



Robert W. Lewis, COL, USMC (Ret.)
 "Snake"

Date of Designation: 29 August 1952 NA# T-2442

Dates of Active Duty: March 1951 - August 1980

Total Flight Hours: 4,751

Carrier/Ship Landings: Fixed wing: 156

Approximate Flight Hours:

Jet: 3,235 Prop: 1,560 Helo: 8 VF/VA: 1,700

VT: 1,750 Other (VMCJ): 725

Combat Tours:

Vietnam: 1st MAW, CO, VMCJ-1, Jun. 1967 - Jun. 1968 (RF-4B, EA-6A, A-6A, EF-10B) - 175 combat missions

Aviation Commands:

CO, VMCJ-1, October 1967 - April 1968

MAG-12, May 1974 - May 1975

Combat Awards:

Legion of Merit

Bronze Star with combat "V"

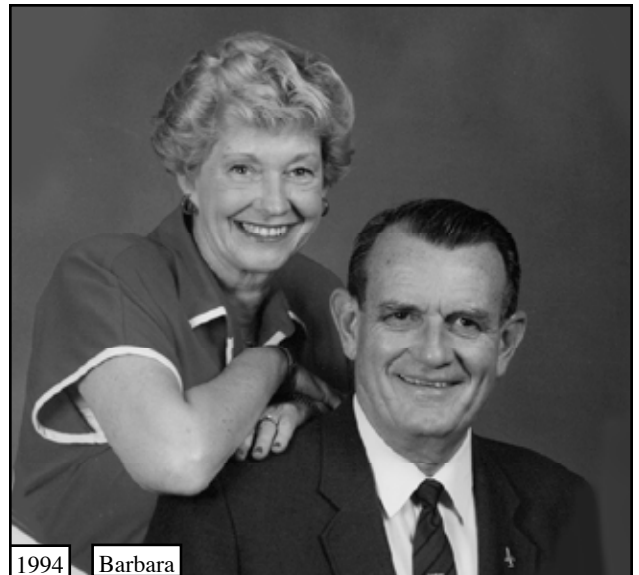
2 Distinguished Flying Crosses

13 Air Medals

Duty Assignment Chronology

1950-1952 Entered Naval Aviation Cadet (NAVCAD) program in Aug. 1950. Assigned to inactive reserve and ordered to flight training at Pensacola in Mar. 1951. Graduated from flight training in Aug. 1952.

1952-1953 2d Marine Aircraft Wing, MCAS Cherry Point, NC and assigned to VMF-122. Attached to CAG-8 in USS *Coral Sea* which was assigned to the 6th Fleet from Mar.-Oct. 1953. Day and night carrier operations, CVA-20 and CVA-43 (F9F-5).



- 1954-1955 First Marine Aircraft Wing in Japan in 1954 with VMF-223 and VMF-314. Returned to CONUS, with VMF-314 aboard the USS *Yorktown* in 1955 (F9F-5).
- 1955-1958 Third Marine Aircraft Wing at MCAS El Toro, (F9F-5, TV-2, AD-5). Transferred to Aviation Officer Procurement duty at Dallas, TX in 1956. At NAS Dallas (F9F-6, T-34, SNB, SNJ, TV-2 and AD-5).
- 1958-1961 Second Marine Aircraft Wing at MCAS Beaufort, SC (FJ-3, F8U) with VMF-235. Day carrier qualifications in the F8U aboard CVA-62. Attended the Naval Aviation Safety Officers Course at the University of Southern California Oct.-Dec. 1961.
- 1962-1963 Aviation Safety Officer for Marine Aircraft Group-11, NAS Atsugi, Japan (F8U, F4D, F9F-8, R4D). F8U-2N re-quals aboard CVA-34.
- 1963-1964 Air Liaison Officer for the 6th Marines at Camp Lejuene, NC. (T-28, C-45).
- 1964-1966 Second Marine Aircraft Wing at MCAS Cherry Point, NC. Served as the Executive Officer of Marine Composite Reconnaissance Squadron-2 (VMCJ-2) until 1966 (EF-10B, RF-8A, RF-4B and EA-6A).
- 1966-1967 Student at the Marine Corps Command and Staff College, MCB, Quantico, VA.
- 1967-1968 Commanding Officer of Marine Composite Reconnaissance Squadron-1 (VMCJ-1) in Vietnam (EF-10B, EA-6A, RF-4B). Flew 175 combat missions.
- 1968-1971 Airborne ECM and Reconnaissance System Program Manager at Headquarters Marine Corps., managing aircraft and systems programs for the RF-4B, EA-6A, and the OV-10A
- 1972-1974 Senior Marine at the North American Air Defense Command, Colorado Springs, CO. Assigned as Director of the Live Exercise Division for that joint command.

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1974-1975 Commanded Marine Aircraft Group-12, Iwakuni, Japan(A-6A, TA-4F, A-4E, AV-8A).
 1975-1976 U. S. Army War College.
 1976-1979 Plans and Operations Director for the NATO Naval Strike Forces Southern Europe, Naples, Italy.
 1979-1980 Chief of Staff, 4th Marine Aircraft Wing at New Orleans, LA.
 9/1/80 Retired from the U. S. Marine Corps.

- (6) While Commanding Officer of Marine Aircraft Group-12 at Iwakuni, Japan in 1974-75, directed the first overseas deployment and the introduction of the AV-8A "Harrier" to the First Marine Aircraft Wing. This initial deployment enjoyed international visibility and VMA-513 operated for the entire year without an aircraft accident or serious incident.
- (7) Continued a close association with Naval Aviation by joining McDonnell Douglas Corporation in 1981 and managing the initial fleet introduction of the AV-8B "Harrier II". Later assigned as the Integrated Logistic System Program Manager for allied Harrier programs, managing the successful delivery and support effort for the EAV-8B "Matador" into the Spanish Navy. Retired from McDonnell Douglas in 1995.
- (8) Active in the Marine Corps Aviation Association, Tailhook Association and the Association of Naval Aviation. Commanding officer of the St. Louis Gateway Squadron, of the ANA for 3 years.
- (9) 5000 hours of military Flight time, 175 combat missions and 156 arrested carrier landings. Personal decorations include the Legion of Merit, Bronze Star with combat 'V', two Distinguished Flying Crosses, 13 Air medals and the Joint Service Commendation Medal.
- (10) Married to the former Barbara Helen Kenyon, who was a Braniff Airline hostess when I met her in 1956. Have two sons, David and John, and one daughter, Sherri.

Summary of Significant Career Events

- (1) Entered the U. S. Marine Corps in Aug. 1950, retiring with the rank of Colonel on 1 Sep. 1980. Served in combat in Korea as a fighter/attack pilot and in Vietnam as the Commanding Officer of a Marine Corps Photo Reconnaissance and Electronic Warfare squadron. Has been qualified to fly 30 different types of military aircraft, flew 175 combat missions in Vietnam and has made 156 carrier arrested landings.
- (2) While assigned to VMF-235 at MCAS Beaufort, SC, earned "E"s in 20,000 ft. gunnery, 30,000 ft gunnery and Sidewinders. Member of the Marine Corps East Coast Weapons team which competed in the first Navy/Marine Corps "Top Gun" Weapons Meet at Yuma in Nov./Dec. 1959.
- (3) While Executive Officer of Marine Composite Reconnaissance Squadron-2 (VMCJ-2) in 1965/1966, was responsible for the fleet introduction of the EA-6A. That particular time marked a period of intense electronic surveillance operations over Cuba and numerous electronic intelligence missions were flown on the Cuban periphery in 1966.
- (4) While the Commanding Officer of Marine Composite Reconnaissance Squadron-1 (VMCJ-1) in 1967/1968, flew 175 combat missions. At that time ECM escort tactics were being developed for the EA-6A in support of deep North Vietnamese bombing missions. During the first two years of EA-6A deployment, there were no Navy or Marine Corps bombers lost to radar directed enemy gunfire or missiles, when an EA-6A was providing ECM support.
- (5) In June 1969, established the World point-to-point distance record in 14,000 lb. class turboprop aircraft. This record was set in an OV-10A "Bronco" on a flight from Newfoundland to London, an unrefueled distance of 2,450 naut. miles. This record flight was supported by North American Rockwell Aircraft Co. and resulted in the display of the record-setting aircraft at the 1969 Paris Air Show. Awarded a Distinguished Flying Cross for this flight.