



Lloyd William Moffit, RADM, USN (Ret.)

Date of Designation: 15 January 1944 NA # C-14327

Dates of Active Duty: 17 September 1942 - 1 June 1975

Total Flight Hours: 6,309

Carrier/Ship Landings: Fixed wing: 350

Approximate Flight Hours:

Jet: 1,263 Prop: 5,056 VF/VA: 2,373

VR: 485 VFP: 810 VT: 600 In training: 308

Combat Tours:

WW II: VF-85 (F4U-1C/D), Okinawa and Japanese Home Island - 36 missions flying from USS *Shangri La* (CV-38). Shot down 3 "Zekes".

Korea: VC-61. All areas of that country (and a little of China to the north). USS *Philippine Sea* (CV-47), 5 August 1950 - 12 March 1951 - 97 missions.

Aviation Commands:

OinC of a three SB2C Air-Sea Rescue Unit, NAF Honolulu, T.H., 10 Nov. 1945 - 26 Mar. 1946.

OinC of first combat fighter photo detachment during Korean war aboard USS *Philippine Sea* (CV-47), 5 Aug. 1950 - 12 Mar. 1951.

CO, VA-164 (A4D-2s) aboard USS *Oriskany* (CVA-34) WesPac, 5 Sep. 1961 - 17 Oct. 1962.

CO, USS *Telfair* (APA-210) Norfolk and Med cruise. 20 Nov. 1966 - 20 Oct. 1967.

Combat Awards:

2 Legion of Merit,

2 Distinguished Flying Crosses

12 Air Medals

Duty Assignment Chronology

12/42-2/43 Civilian Pilot Training, Prescott, AZ. (Naval Aviation Cadet, V-5).

2/43-5/43 USN Preflight School, Del Monte, CA. (NavCad).



- 6/43-8/43 USN Primary Flight School, NAS Livermore, CA. (NavCad).
- 9/43-9/43 USN Basic Flight School, NAS Cuddihy Field, TX. (NavCad).
- 9/43-1/44 USN Advanced Flight School, NAS Corpus Christi, TX. (NavCad).
- 1/44-4/44 USN Fighter Operational Training, NAAS Cecil Field, FL (Ensign USNR) (Student).
- 4/44-4/44 USN Carrier Qualification Unit, NAS Glenview, IL and USS *Sable*, IX-81 (Ensign USNR) (First 8 carqual landings).
- 5/44-12/44 VB-85, NAS Wildwood, NJ., and USS *Shangri La* (CV-38) (Ensign USNR) (Nugget).
- 12/44-9/45 VF-85, NAS Barbers Point, Oahu, T.H. NAS Puunene, Maui, USS *Shangri La* (CV-38) at sea in WesPac (Ensign/LTJG, USNR). Junior officer odd-jobs.
- 11/45-3/46 Air Sea Rescue Unit, NAF Honolulu, T.H. (LTJG, USNR) (OinC of 3 Helldiver unit).
- 3/46-9/47 Utility Flight Unit and Station Company, NAF Honolulu, T.H. (LTJG, USN). In addition to Rescue flights, became R4D plane commander, station Personnel Officer, and recreation department head.
- 10/47-3/48 Flight Instructor, NAS Pensacola, NAS Whiting Field, FL (LTJG, USN. Training at Pensacola, Basic flight instructor at Whiting.
- 3/48-8/49 Flight Instructor, USN All Weather Flight School, NAS Corpus Christi, TX. (LTJG, USN). Student in course, then instructor.
- 9/49-3/50 USN Photo School, NAS Pensacola, FL (LT, USN). Student in photography school and went through recon training in the F8F-2P.
- 4/50-2/52 VC-61, NAS Miramar, CA., and USS *Philippine Sea* (CV-47) at sea Korea. (LT, USN). OinC of first combat detachment then Operations officer on returning to Miramar.
- 2/52-9/53 USN Photo Intelligence School, NAS Anacostia, D.C. (LT, USN). Student in photo interpretation class, then instructor.

10/53-9/54 17th Tactical Reconnaissance Squadron, Shaw AFB, Sumter, SC. (LT/LCDR, USN). Flight leader in recon squadron.

10/54-5/55 USN Line School, Monterey, CA (LCDR, USN) (Student).

6/55-8/57 Staff, CincPacFlt, Honolulu, T.H. (LCDR, USN). Air Intel section and intelligence augmentor on carriers in WesPac.

9/57-8/58 USN 5-Term Program, Tufts College, Boston, MA. (LCDR, USN). Student for 3 semesters.

8/58-1/59 Armed Forces Staff College, Norfolk VA. (CDR, USN) (Student).

1/59-3/61 OPNAV Staff (R&D Division), Washington, D. C. (CDR, USN).

4/61-8/61 VA-44, A4D Training Squadron, NAS Jacksonville, FL. (CDR,USN). A-4 RAG squadron training.

9/61-10/62 CO, VA-164, NAS Cecil Field, FL., NAS Lemoore, CA., and USS *Oriskany* (CVA-34) in WesPac (CDR, USN).

12/62-12/63 Navigator, USS *Forrestal* (CVA-59), Med Cruise then NS Norfolk, VA. (CDR, USN).

1/64-10/66 OPNAV Staff (R&D and Requirements Divisions), Washington, D. C. (CDR/CAPT, USN).

10/66-10/67 CO, USS *Telfair* (APA-210) Med cruise, NS Norfolk, VA. (CAPT, USN).

11/67-6/74 OPNAV Staff (Director, Navy Space Programs and Special Intelligence assistant), Washington, D. C. (CAPT/RADM, USN).

6/74-6/75 Staff, Chairman JCS (Deputy Director of Operations, Recon and Electronic Warfare), Washington, D. C.

6/1/75 Retired from active duty.

Summary of Significant Career Events

During Preflight School at the recently converted Del Monte Hotel in Monterey, CA, I was nominated (by my jokester platoon members) as "assistant platoon leader". This was because of my being the least military-oriented person in the platoon. Washouts began to be a regular occurrence, and by the time I neared completion of primary flight training at NAS Livermore, CA, I was the battalion adjutant! (Still being thought of "militarily" as before.) Just before we left there, the cadet battalion commander washed out, and I became the Officer-in-Charge of the 83 cadets going from Livermore to NAS Corpus Christi, TX.

Those 3 level bunk railroad cars were interesting! I was issued meal chits to take care of the 3 meals a day for 83 cadets for the five days it took us to get there. They put us on a siding every night, also for each meal. One day there was a small cadet rebellion and half went to the restaurant of their choice and the other half to another! The train was leaving before I had a chance to pay both restaurants and that bill chased me until I was a senior Lt(jg) in VF-85 aboard *Shangri La* off Japan!

I finally graduated from training, got my wings and commission at NAS Corpus Christi, and was the cadet Regimental Commander at the end - still as a result of what they did to me at Pre-flight School! It had its advantages, for

after about a month of walking off demerits in Pre-flight I never had to march with the rifle again!

The Corsair was a beautiful device in which to go to war, in my opinion the finest fighter made- by the Americans during WW II, and I have flown the FM-2, F6F, F7F and the P-38. I will admit that the F8F was a better fighter, but that came along after WW II. I was able fly the Corsair through all types of situations. A memorable one was when, very close behind the Zeke when it "blew", some part of that machine or the pilot hit me and tore off one of my R-2800 rocker box covers north of Okinawa. Plenty of oil covered the plane (and me trying to see) during my 1,100 rpm, 15 inches manifold pressure glide to Yontan Airfield, which had just been taken over by the Marines. A sargent there drove me to the "mess hall" on a hill to await his diagnosis of my problem. By far my biggest problem at MCAF Yontan was coping with the almost constant number of bullets coming through the mess hall from snipers above the field. I was most glad to head back for TF58 after a short circle of the field which was my test flight!

The most memorable flight in WW II was the mass, 1000 plane flyover of the USS *Missouri* during the signing of the Armistice. That was the most frightening flight of the entire war! Periodic 1,000 foot ceilings, and 30+ plane squadrons sliding into the inside of a turn when they had been on the outside and vice versa! Another was swerving around or popping up over the farmers in the rice fields of the Kanto Plain swinging their scythes at us as we flat-hatted with full ammo, rocket and bomb loads throughout the area to "ensure that they knew we weren't kidding" after the armistice.

Another Corsair (F4U-4P flying from Philippine Sea) incident during the Korean war similar to the one at Yontan was when, after taking pre- and post-strike pictures of the bridges at Sinuiju over the Yalu River as it entered the Yellow Sea, I started losing power as I headed back toward the Sea of Japan. I had a mountain range to cross and needed about 10,000 feet of altitude and my power continued to drop off steadily. I skimmed across the mountains with only about 15-18 inches of manifold pressure (plus all that excellent photo coverage of the damage done to the bridges). I glided down to the Marine Corps airfield at Wonsan which had just been captured from the North Koreans. The sargent gave me the same story as the one five years before, and took me to the mess hall. I couldn't believe it when the sniper bullets started ricocheting in and around that building! The sargent finally came back and had a perfect little cup of white NAS Litchfield Park boneyard dust he took out of my fuel filter, After removal he found the engine turned up a perfect 61 inches manifold pressure. It was another "270 degree test flight", and I was out of there!

My combat flying was over with the Korean fracas, but other interesting flights included the trip from Cecil to Lemoore when I was CO of the VA-164 Ghostriders. All my A-4s ran beautifully and we made great time in spite of the snake-like course (CAG Bill Shawcross was leading)(just had to get that one in). I also pushed to beat Dan Marshall and his VA-163 Saints to Lemoore so that we could have our pick of the houses out there for our families.