



David T. Williams, CDR, USN (Ret.)

Date of Designation: 13 November 1945

Dates of Active Duty: 14 February 1938-1 April 1968

Total Flight Hours: 17,185
(5,319 Military and 11,866 Commercial hours)

Carrier/Ship Landings: Fixed wing: 597

Approximate Flight Hours:
Jet: 14,938 Prop: 2,246 VF/VA: 4,738 VU: 580

Aviation Commands:
CO, VC-4, Oct. 1964 - Nov. 1965 (F8U, US2C)

Duty Assignment Chronology

2/38-5/38 Boot Camp.
 6/38-4/42 USS *Pennsylvania* (BB-38), YN1c.
 5/42-12/43 USS *Chanticleer* (ASR-7), CYN, Salvage Diver.
 2/44-6/46 Flight Training, Student.
 7/46-7/48 VF1E, NAS San Diego, CA. Admin/Material Officer (FR-1, F6F-5N).
 8/48-3/50 VCN-1/FAWTUPAC, NAS Barbers Point, HI Personnel Officer (F6F-5N, F7F-3N, SNB).
 4/50 VC-3, NAS Moffet Field, CA. Awaiting Orders (F4U-5N).
 5/50-6/53 NATC, NAS Patuxent River, MD. Student - Class 7 (graduated)
 Flight Instructor (F8F, F9F2-5, F2H, AD, AM)
 Instrument Instructor (XNQ, SNB) Staff.
 6/53-6/55 VF-24, NAS Alameda, CA. Maintenance Officer (F9F-6).
 6/55-6/58 VT-205, NAS Memphis, TN. Instructor Pilot and Scheduling (TV-2).



6/58-9/59 VF-101, NAS Key West, FL. Assistant Operations Officer and Instructor Pilot (F4D, F3H)
 10/59-7/62 VF-74, NAS Oceana, VA. Operations Officer (F4D, F4H-1).
 7/62-7/63 Naval War College, NS Newport RI. Student C&S (TV2, SNB).
 9/63-10/64 XO, VC-4, NAS Oceana, VA (F8U, US2C)
 10/64-11/65 CO, VC-4, NAS Oceana, VA. (F8U, US2C)
 12/65-11/66 USS *Saratoga*, NS Mayport, FL. Air Operations Officer.
 1/67-4/68 NAVAIRSYSCOM, Washington DC. Director Military Manpower
 4/1/68 Retired from active duty.

Summary of Significant Career Events

- (1) I was at Pearl Harbor on December 7, 1941 in USS *Pennsylvania* as a Yeoman whose battle station was in Turret 2. As the Rangefinder operator I had a very good view of the battle as it unfolded. As an aside, VADM Bardshar was also aboard as the Turret Officer in Turret 4.
- (2) I was an early jet pilot having flown the FR-1 (Ryan Fireball) in VF-1E. Additionally I was an early night fighter/all weather pilot flying the F6F-5N (Hellcat) in VCN1 and made a cruise as such in a detachment with VF-11 in USS *Tarawa* in 1948.
- (3) I was in all respects qualified professionally, physically and mentally for combat but I was never in the right spot at the right time. I was on my way to the Fleet during WWII but the enemy surrendered! The same was true of Korea. As a student, the Navy Test Pilot School was a real challenge as was the Command and Staff course at the Navy War College. I completed both successfully.

Significant Career Events continued

- (4) Introducing two new airplanes into the fleet was most interesting. The F9F-6 in VF-24 and the F4H-1 in VF-74. In VF-74 we had a competition pitting the F4H RO concept against the Air Force F-106 Sage environment using a F-104 as a target. As a result of the competition the Air Force ordered many F4H aircraft.
- (5) Of course Command is the ultimate goal and challenge and one which gave me a real sense of accomplishment. I was able to recycle a few pilots back into carrier aviation from my shore based squadron who went on to great careers in the Navy.