



Loverne Arthur Pope, Captain, USN

Captain Pope, born in Roseland, Nebraska, December 13, 1894, attended Colorado School of Mines in Golden before he enlisted in the U. S. Navy in August 1917. Commissioned Ensign in the U. S. Naval Reserve Force on July 25, 1918, he was promoted to Lieutenant (junior grade), April 11, 1919, and in August of that year was relieved of all active duty. Recalled to active duty in September 1920, he was promoted to Lieutenant in the Naval Reserve in March 1921, in which rank he was transferred to the regular Navy on January 6, 1922. He subsequently progressed in grade until his promotion to Captain, June 16, 1942.

Following his appointment as Ensign in the Reserve Force in July 1918, Captain Pope, who was designated naval aviator lighter than air, July 26, 1918, was assigned duty with the lighter than air North Sea Patrol with the Royal Air Force Station, Howden, Yorkshirc, England, and later served as commanding officer of a U. S. Navy Dirigible. For his services in that assignment during the World War he received the following Special Letter of Commendation from the Navy Department:

“As an Airship Pilot attached to the United States Naval Air Forces abroad he rendered meritorious service.”

Detached from overseas duty in February 1919, Captain Pope returned to the United States, bringing a British airship of the NS Type which was not set up as planned, due to its size and the fact that the only facilities available, at Akron, Ohio, were needed for other purposes. Attached to the Office of the Chief of Naval Operations, Navy Department,

Washington, D.C., until August 1919, he had duty during that period with the Naval Aviation Detachment at the Naval Air Station, Akron, Ohio, and also had duty in connection with the trans-Atlantic flight of the British rigid airship R-34 when she successfully completed the first half of her round trip, landing at Mineola, Long Island, New York, on July 6, 1919. Relieved of all active duty the following August, he was recalled to active duty in September 1920, serving at the Naval Air Station, San Diego, California, until December of that year when he joined the U.S.S. *Aroostook*. During the year he was attached to that ship he was assigned to the U.S.S. *Idaho* for duty in connection with kite balloons on her cruise to Chile.

In January 1922, Captain Pope reported to the Naval Air Station, Pensacola, Florida, for flight training. Designated naval aviator, heavier than air, June 14, 1922, he has continued his connection with naval aviation since that time. He served at the Naval Air Station, Anacostia, D.C., from July 1922 until October 1923, and during 1922 had the Army photographic course at Chanute Field, Rantoul, Illinois. In November 1923 he returned to the Pensacola Air Station where he served until November 1926. During that assignment he was attached in 1926 to the survey ship *Niagara* making an aerial survey of Lake Okeechobee and the Everglades District in Florida for the Coast and Geodetic Survey, and, also made an aerial survey, of the Gulf of Venezuela for the Hydrographic Office. In November 1926 he joined the aviation unit of the U.S.S. *Raleigh*.

In February 1927, Captain Pope joined Observation Squadron 3, aviation unit of the U.S.S. *Cincinnati*, and later was transferred to Scouting Squadron 5 of that cruiser, an assignment involving eighteen months of temporary duty on China Station. Detached from that assignment in May 1929, he again returned to the Pensacola Air Station where he served the next two years. Following brief duty with Utility Squadron 1, attached to the U.S.S. *Argonne*, he assumed command of Observation Squadron 1 in September, 1931, with additional duty as aide on the staff of the Commander, Battleship Division 1, Battle Force, of which the U.S.S. *Texas* was flagship, serving in that assignment until June 1934. The two succeeding years he again had duty at the Naval Air Station, San Diego, California.

Captain Pope commissioned and commanded Patrol Squadron 11, attached to the tenders *Wright* and *Langley*, and later unit of Patrol Wing I, from July 1936 until June 1938 and for the flight of that Squadron from San Diego to Pearl Harbor to Midway in 1937 received official commendation and a “Well Done.” From July 1938 until May 1940 he was operations officer of Patrol Wing 2, based on Pearl Harbor, T.H. Returning to the United States, he assisted in fitting out the U.S.S. *Albermarle*, serving as executive officer of that seaplane tender from her commissioning, December 20, 1940, until November 24, 1941, being detached under orders to command of the Naval Air Station, Wake Island. When Wake fell to the Japanese before he could comply with orders, he was diverted to command of the Naval Air

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Station, Johnston Island, T.H., serving in that command from February 2 to June 13, 1942.

After his return to the United States, Captain Pope served in the Flight and Photographic Divisions, Bureau of Aeronautics, Navy Department, Washington, D.C., from July 1942 until May 1944 when he was assigned duty with the CVE Pre-Commissioning Detail, Naval Station, Astoria, Oregon. He assumed command of the U.S.S. *Munda* when she was commissioned, July 8, 1944, serving in command of that carrier escort until May 13, 1945. Following temporary duty at Headquarters, Commander in Chief, Pacific Fleet, he returned to the United States and on August 9, 1945, assumed duty as Director of Photography, Bureau of Aeronautics, Navy Department, Washington, D.C.

Captain Pope has the Victory Medal, Aviation Clasp and Silver Star, the Yangtze Service Medal (U.S.S. *Cincinnati*), and is entitled to the American Defense Service Medal with Bronze "A" (for service in, the U.S.S. *Albermarle* which operated in actual or potential belligerent contact with Axis Forces in the Atlantic Ocean prior to December 7, 1941), and the Asiatic-Pacific Area Campaign Medal.