



Matthew G. Moffit, RADM USN (Ret.)
 "Matt"

Date of Designation: 30 January 1976

Dates of Active Duty: 6 June 1974 - 8 July 2008

Total Flight Hours: 3,802

Carrier/Ship Landings: Fixed Wing: 747, Rotary: 3

Approximate Flight Hours:

Jet: 3,667 Prop: 110 VF/VA/VFA: 3,550 VS: 5
 VT: 210 Other: 37

Combat Tours:

Operation Desert Shield/Desert Storm: VFA-86, 35 missions
 Operation Deliberate Guard: CVW-3
 Operation Northern Watch: CVW-3
 Operation Southern Watch: CVW-3
 Operation Iraqi Freedom: CSG-5/CTF-50 Commander

Aviation Commands:

VFA-86 (FA-18C) USS *America* (CV-66), Nov 90-Feb 92
 VFA-106 (FA-18A-D) NAS Cecil Field, FL, Dec 92-Jul 95
 CVW-3, USS *Theodore Roosevelt* (CVN-72), Apr 96-Sep 97
 CSG-7, USS *John C. Stennis* (CVN-74), Aug 02-Nov 03
 CSG-5, USS *Kitty Hawk* (CV-63), Feb 03-May 03
 Naval Strike & Air Warfare Command, NAS Fallon, NV,
 Nov 03-Jun 06

Combat Awards:

1 Distinguished Flying Cross
 2 Bronze Stars
 4 Air Medals
 2 Strike Flight Air Medals
 1 Navy Commendation Medal w combat "V"



Duty Assignment Chronology

6/74-11/74 Board Recorder, BUPERS, OPNAV, Navy Annex, Washington, D.C.
 11/74-2/75 Student Pilot, VT-5, NAS Saufley, Pensacola, FL.
 2/75-4/76 Student pilot, VT-26 and VT-25, NAS Chase Field, Beeville, TX.
 4/76-12/76 A-7 Advanced Training, VA-174, NAS Cecil Field, Jacksonville, FL.
 12/76-7/79 A-7 Pilot, VA-87, NAS Cecil Field / USS *America*.
 7/79-6/82 Instructor Pilot, VA-174, NAS Cecil Field, Jacksonville, FL.
 6/82-10/84 Assistant Strike Operations Officer, USS *Saratoga* (CV-60), NS Mayport, FL.
 10/84-4/86 Carrier Air Wing Training Coordinator and Strike Leader Attack Training Syllabus Instructor, Navy Strike Warfare Center, NAS Fallon, NV.
 5/86-1/87 FA-18 Hornet transition, VFA-106, NAS Cecil Field, Jacksonville, FL.
 2/87-12/88 Operations and Administrative Officer, VFA-131, NAS Cecil Field / USS *Coral Sea*.
 1/89-8/89 Instructor Pilot / Special Projects, VFA-106, NAS Cecil Field, Jacksonville, FL.
 8/89-11/90 Executive Officer, VFA-86, NAS Cecil Field / USS *America*.
 11/90-2/92 Commanding Officer, VFA-86, NAS Cecil Field / USS *America*.
 2/92-11/93 Force Structure Analyst, N81/ Deputy Chief of Naval Operations (N8F) Special Assistant for Aviation Matters, OPNAV, Pentagon.
 12/93-7/95 Commanding Officer, VFA-106, NAS Cecil Field, Jacksonville, FL.
 8/95-4/96 Deputy Commander, Carrier Air Wing THREE, NAS Oceana / USS *Theodore Roosevelt*.
 4/96-9/97 Commander, Carrier Air Wing THREE, NAS Oceana / USS *Theodore Roosevelt*.

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Duty Assignment Chronology continued

9/97-7/99 Chief, Current Operations Division, U.S. Atlantic Command, Norfolk, VA.

7/99-7/00 Executive Assistant to the Deputy Commander in Chief, U.S. Joint Forces Command, Norfolk, VA.

7/00-3/02 Assistant Deputy Commandant for Aviation (Code AP), HQMC, Pentagon.

3/02-8/02 Director N780/5, Aviation Plans and Requirements/Carrier Plans, OPNAV, Pentagon.

8/02-11/03 Commander, Carrier Group SEVEN / USS *John C. Stennis* Strike Group, NAS North Island.

2/03-4/03 Commander, Carrier Group FIVE / USS *Kitty Hawk* Strike Group, NS Yokosuka.

11/03-6/06 Commander, Naval Strike and Air Warfare Center, NAS Fallon, NV.

6/06-7/08 Director, N43 Fleet Readiness Division, OPNAV, Pentagon.

Summary of Significant Career Events

(1) My operational career started in VA-87 in which I ejected from an A-7E (engine compressor failure while flying on my Skipper's wing) during Exercise Solid Shield and shortly after I had checked in. I ended up in the Great Dismal Swamp due to the fact that I preferred the overland ejection option to the over water ejection option... as it turned out it wasn't quite 'overland'... and that's why they call it a Swamp!

(2) As an instructor pilot in VA-174 I was primarily involved with the weapons and tactics training syllabus where our team evolved the computer aided bombing tactics and first ever FLIR syllabus for the A-7. I was also an instructor in the controlled flight departure syllabus where we 'guided' replacement pilots/students through a multiple departure routine... Always fun to watch while praying the RPs did what we told them to do to recover... Additionally we evolved the low altitude high energy maneuvering tactics from the Tucson ANG program for the RAG syllabus. Loads of fun but could get a bit hairy at 100' flying wing on the RPs... And to close out this tour I was the A-7 tanker pilot for the E-2 aerial refueling evaluation. The C-2 was used as a surrogate and for good reason...it progressed to a near departure flight for the COD and crew... That ended the potential use of the A-7 as a tanker for E-2s...

(3) While Asst. Strike Ops on the USS *Saratoga*...coming out of the first CV SLEP (and that's another story...) was qualified in the C-1 COD. It turned out that my duties as Asst Strike / OOD / General Quarters OOD were a bit more demanding than expected and after three flights (in which two ended due to in flight emergencies) my COD pilot days ended...as the Captain and Strike Ops preferred to have me on the ship and not ashore fixing the aircraft...

(4) As a Plank Owner at the Naval Strike Warfare Center was a part of the development the Strike Leader's Attack

Training Syllabus with the other 12 staff members. We developed a program that had significant impact on the capability of Naval Aviation and continues to evolve as the world's best combat training process.

(5) As a department head in VFA-131 we were reassigned from the USS *Coral Sea* to the USS *Independence* for a trip to the west coast around the 'Horn'... It was a great journey filled with nothing but day bombing, ACM flights and port visits. The most incredible memory though was rounding Cape Horn with the USS *Lake Champlain* in our wake. As the weather turned sour the *Lake Champlain* was taking water/OCEAN completely over the super structure... it got so bad they came up behind the *Independence* at about 200 feet nose to tail so as to not get beat to death by the huge waves. After the transit we saw what the power of the ocean could do...peel the hurricane deck bulwark structure completely off the forward part of the ship...most impressive and memorable...and reaffirmed why I went aviation...

(6) During Desert Storm I had an opportunity to put all my training to use in combat. As CO I ended up leading quite a few missions and for some reason my missions aligned with the weather fronts that rolled across Iraq... because of that near perfect alignment my strike packages bombed the hell out of Mudysis airfield or what became known as 'Muffdysis' airfield as my call sign was Muff. There were two particular combat missions that stick out in my mind. One was an 8 hour mission to Kuwait that involved bombing in multiple kill boxes and multiple aerial tankings. One tanker rendezvous I will never forget...it involved a KC-10 flying up from Saudi Arabia. We were very low on gas after completing our kill box mission and had to fly all the way back to the Red Sea and the USS *America*. It became obvious that we didn't have enough fuel to make it to the first planned tanker rendezvous so called the appropriate folks and had an alert USAF tanker launched. Well, as we are heading down into Saudi Arabia we pick the tanker up at about 80 miles doing .98 IMN... I had no idea KC-10s could get up that head of steam and it made for a very interesting head on supersonic tanker rendezvous... The second mission was the last large-scale strike package into Iraq from the Gulf. The weather wasn't all that great and we had about 40 planes up tanking off 4 or 5 KC-135s... The initial tanker rendezvous turned into an absolute goat rope with tankers (with 5 or 6 aircraft on their wing and refueling) having near misses popping in and out of clouds off altitude. I witnessed one near miss involving two tankers and at least 12 fighters that pretty much scared the you know what out of all involved... That near miss pretty much ended the large package strikes as the combat was winding down and we had done enough damage along the highway of death and elsewhere in Iraq...

(7) During my Stennis Strike Group tour we went to sea for sea trials while southern California was burning... maintaining station out at sea at 90 miles we were receiving ash from the wild fires that were burning ashore. Only at sea a bit over a day and a half we came back in to provide manpower to fight the fires and let our sailors deal with the loss of their

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homes. Also during this tour and while at sea I was called the first evening out by AirPac and was directed to come ashore... I was a bit concerned because he wouldn't give me a reason for my return over the net... I got a stay of execution until the next morning and flew off at first light trying to figure out why I was being removed from my strike group in such a suspicious way... As it turned out I was being given an additional command in the form of the Kitty Hawk Strike Group and was headed off to the Middle East for another combat tour... I joined the Kitty Hawk as it was transiting the Strait of Hormuz with combat commencing the next day...on my 51st birthday...what an unexpected birthday present.

(8) While assigned to the Naval Strike and Air Warfare Center as Commander we were able to reintroduce F-16s into the Top Gun syllabus and evolved tactics for the H-60 and P-3 communities. We also created the Joint Tactical Air Controller course during this timeframe and I had the honor of presenting Petty Officer Michael Monsoor his JTAC certificate prior to his deploying to Iraq and earning his Medal of Honor.

(9) After retirement from active duty I joined the Boeing Company and lead the Navy Systems team in their efforts to provide the US Navy and Naval Aviation the most capable aircraft in production.

(10) Finally, I have the honor of being the third Moffit to have earned his Wings of Gold and since have pinned Wings of Gold on two of my sons Adam (SH-60S) and Joe (MH-53E).