fla., to include preliminary flight training at Squantum, Mass., Bay Shore (Long Island), N.Y., Miami, Fla., Key West, Fla., and San Diego, Calif. By late January 1918, the following list of air stations was conducting aviation training: Chatham, Mass., Montauk, N.Y., Bay Shore, N.Y., Rockaway, N.Y., Cape May, N.J., Hampton Road, Va., Miami, Fla., Key West, Fla., Pensacola, Fla., and San Diego, Calif. There were also Naval Aviation Detachments scattered around the country that were involved in aviation training. These included MIT at Cambridge, Mass., Great Lakes Training Station, Ill., Goodyear at Akron, Ohio, Curtiss Aeroplane at Buffalo, N.Y., Aeromarine company at Keyport, Mass., the Naval Aircraft Factory at Philadelphia, Pa., Packard Motor Car Company in Detroit, Mich., Delco Ignition Laboratories in Dayton, Ohio, Lincoln Motor Company in Detroit, Mich., and Savage Arms Corporation in Utica, N.Y. With the end of World War I, most of these stations ended their aviation training programs and NAS Pensacola, Fla., again became the primary training station.

With the beginning of World War II the training of Naval Aviators again became decentralized and expanded across the country, just as it had done during World War I. Following the end of World War II, the different phases of training for Naval Aviators continued to be conducted at several different air stations. That situation continues to exist today.

### ***Number of Naval Aviators Designated (Trained)***

Obviously, the variances in the Naval Aviator training program and its decentralization make it very difficult to provide an infallible number for the output of Naval Aviators since 1911. All the variances in the pro-

grams listed in the sections above will corroborate this statement.

Personnel trained by the Navy are designated Naval Aviators, no matter whether they serve in the U.S. Navy, Marine Corps, or Coast Guard. The list below also includes foreign personnel trained by the U.S. Navy Department as Naval Aviators, as well as a few U.S. military and civilian personnel from other federal agencies. In some cases these special groups, such as the foreign or civilian personnel from other federal agencies, were included in the number count, but in other cases they were not. It is extremely difficult to identify the years in which this group was included and the years in which they were not. Hence, the following list identifying the number of Naval Aviators trained (designated Naval Aviators) is the best available. The numbers for the more recent years are by fiscal year. In 1976 the government changed its fiscal year from 1 July-30 June time frame to 1 October-30 September. Consequently, there is an additional entry for 1976 covering the 1 July to 30 September time frame.

<i>Year</i>	<i>Number Trained (Designated)</i>
1911 to 1919	2,834
1920	82
1921	72
1922	106
1923	25
1924	32
1925	35
1926	35
1927	123
1928	140
1929	66
1930	348
1931	321
1932	168
1933	138
1934	35
1935	100
1936	212
1937	527
1938	543
1939	450
1940	708
1941	3,112
1942	10,869
1943	20,842
1944	21,067
1945	8,880
1946	2,635
1947	1,646
1948	446
1949	688

<i>Year</i>	<i>Number Trained (Designated)</i>
1950	1,691
1951	1,288
1952	932
1953	1,701
1954	2,338
1955	2,851
1956	2,571
1957	2,951
1958	2,513
1959	1,785
1960	1,602
1961	1,478
1962	1,413
1963	1,701
1964	1,701
1965	1,715
1966	1,907
1967	2,046
1968	2,334
1969	2,559
1970	2,450
1971	1,809
1972	1,853
1973	1,650
1974	1,447
1975	1,337
1976	1,375
Jul-Sep	
1976	314
1977	1,196
1978	934
1979	871
1980	1,471
1981	1,482
1982	1,515
1983	1,424
1984	1,366
1985	1,343
1986	1,439
1987	1,482
1988	1,454
1989	1,528
1990	1,483
1991	1,342
1992	1,216
1993	865
1994	874
1995	1,155
Total	153,037