



Jay W. Hubbard, BGen, USMC (Ret.)

Date of Designation: 8 August 1947 NA # P-26006

Date of Commissioning: 2 November 1942

Dates of Active Duty: 20 August 1940 - 1 December 1972

Total Flight Hours: 4,800

Carrier/Ship Landings: Fixed wing: 85 Rotary: 6

Approximate Flight Hours:

Jet: 2,600 Prop: 2,200 Helo: 200 VF/VA: 4,000+
VR/VP: 300 VT: 400

Combat Tours:

WW II: USS *Mississippi* (BB-41), 1940 - 1942, Private to Sergeant.

WW II: Infantry, Lt., 2nd Marine Raider Battalion, 1943 -1944 (Bougainville), and 4th Marine Regiment, 1944 - 1945 (Emirau, Guam and Okinawa).

Korea: XO, VMF-312 (F4U-4B) Kangnung (K-18), 1951 - 1952. 89 combat missions.

Vietnam: CO, MAG-12 (A4C, A4E) Chu Lai, 1966 - 1967. 81 combat missions.

Aviation Commands:

CO, VMF-235 (FJ-2), 1955 - 1956.

CO, VMF-232 (FJ-4), 1956 - 1958.

CO, MARTD Memphis (F9F-6/FJ-4), 1958 - 1960.

CO, MAG-12 (A4), 1966 - 1967.

CG, 4th MAW & MARTCOM (F8, A4, helos), 1971 - 1972.

Combat Awards:

Silver Star

Legion of Merit (4 awards, one with Combat "V")

Distinguished Flying Cross

12 Air Medals

Navy Commendation Medal with Combat "V"

Purple Heart



Summary of Significant Career Events

- (1) Following two-year tour in VMF-222 (F4U-4), 1948-50, prepped for TPT in special math and physics courses at Cherry Point, 1950-51. Upon completion of combat tour in Korea in 1952, nominated by 1st Wing for Summer 52 class, but preempted by orders to HQMC as aviator detailer. Test pilot dreams went down the tubes.
- (2) However, privileged to command two record-setting squadrons: VMF-235 "Death Angels" (Atsugi 1955-56) in FJ-2's and VMF-232 Red Devils' (Kaneohe Bay 1956-1958) in FJ-4's. VMF-232 was first Marine Corps jet squadron to maintain full currency in carrier, air-refueling, FXP-2 gunnery and Sidewinder missiles. Squadron was Marine Corps "Top Gun" in 1958 & 1959. Also, set one-day deck record on USS *Bennington* in Spring of 1958. Squadron won Commandant's Aviation Trophy for FY-58.
- (3) Reported to 1st MAW in Vietnam current in F4 & A4. Wound up as CO, MAG-12 at Chu Lai, (1966-67), with four 20-bird A4 squadrons. This group out-sorted everyone in the SEA theater from a bare-bones expeditionary airfield, but was restricted from the hotter northern route packages due to combinations of 7th Air Force politics and scarce drogue tankers to extend A4 payload range. Wasted firepower!
- (4) As Commanding General, 4th Marine Aircraft Wing, 1970-72, swallowed hard and checked out in five helo types. Also maintained full currency in F8 and A4. In August 1971, "snuck" aboard USS *Independence* in an A4L, without flag officer clearance (the Jesuit Principle), for requal along with 23 reserve pilots for first ever carqual for Marine Air Reserve fixed-wing. No dings, few bolters and an invitation from COMCARDIV TWO to return anytime.

Summary: Tons of pleasure, appreciation and satisfaction over the pure privilege to serve with and often lead some of the finest Marines in the profession. Still flatbating today, but it's on skis.