



David Architzel, VADM, USN (Ret.)
 “Hawk”/”Arch”

Date of Designation: November 1975

Dates of Active Duty: June 1973 - October 2012.

Total Flight Hours: 5,350 ; 4300 S-3

Carrier/Ship Landings: Fixed wing: 450

Total number of TMS flown: 31

Aviation Commands:

VS-30
 USS *Guam* LPH-9
 USS *Theodore Roosevelt* (CVN-71)

Military Awards:

National Defense Service (3)
 Defense Superior Service (2)
 Legion of Merit (4)
 NAM (1)

Personal Awards:

John Paul Jones Leadership Award, 1998
 Spanish War College Navy Cross of Merit
 Knight of the Order of the Falcon, Iceland

Duty Assignment Chronology

06/69-06/73 USNA Class of 1973
 06/73-12/73 Plebe Soccer Coach USNA
 01/74-01/76 SNA VT-1/VT-4 Pensacola
 01/76-05/80 VS-30 NAS Cecil Field S-3A.
 3 Deployments on USS *Forrestal*.
 06/80-06/81 Test Pilot School Class 79
 06/81-06/84 ASW Directorate TEST Pilot
 06/84-08/85 VS-28 Maintenance Officer S-3A.
 Deployment on USS *Independence*.
 09/85-10/86 Spanish Naval War College, Madrid



10/86-06/87 Force Warfare Directorate, S-3B
 09/87-07/90 XO/CO VS-30 Deployment USS *Saratoga*
 CV-60
 08/90-11/91 Naval Reactors Training/Prototype
 Naval Reactors HQ.
 12/91-10/93 XO, USS *Dwight D. Eisenhower*
 11/93-04/94 XO, USS *John C. Stennis*
 04/94-08/96 CO, USS *Guam* LPH-9
 2 Deployments with 26/22 MEU.
 10/96-09/98 CO, USS *Theodore Roosevelt*. Deployment/
 EDSRA/Work up.
 10/98-11/98 Flag Selection/CAPSTONE.
 11/98-06/01 Commander Iceland Defense Force
 Commander Fleet Air Keflavik
 06/01-09/01 Commander Naval Safety Center
 08/01-08/03 Commander Navy Region Mid-ATL
 08/03-07/05 Commander OPTEVFOR, Norfolk
 07/05-08/07 PEO Carriers, WNY, DC
 08/07-07/10 Principal Mil Deputy, ASN RD&A
 05/10-10/12 Commander NAVAIRSYSCOM
 10/2012 Retired from active duty

Summary of Significant Career Events

(1) Orders to flight training, my first flight was in the T-34B in VT-1. Stayed in Pensacola for advanced training flying A-4J at VT-4 and concurrently earning a Masters Degree from University of West Florida.

(2) Following completion of flight training I received my wings with 9 other Student Naval Aviators. Three of us got Fleet seats, 5 were Plowed back as IPs and one landed a desk job in Memphis. My orders were originally to Heavy 5 in Key West and the RA5-C Vigilante. When I called the squadron's Operations Department, they told me I would never fly the Vigi as the squadron was to decommission in a year's time. At the suggestion of a seasoned Lt in VT-4, (how I supposed to know he was joking!) I called my detailer and asked for another Fleet seat. To everyone's surprise, the Detailer gave

- Continued -

Summary of Significant Career Events continued

me orders to a new S-3A squadron in NAS Cecil Field with intermediate orders to Phase I LSO school. What a start!

(3) VS-30 was transitioning from S-2 days to the new S-3A aircraft so after a few months in Florida, we all headed west to VS-41 and NAS North Island to transition as a Squadron. Following RAG completion and CQ we all reported aboard CVW-17 on FID for 2 med deployments. I earned my Squadron, than Wing, quals as LSO and was extended for another cruise in VS-30 due to the near complete rotation of original pilots out of the squadron following our 2nd deployment. While tough on my growing family, that extension gave me the added hours I needed to apply for Test Pilot School. I was selected as a member of TPS Class 79.

(4) After TPS, I flew as the Project Pilot on the Flying Qualities Improvement Program (ECP-347) as well as a number of other test programs on the S-3 including WISP the forerunner to the S-3B. I also managed and flew aerial refueling test and evaluation programs for the NAVAIR PM. During this same time period there were a number of accidents in the Training Command due to Out of Controlled Flight involving the T-34C. Following receipt of tasking from NAVAIR, I re-flew the entire T-34C spin profiles including all know departure techniques and recoveries to include inverted spin entries using an instrumented T-34C with installed spin chute just in case. (Never needed the chute thank goodness).

(5) Received a "By name" call to report immediately from NATC to VS-28 to serve as the Maintenance Officer of the deploying "Gamblers". Following a successful deployment and turn around training my CO received a P4 from BUPERS directing him to detach me within two weeks and have me report within 4 weeks as a student at the Spanish Naval War College in Madrid Spain. If I could gather my wife and 3 kids in time they were invited to go as well! Thankfully as always, Barbara was well ahead of BUPERS and the Detailers! We had a great year in Spain and I received a distinguished graduate award from His Majesty King Juan Carlos upon my graduation.

(6) Orders took me back briefly to NATC and now Force Warfare Directorate where I returned to flight status flying the S-3B. Life was good and getting better as I first made 05 and then screened for Command and received orders to report as XO to the Diamondcutters of VS-30 joining them on cruise in the Med on USS *Saratoga*. We also completed the round the horn cruise with Indy as she changed homeports to NAS North Island. Enjoying my CO tour and prepping for another deployment I received word of my selection to the Nuclear Power Program reporting to Orlando Florida for NUC School followed by Prototype training in Charleston aboard the Moored Training Ship. All this leading to my first XO ride under Capt. Bill Cross aboard USS *Dwight D. Eisenhower*. Following nearly 2 years as XO of IKE, I was ready for JPME Phase I training in Norfolk when, on the last week of my tour on IKE I received orders to report as XO to PCU *John C. Stennis*. Life has a way of throwing you some

curveballs! My time on JCS allowed me to be screened for my Deep Draft, USS *Guam* (LPH-9). Back to sea!

(7) 2.5 cruises in Command of the oldest ship in the Navy can be trying at times but it was so rewarding and fun really. Deployments under PHIBRON-2 with 26 MEU then 22 MEU and back to 26 MEU gave me the chance to work with some fine sailors and marines and we won 3 consecutive Battle "E" awards for the "Mighty NINE".

(8) From USS *Guam* I received orders as CO of USS *Theodore Roosevelt* CVN-71. Reporting aboard via COD during the final day of the Battle Groups FleetEX prior to deployment I was ready to finish the transition process and take Command. That night, TR and USS *Leyte Gulf* collided with the Change of Command a week away. What had promised to be a restful Prior to Over Seas Movement (POM) period turned into anything but that as we worked for the entire 30 days to make repairs to the stern of TR while *Leyte Gulf* made repairs to her port bow. Our cruise went off on time and the crew responded to every bell. I was honored with the Navy League's John Paul Jones Leadership award but it was the work of the men and women of TR that deserve the credit for they were truly the ones in the Arena.

(9) Prepping for another deployment I received notice from the VCNO that I was selected for Flag rank. While excited, I also was sad, knowing that, as I looked over the TR from the Captain's chair, my time as CO of the World's Mightiest Warship was coming to an end.

(10) Seven Flag level assignments followed, each with their unique challenges and opportunities from COMICEDEFOR/FLEETAIRKEF, Naval Safety Center, CNRMA, COMOPTEVFOR, PEO Carriers and Principal Military Deputy for ASN RD&A and finally COMNAVAIRSYSCOM. Again, each of these Command tours have stories worth sharing and I believe all contributed to Naval Aviation. Yet none of these Flag level tours held a candle to my Command tours of VS-30, USS *Guam* and USS *Theodore Roosevelt*.

Post Military Highlights

(1) Returning home to Norfolk, Virginia I was hired to be the Director of Military Affairs for Old Dominion University. A job I held for 2 years until I received several offers I just could not refuse!

(2) Hired on as a lead consultant for Miller Group LLC and within months was named President of Davis Boat Works, a small repair yard in Newport News. After completing a much need turnaround of the Yard, I rejoined the Miller Group and a new company named Fairlead Int based in Portsmouth, Virginia.

(3) Concurrent with the above, I was asked to be a member of the Acquisition Insight Group of the Defense Acquisition University (DAU), a position I still hold today. In that capacity I joined several CNO and SECNAV directed "Greybeard"

- Continued -

Post Military Highlights continued

studies such as: A review of Ford Class critical technologies; Review of the Columbia Class SSBN; BA-4 Study; Accelerated Acquisition Review.

(4) A small business advocate, I championed the efforts of no less than 6 small businesses in Hampton Roads (HR) and served as Chairman of the Maritime Industrial Base Ecosystem (MIBE) initiative and Hampton Roads Maritime Collaborative for Innovation & Growth.

(5) Served on a number of Boards including Norfolk Botanical Garden, Navy League of HR, Norfolk's Military Economic Development Advisory Council, FESTEVENETS, Nauticus, Friends of the Jewish Chapel at USNA, Distinguished Advisor to WOASF and Chair of the Theodore Roosevelt Association.

(6) In March of 2020 I became President and CEO of University Research Foundation with offices in Greenbelt Maryland.

Personal

(1) Ensign David Architzel married the former Barbara Anne Williams of Alexandria Virginia on September 8, 1973 in the USNA Chapel in Annapolis, Maryland. Barbara is the light of my life and mother of our three children Erin, Mary and John. She is also the world's greatest grandmother to Luke and Paul.

(2) I own and operate my own live steam riding railroad with 1.5 miles of track around our 5.4 acre property in Suffolk, Virginia. Running steam engines, gasoline engines, electric trains and pedal cars keeps me busy and off the golf course. Life is good for Arch and Barbara.