



Allen E. Hill, Rear Admiral, USN (Ret.)
 "Boot"

Date of Designation: 20 January 1950 NA # T-345
 Midshipman, U. S. Navy

Dates of Active Duty: 1 April 1948 - 1 August 1980

Total Flight Hours: 5,265

Carrier/Ship Landings: Fixed wing: 602

Approximate Flight Hours:

Jet: 3,727 Prop: 1,538 VF/VA: 3,670

VT: 1,155 Helo: 20 Proficiency: 420

Combat Tours:

Korea: VF-112 (F9F-2), July 1950-April 1951, USS
Philippine Sea.

Korea: VF-112 (F9F-2), December 1951-July 1952, USS
Philippine Sea.

Vietnam: VA- 192 (A4C), March 1965-January 1966, USS
Bon Homme Richard.

Vietnam: VA-192 (A4E), November 1966-December 1966,
 USS *Ticonderoga.*

Vietnam: CAG-2 (A7, F4) November 1969-May 1970, USS
Ranger.

Vietnam: CTF-77/CCD-5, ACOS Ops/Plans, July 1970-July
 1971 Various CVA's.

Vietnam: CO, USS *Ranger*, May, June 1973.

Combat Missions: 386

Aviation Commands:

CO, VA-192, December 1965 - December 1966

COMCVW-2, June 1969 - June 1970

CO, USS *Duluth* (LPD-6), September 1972 - April 1973

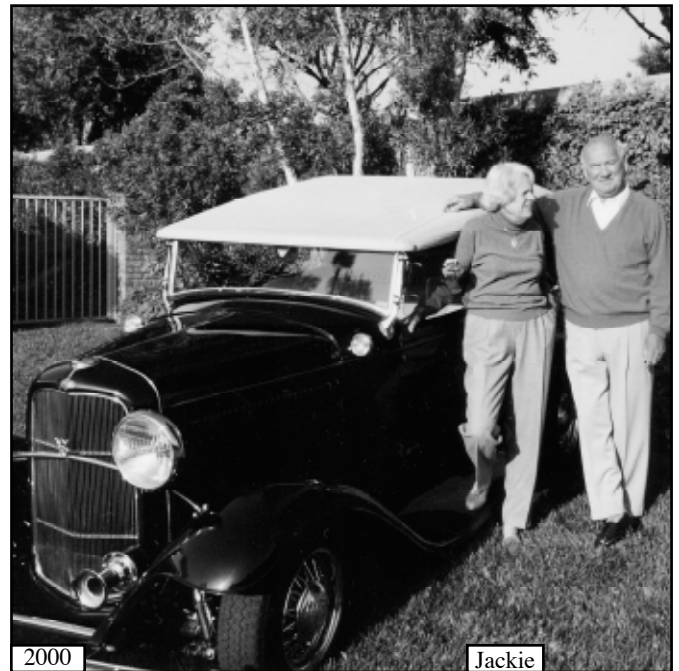
CO, USS *Ranger* (CVA-61), May 1973 - November 1974

Combat Awards:

Legion of Merit (Two with combat "V")

Distinguished Flying Cross (4)

Bronze Star (Two with combat "V")



Combat Awards continued:

Air Medal (26)

Navy Commendation Medal (Three with combat "V")

Purple Heart

Duty Assignment Chronology

4/48-1/50 Flight Training, Pensacola, Cabaniss Field
 (SNJ, F8F-1).

2/50 Jet Transition. North Whiting (TO-1, F80C).

3/50-9/52 VF-112, NAS North Island, NAS Miramar
 (F9F-2).

10/52-3/53 FASRON 12, O-in-C Ream Field Det. (F9F's,
 F8F's, F6F's, F4U-4/5NL's, AD's, TBM's).

4/53-9/53 CNABATRA, Flight Instructor. Saufley Field
 (SNJ).

10/53-8/54 IBTU Flight Instructor. NAS Pensacola.
 Director, Tactics Standardization as a LTJG.

9/54-1/56 University of California, Berkeley (F9F's,
 SNB's).

2/56-5/56 Aircraft Maintenance Officer's Course,
 Memphis.

6/56-1/58 VF-13, NAS Cecil Field. Maintenance Officer.
 (F9F-8).

1/58-9/59 USS *Intrepid* (CVA-11). Flight Deck Officer.
 Norfolk.

10/59-7/61 VA-126. NAS Miramar. Yuma/China Lake.
 Weapons Training Officer/Enlisted Training
 Officer. Flight Instructor. (FJ-4/4B, A4D's).

8/61-7/62 Naval War College, C&S course.

7/62-7/64 Staff, CINCPACFLT. Daily Operations Briefer
 (T-33, Proficiency).

8/64-12/64 VA-125, NAS Lemoore. Maintenance Officer,
 Flight Instructor (A4's).

12/64-12/66 VA-192, NAS Lemoore. XO/CO (A4C, A4E's)

1/67-12/68 JCS, J-3, Pacific Division, Air Ops. (T39D,
 Proficiency).

1/69-5/69 RCVW-12, NAS Miramar. PCAG-2 (F4J,
 A7B, A6A, RA5C). (-Continued-)

Duty Assignment Chronology continued:

6/69-6/70 COMCVW-2. NAS Miramar.
7/70-7/71 CTF-77/CCD-5, ACOS Ops/Plans. (A7E, T39)
8/71-6/72 National War College, Washington, D. C.
8/72-5/73 CO, USS *Duluth* (LPD-6), San Diego.
5/73-11/74 CO, USS *Ranger* (CVA-61), Alameda.
12/74-4/75 COMNAVAIRPAC, Chief of Staff.
5/75-12/78 COMTRAPAC.
1/79-7/80 Office of the CNO, OP-953, Director, Battle Group Tactical Readiness.
8/1/80 Retired from active duty.

Summary of Significant Career Events

(1) Probably the only Aviation Midshipman Battalion Commander to survive consecutive Class "A" offenses. Fall of 1948, South Whiting Field. Restricted for three months. Had time to become good at shining shoes and polishing brass. Helpful later on.

(2) Fortunate to join VF-112 out of flight training. Squadron pilots were very experienced with even wingmen having participated in WWII. My role was made clear: While on the ground, assistant to everything "collateral", and while airborne; two more eyes and four more guns, with but one permissible transmission-----"Tallyho". (generally true). Listened and learned.

(3) Participated in first all jet and highest engagement in air warfare history, 9 Nov. 1950, over the Sinuiju bridges/Yalu River at 36,000ft. (At least according to the LA Times).

(4) Flew in support of the Marines at Chosin Reservoir and during the evacuation of Hungnam and Wonsan. The Skipper's division had to land at Wonsan on 12 November, 1950, following a Mig engagement over the Yalu that went into overtime. Most fuel anyone had was an indicated 250#. No second chance on a beat-up 3,800' runway. All eight main mount tires were blown during rollout and until Marine assistance arrived, the four F9F's took rifle hits from a small group of NKN gooks that the Marines had left in isolation on the northern tip of the peninsula. Probably the only jets to land at Wonsan during Korea.

(5) Gained enough experience during the first cruise in Korea to be given a flight division early in the turn around. Many of the senior pilots left for shore duty and their replacements had little jet time. The Skipper decided he could do without his wingman for awhile so an Ensign had the "unusual experience" of leading a LCDR, a LT and a JG during training flights that included weapons work. Miramar, 1951. With hindsight it was "unusual", at the time it was a necessity.

(6) Early jet centurion on a straight deck. USS *Philippine Sea*, 1951. Had to be fairly early because they hadn't yet invented 100 landing patches.

(7) Won AIRLANT's 1957 25,000ft air-to-air gunnery championship, individual. Division also won. VF-13, F9F-8.

(8) Gave the background briefings to the Senate Armed Services Committee in preparation for their hearings in August, 1967, on the conduct of the air war against NVN. (Rolling Thunder). Provided details concerning the target approval process, the policy of gradualism, sanctuaries, ROE and civilian micro-management of the entire program. The Committee's report publicly castigated the Administration for ignoring the Military's counsel. Within two months and as a direct result of the air war hearings, Johnson sent McNamara to the World Bank and, shortly thereafter, announced he would not seek reelection.

(9) Probably the only post WWII carrier aviator who, over a full career, made only combat cruises as a pilot. Never had the opportunity to be in a squadron on a peacetime cruise.

(10) Completed a career without denting an aircraft. (With the exception of damage resulting from NKN, ChiCom or NVN ground fire) No material failures, no incidents, no AAR's, no Davis barriers and no cold cats from H-4's.

(11) **Good hop:** Pusan Perimeter, 26 August 1950. Approx. 10 km north of Pohang. At the beginning of a road recce hop a Marine airborne FAC saw us and contacted the Skipper on guard. A Marine company was physically engaged with a numerically superior NKN unit and being overrun. The mass of humanity was halfway up a ridgeline and clearly visible. After two dry runs the mass separated sufficiently to allow the Marines to put down colored panels. We used 2 guns at a time with the intent being to make as many runs as possible, keeping the gooks down until Marine reinforcements arrived. We departed way below bingo after a major convoy of Marines arrived on scene at the base of the ridge. We had made 16 runs each and all four aircraft had numerous hits from small arms fire. Within hours, messages confirmed the FAC's thank you statement that we had saved the company and accounted for over 200 enemy KBA. At the time, I was 21 years old and had been an Ensign for three months. I remember thinking that if this is what being a carrier aviator is all about, I want to do it forever.

(12) **Good Deed:** As the first Director, Battle Group Tactical Readiness, had the opportunity (and support of then CNO, ADM Tom Hayward) to create two significant training facilities at Dam Neck and Point Loma. They are the Tactical Training Groups, Atlantic and Pacific. The several courses offered by each provide a continuum of role-playing experience that enhances both individual and team performance in all matters relating to the planning and execution of Battle Group operations. Over 2,000 officers attend one or more of the courses annually. This number includes CDR's, CAPT's and ADM's returning to sea. Twenty years after their commissioning, the two Training Groups have truly institutionalized the tactical training of combined warfare specialties. Today, they provide the foundation for the professionalism and warfare readiness of the Navy's Battle Groups.

Personal - Married to the former Jacqueline Ellen Brechin of Riverside, CA. Have a daughter, Suzanne, and a son, Scott.