



Roscoe L. Trout, Captain USN (Ret.)
 "Roc"

Date of Designation: 9 July 1946 NA# P24737

Dates of Active Duty: Oct. 1943 - Oct. 1944 (V5/V12a)
 Nov. 1944 - Jul. 1946 (NavCad)
 Jul. 1946 - 1947 (USNR)
 1947 - 31 Aug. 1975 (USN)

Total Flight Hours: 3,700+

Carrier/Ship Landings: Fixed wing: 418

Approximate Flight Hours:
 Jet: 1,655 Prop: 2,080 VF/VA: 2,580

Aviation Commands:
 CO, VF-114, Oct. 1963-Nov. 1964, WESTPAC USS *Kitty Hawk* (F-4B)

Duty Assignment Chronology

5/43 Enlisted from Douds, IA in the U.S. Navy V5 program at St. Louis, MO. Sent home to await call-up.

10/43 Reported to University. of North Carolina as Apprentice Seaman, V-12a Student.

11/44-5/45 NAVCAD Pre-Flight Athens, GA.

6/45-10/45 Primary Flight Training, NAS Norman, OK. (N2S).

11/45-2/46 Instrument Flight Training, NAS Cudihay Field, Corpus Christi, TX (SNJ).

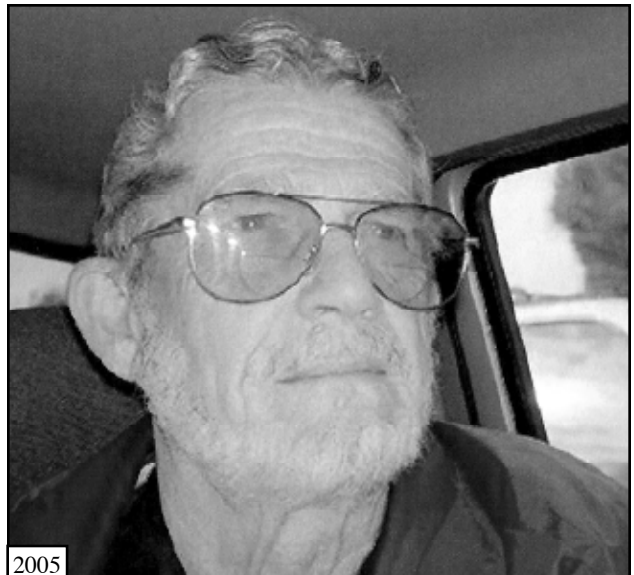
3/46-5/46 Multi-engine Training, NAS Corry Field, Pensacola, FL (SNB-1/5).

6/46 Gunnery Training, NAS Barin Field, AL (SNJ).

7/46 CARQUALS, NAS Saufley Field, FL on USS *Ranger* (CV-4) (SNJ).

9/46 Operational Flight Training, NAS Fort Lauderdale, FL, NAS Cecil Field FL. (FG-1D)

1947 VF-18A Schedules Officer, NAS Quonset Point, RI. (F4U-4, F6F-5P, SNJ-4).



1948-49 VCN-1 Weight & Balance Officer, NAS Barber's Point, HI. (F6F-5N, F7F-3/4N, F8F-IN, TBM-3E, SNB-3N/5, SNJ).

1950 Georgia Tech 5-Term student (SNB, SNJ).

1951 USN General Line School, Monterey, CA., Student. (F6F, SNB).

1952 NAS Glenview, IL, CIC School student (F8F-1).

1952-1954 USS *Badoeng Strait* (CVE-116). All Weather Fighter Director (C-1, SNB).

1954-1955 VC-3, NAS Moffett Field, Special Weapons Delivery Team Able (F2H-3, TV-2, F6F-5N, F4U-5N).

1955-1958 NATC PaxRiv, MD. Test Pilot Training, Class 15, Armament Test (F9F-2/5, FJ-2/4, TV-2, T-28, UF, AD-3/4, OE-2, F3H-2/2M/2N, F4D-1, A4D-1/2, F11F-1, F8U-1, AJ-1, F3D, F8F).

1958 Naval Aviation Safety School, USC, Los Angeles, CA.

1958-1961 VX-4, NAS Point Mugu, CA. Sparrow III Project Officer, Aviation Safety Officer. (F3H-2N, TV-2, SNB-5).

1961 VF-121, NAS Miramar, CA. TAD to VX-4 as Fleet Missile Firing Operations Conductor at Pacific Missile Range, Point Mugu. (F3H-2N, TV-2, SNB-5).

1961 XO, VF-114, NAS Miramar, CA. (F3H-2N, F4H-1,2).

1962 VF-142/96, Operations Officer, USS *Ranger* (CV-61) WESTPAC Cruise (F4B).

1963 XO, VF-193, NAS Miramar, CA (F4B).

1963-1964 CO, VF-114, USS *Kitty Hawk* (CV-63) WESTPAC/Tonkin Gulf (F4B).

1965-1966 USS *Independence* (CV-62). Assistant, then Air Boss, Tonkin Gulf (C-1A, UC-45J, T-28B, US-2C, UH-2A).

1966-1967 Naval War College Senior Course, Newport, RI (T-1A, UC-45J).

1967-1971 NAVAIRSYSCOM, Director of Safety (AIR-09E) (T-1A, U-11A).

1971-1972 George Washington University. Student, BS Administration. (- Continued -)

Duty Assignment Chronology continued

- 1972-1975 COMSTRIKFLTLANTREP to CINCNORTH,
Senior Staff Officer to Naval Deputy, Senior
USN Officer at HQCINCNORTH.
- 8/31/75 Retired from active duty.

Summary of Significant Career Events

- (1) First solo flight (N2S) 1945.
- (2) First Carrier trap and takeoff (in an SNJ with the hook lowered and held up with a length of clothesline rope). 1946.
- (3) First night catapult and trap (F6F-5N, straight deck). 1948.
- (4) World cruise as member of VCN-1 five plane night fighter team. Near dark landing on an unlighted desert airfield after having been catapulted from USS *Tarawa* (CV-40) while she was anchored near Jidha, Arabia. Golden Eagles then LTJG Don Shelton and ENS Dave Williams were also part of that flight (F6F-5N). 1948-1949.
- (5) While serving as the all-weather fighter director on USS *Badoeng Strait* (CVE-116) operating in the Yellow Sea, conceived, and caused to be mounted in the port catwalk, a surplus APS-20 ASW radar, and developed procedures that were successfully used by the embarked Marine Checkerboard F4U squadron as a poor man's GCA called "Hooker Control". CCA did not then exist. 1952.
- (6) From USS *Essex* (CV-9) flew shotgun on an F2H-2P high altitude photo reconnaissance flight deep into Hainan under extremely strict emcon. Returned safely without apparent (to us) opposition or difficulty. Debrief disclosed that *Essex* had been monitoring the ChiCom frequencies and that they knew we were there but were unsuccessful in completing their attempted intercepts (F2H-3). 1955.
- (7) Participated in 12 plane low level "show the flag" flight led by Golden Eagle then LCDR Harold (Jeep) Streeper from the upper reaches of the Mecong river down the river bed past Vientiane to its intersection with the Hanoi/Bangkok railway, thence along the railway to feet wet and a trap aboard *Essex* waiting with a ready deck in the Gulf of Thailand. Feet wet state call averaged 300#. A fouled deck by anyone would have put planes in the water. Later all pilots got a personal handshake, a set of silver cuff-links, and a cup of tea from the King of Thailand. (F2H-3). 1955.
- (8) Selection for Test Pilot Training (TPS) Class 15. Flight testing the F9F-2/5, FJ-2/4, TV-2, T-28, UF, AD-3/4, OE-2, F3H-2/2M/2N, F4D-1, A4D-1/2, F11F-1, F8U-1, AJ-1, F3D and F8F airplanes. Conceived, constructed, and successfully demonstrated a miniature, helmet mounted "you are being

painted by radar" aural warning device. Unable to get NAVELEX interested. As preparation for some high altitude ordnance testing, while wearing a partial pressure suit, underwent explosive decompression from 30k to 100k ft msl training in a pressure chamber. On a later F8U flight, suit unexpectedly went to full inflation while entering the break for landing at PaxRiver. An interesting few minutes followed, landing otherwise uneventful. Discovered that wiring jet engine igniters to the trigger/rocket firing switches would prevent flameouts/compressor stalls resulting from gun and rocket firing. 1958.

- (9) While at VX-4, did my first firing of a Sparrow III missile at an airborne target. Initiated proposal to OPTEVFOR and later demonstrated that SP III could be successfully used against even relatively small sea surface targets. (F3H-2N). 1960.
- (10) As CO VF-114 in Apr. 1964, flew Golden Eagle then RADM W. F. Bringle (CTF-77) from USS *Kitty Hawk* into Tan Son Nhut Vietnam for an urgent meeting with General Westmorland, CUSMACV. After landing, was told by station OPS that the VC were shooting at the F-4 on GCA final approach. No holes found but later departure profile was prudently VERY steep. 1964.



- (11) At end of *Independence* deployment to Tonkin Gulf, on fly-off to NAS Oceana, F-4 centerline external tank came apart during #4 catapult shot, dumping 600 gal of JP-5 on deck which ignited. Recommended to Captain that launches continue in order to get rid of as many planes as possible while simultaneously fighting the fire. No lives lost, Cat Officer severely burned at wrists, neck, and around face outside of helmet. One F-4 on deck behind JBD stricken as result of overheated skin but no fire, aircrew uninjured, two flight deck crew overboard, recovered by plane guard.
- (12) 1-20-07 Performed tandem parachute jump from 10,000 feet. Never had to bail out/eject while on active duty and it was forbidden to do it unofficially. Great Sport!