



Clyde Kizer, Captain USNR (Ret.)
 “Clyde”

Date of Designation: 9 March 1962

Dates of Active Duty: October 1960 – February 1974

Dates of Reserve Duty: September 1974 – December 1982

Total Naval Flight Hours: 4,958

Total Additional Flight Hours as UAL Test Pilot: 5,553

Total Flight Hours: 10,511

Approximate Nava/Civilian Flight Hours:

Jet: 5500, Prop: 700, Rotary Wing: 4,150, Float Plane: 100,
 Glider: 100, Lighter Than Air: 5
 ASW: 1,500, Helicopter Light Attack: 1,133, Test and
 Evaluation: 2,400, Training: 266, UAL Engineering Test:
 5,200

Combat Tours:

Vietnam: USS *Kearsarge*, Gulf of Tonkin, August 1964,
 7 Combat Rescue/SAR missions.

Vietnam: Vung Tau, Bien Thuy, Nha Be,
 Mekong Delta, HAL-3 May 1969 – April 1970
 341 combat missions

Total Combat Missions: 348

Aviation Commands:

CO, HAL-3/DET 2, Officer in Charge, Feb-Apr 1970.
 CO, HAL-5, Nov 1978 – Nov 1980.

Combat Awards:

Bronze Star with combat “V”
 20 Air Medals
 Presidential Unit Citation
 Combat Action Ribbon
 National Defense Medal
 Armed Forces Expeditionary Medal



Vietnam Service Medal
 Vietnam Campaign Medal

Active Duty Assignment Chronology

10/60-01/61 U.S. Naval School of Preflight, Class 38 –
 1960, Pensacola, FL.
 02/61-03/62 Pilot Training, Pensacola, FL.
 (T-34, T-28B/C, SNB, H-13, H-19).
 05/62-08/62 HS-10 RAG, NAS Ream Field, CA.
 (SH-3A).
 08/62-08/65 HS-6, NAS Ream Field, CA.
 Fleet Pilot (SH-3A, H-34 G/J).
 08/65-12/65 HS-10, NAS Ream Field, CA.
 RAG Instructor (SH3-A).
 01/66-02/67 U.S. Naval Test Pilot School, NAS
 Patuxent River, MD. Student Test
 Pilot (T-28B, TV2, T2V, T-1A, S-2A, H-13,
 UH-34G, CH-46A, OV-1A, YOY-1, C-54,
 B-26, NU-1B, NU-6A, T-38, A-4E).
 02/67-01/69 Flight Test Division, Naval Air Test
 Center, NAS Patuxent River, MD.
 Experimental Test Pilot (RH-3A,
 SH-3D, UH-2A, UH-2C, CH-53A,
 C-1A, UH-1E, UH-1B, BELL 206A,
 TH-57A, TA-4F, OV-10A, X-26B,
 Schweizer SGS 2-32, Schweizer SGS 1-26).
 03/69-04/69 AAF Fort Rucker, AL. H-1 Qualification
 Program, (UH-1A/B/C/D/H).
 05/69-04/70 HAL-3, Vung Tau, Bien Thuy, Nha Be,
 Republic of South Vietnam,
 Fire Team Leader (UH-1B, UH-1C).
 05/70-02/74 U.S. Naval Test Pilot School, NAS
 Patuxent River, MD. V/STOL Instructor
 Pilot (NUH-1E, TH-13M, CH-46A,
 UH-34G, B-26, T-28B, UH-1B,
 UH-1D, HH3A, SH-3D, NCH-46A, OV-1C,
 NTF-8A, C-54G, CH-34J, OV-1A, X-26A,
 AH-1J, BO-105, SA-330, SA-316,
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Active Duty Assignment Chronology continued

Wessex I, Whirlwind, Scout, TA-4J, X-26B, T-2C, NU-6A, NU-1B, F-4B, OH-58, SH-2F, MB-326, SH-4, DO-27, SCOUT XR, PUMA X10, GAZALLE X10, HH-2D, HH-1H, AH-1G, IAI Arava, Schweizer SGS 2-32, Schweizer SGS 1-26).

Reserve Duty Assignment Chronology

09/74-03/77 Naval Reserve Squadron HS-85, NAS Alameda, CA, Fleet Reserve Aircraft Commander, (SH-3A).
04/77-11/80 Naval Reserve Squadron HAL-5, CO, XO, Fire Team Leader, (HH-1K).
11/80-12/82 Naval Reserve Training Unit, NAS Alameda, CA. Drilling Reservist.

Summary of Significant Career Events

(1) Upon arrival at NAS Pensacola for the Indoctrination Battalion Phase of Pre-Flight, I was assigned to the 1st Battalion (known as the Marine Battalion because the Battalion Officers were Marines). The 1st Battalion culled those cadets with stronger academic and athletic backgrounds.

(2) I graduated 3rd in my pre-flight class (38 – 1960) of 72 Aviation Officer Candidates and, due to favorable weather and assigned flight instructors, I was first in the class to receive my wings.

(3) The best stick and rudder instructor I flew with in the Training Command was a helicopter pilot in the fixed-wing Formation phase. He advised me to go rotary wing as the stage of development for that class of aircraft was comparable to 1930's fixed wing aircraft and I would have the opportunity to contribute to the development and maturation of the aircraft and its operational use in the Navy.

(4) Upon Designation received orders to HS-4 at NAS Ream Field, CA but, as our first daughter was about to be born and HS-4 was next in rotation for deployment, orders were swapped with a USNA '60 officer who was designated shortly after me. He was killed during his first cruise.

(5) After completing the RAG and I joined HS-6 one of the first HS squadrons on the West Coast to operate the SH-3A. We retained two H-34s (G and J) in the squadron for SAR purposes aboard ship as the UH-2 aircraft of HS-1 (that performed the SAR mission) were having engine and reliability issues. I was selected by the Operations Officer and the Chief Post-maintenance Functional Test Pilot to be qualified as an Aircraft Commander and Post-maintenance Functional Test Pilot in the H-34 (the only LTJG to be so qualified in the squadron). I was one of few squadron pilots to have dual-qualifications in the H-3 and H-34.

(6) During our first cruise (1963), the USS Kearsarge and HS-6 conducted the recovery of Astronaut Gordon Cooper on the NASA Mercury 9/Faith Seven orbital mission. I served as Aircraft Commander for one of the four designated recovery aircraft. The Skipper made the pick-up.

(7) During our second cruise (1964) John Wayne cruised with the Kearsarge to Hawaii to get an orientation for making the movie "In Harms Way". The "Duke" flew with the Skipper on one flight and I flew wing on the Skipper in the event on any emergency.

(8) Also during our 1964 cruise we were diverted from Japan to what would later be termed "Yankee Station" following the "Gulf of Tonkin Incident" to provide ASW and SAR support for the first airstrikes in North Vietnam. Our second daughter was born during this cruise.

(9) I was selected to go to Test Pilot School at the end of my tour with HS-6 but, as the class was not scheduled to begin for six months, I was assigned to HS-10 as a RAG instructor for four months prior to reporting to NAS Patuxent River, MD. During my stint at HS-10 I was one of 2 of the instructors selected to transition Army pilots operating from President Johnson's ranch in Texas from the H-1 to the H-3 aircraft.

(10) I entered the U.S. Naval Test Pilot School with Class 44. At that time, the course was 8 months long (4 months Performance and 4 months Handling Qualities). At the completion of the Performance phase, I was sent to Bethesda Naval Hospital with a blood disorder that the Flight Surgeons said was the end of my flying career. Four months later they removed my spleen and that corrected the problem. I was deemed medically fit to fly and, as two students in Class 45 were killed in an accident, there was a slot for me to join that class to complete the curriculum. Graduation from USNTPS is accompanied by only two honor awards; The Outstanding Academic Student, and the Outstanding Navy Preliminary Evaluation (NPE) award (instituted by the Empire Test Pilot School). The NPE award demonstrates all of the skills required to be a Test Pilot, academic, flying and writing. I was given the NPE award.

(11) Upon graduation from TPS I was assigned to the Flight Test Division (the other divisions were Service Test and Weapons Test). I flew 9 major projects while at Flight Test including; selection of the replacement Primary Trainer for the Rotary Wing Program; BIS evaluation of the twin-engine UH -2C; evaluation of a quick-response long-range SAR (a scheme that involved towing an H-2 aircraft behind an A-4); evaluation of single-rotor aircraft capability to perform the Vertical Replenishment mission to replace the H-46; evaluation of the Canadian developed Haul-down/Bear-trap concept to provide safer operation of helicopters aboard destroyers. Our son was born during this tour.

(12) Upon completion of my assignment in Flight Test, I requested assignment to, as was selected for, HAL-3 operating in the Mekong Delta (IV Corps) region of the Republic of

South Vietnam for close-air support of the PRBs and SEALs. I was assigned to Det 2 operating out of Nha Be. This was the most rewarding assignment of my Navy career as we lived and worked directly with the people that we supported. We knew their voices on the radio, put in strikes to support their actions, and recovered their wounded, and dead, from action. Although difficult at times, the Rules of Engagement were not as constraining as those north of the DMZ. In any event, we always did the mission and considered the consequences later. This tour was the most significant in my career in terms of performing missions that utilized all of my skills as a Naval Officer and Aviator for the good of the Navy and our country. The greatest reward of that tour was the appreciation demonstrated by those whom we supported at my departure.

(13) My next assignment was back to the Test Pilot School as V/STOL Instructor. This assignment was the second best in my career as we were surrounded by the best aviators, and finest people, from the Navy, Army, Air Force, Coast Guard, Marines, NATO nations, and civilian Contractors and we received a new batch of about 28 students every 4 months. We lost many through accidents and more who could not handle the academic, or flying, requirements but they were all good people.

(14) Toward the end of my tour at TPS I was deep-selected for Command under ADM Zumwalt's "Bobby-sox" program. Knowing the separations were likely to increase and, as my family was getting bigger, I felt that I had a greater obligation and I made the difficult decision to resign from the Navy. I requested, and received, an appointment in the Naval Reserve.

(15) I accepted a commission in the Naval Reserve and my first assignment was with HS-85 where all flying was basically currency and proficiency related with little ASW training except in the simulator. The pilots were well experienced and very capable but there were no submarine assets to conduct real training.

(16) When HAL-5 came into being to provide combat support for active duty SEALs/UDT and reserve PBR special warfare forces I was selected to be the plank-owner XO for the squadron. Almost all of the pilots were former HAL-3 experienced except for the TAR OinC and the CO. From the very beginning the squadron performed exceptionally well and it was an honor to be associated with the outstanding professionalism of the officers and men assigned to the unit. Most of our missions were in direct support of active duty SEALs/UDT, or were humanitarian missions in support of local communities. This tour closely approximated the career satisfaction I felt during my tour with HAL-3.

(17) Following my tour with HAL-5 I was assigned to a Reserve Training Unit to complete my remaining two year reserve requirement for retirement in a non-flying status.

Summary of Significant Post Career Events

(1) When I left active duty I was hired as an Engineering Test Captain for United Airlines. There were only 5 Test Captains at that time and we were qualified in every seat of every type of aircraft that UAL operated. Of the 5 Test Captains 2 were graduates of the USAF Test Pilot School, 2 were graduates of USNTPS and 1 graduated from the Empire Test Pilot School. All were exceptional aviators, test pilots and human beings. All were former Air Force but me. Although all were outstanding, Joe Cotton, B-70 Program Director, became my mentor and my idol. While at UAL I completed the Senior Executive Program at Stanford University.

(2) After 8 years as a Test Captain I was selected to be the Director of Engineering and one year later was promoted to be the Vice President of Technical Services (Engineering and QA). Throughout my time with UAL I continued to fly as an Engineering Test Captain.

(3) I left UAL after 14 years to accept a position as Vice President Engineering and Maintenance with the Air Transport Association. The highlight of that assignment was my leadership of the Air Worthiness Assurance Task Force. Following the loss of 17 feet of the overhead structure of an Aloha aircraft this was the largest collaborative effort between the Air Transport industry, regulatory authorities, Original Equipment Manufactures and military ever conducted.

(4) I left the ATA to be the Senior Vice-President Operations for Midway Airlines where I served until they declared Chapter 7 in 1992.

(5) I was hired to be President/COO of Customer Service for Airbus in North America (which turned out to be for the Western Hemisphere) in 1992 and remained with Airbus until my retirement in 2004.

Personal

I married the former Hazel Lee Miller of Clarkston, Michigan on 1 August 1959. Hazel Lee was the Business Manager for two small businesses, worked with the Hospital Auxiliary in the Navy and later in civilian life and was the President of the Piedmont Republican Women's Club on three separate occasions. Hazel Lee and Clyde have two daughters, Nancy and Carrie, a son Scott (who was a hard-hat diver and died as a result of an industrial accident), three grandchildren and eight great-grandchildren.