



**Leonard A. Snead, Rear Admiral, USN (Ret.)**  
 "Swoose"

Date of Designation: 20 May 1950 NA # V-1072

Dates of Active Duty: 19 June 1943 - 30 June 1976

Total Flight Hours: 4751.5

Carrier/Ship Landings: Fixed: 312

Approximate Flight Hours:

Jet: 2,000 Prop: 2,750 VF/VA: 2000  
 VP: 1,750 VT: 1,000

Combat Tours:

Vietnam: VA-75 (A-6A), USS *Independence* (CVA-62), 1965.

Aviation Commands:

CO, VA-75, May 1964 - August 1965. First A-6A Squadron.  
 CO, VA-42, August 1965 - July 1966. A6-A Training Squadron.  
 CO, USS *Forrestal* (CVA-59), November 1970 - July 1971.  
 Commander, Fighter/Airborne Early Warning Wing Pacific, July 1974 - June 1976.

Combat Awards:

Air Medal with Gold Star in lieu of second award.

**Duty Assignment Chronology**

1943-46 Midshipman, U.S. Naval Academy, Annapolis, MD.  
 1946-49 USS *Spokane* (CLAA-120), Norfolk, VA.  
 1949-50 Flight Student, NAS Pensacola, FL., and NAS Corpus Christi, TX.  
 1950-53 Pilot in Anti-Submarine Warfare Squadron (VP-45), Norfolk/Panama.  
 1953-55 Flight Instructor at NAS Pensacola, FL.



1955-57 Staff, Commander Carrier Group Three - Flag Lieutenant, NAS Alameda and WestPac.  
 1957-59 Special weapons delivery pilot in VAH-6 flying A3D aircraft, NAS Whidbey Island, WA.  
 1959-60 Student at the Naval War College, Newport, RI.  
 1960-63 Student, U. S. Navy Test Pilot School/Flight Test Division - Head of Flying Qualities & Performance Branch, NAS Patuxent River, MD.  
 1963-65 XO/CO, VA-75 - the Navys' first fleet operational A-6A squadron, NAS Oceana, VA., and USS *Independence* (CVA-62).  
 1965-66 CO, VA-42 (A6 Training Squadron) NAS Oceana, VA.  
 1966-67 Operations Officer, USS *Independence* (CVA-62) Norfolk, VA/Mediterranean.  
 1967-69 A6A Program Coordinator in the Office of the CNO, Pentagon.  
 1969-70 CO, USS *Diamond Head* (AE-19), Norfolk.  
 1970-71 CO, USS *Forrestal* (CV-59), Norfolk, VA., and Mediterranean Sea.  
 Feb. 1971 Selected for Flag Rank  
 1971-74 Program Manager, F-14/AWG-9/Phoenix Missile/F401 engine, NAVAIRSYSCOM.  
 1974-76 Commander, Fighter /Airborne Early Warning Wing, Pacific, NAS Miramar, CA.  
 6/30/76 Retired from active duty - immediately joined the Grumman Corporation as Vice President of their European/Middle East operations until 1982, London, England.  
 1978-79 Managing Director of all Grumman Operations in Iran, Isfahan, Iran.  
 1981-82 Grumman European Headquarters moved to Paris, France.  
 1982-92 Vice President of Programs for Pratt & Whitney, West Palm Beach, FL.  
 1992 Fully retired - thoroughly enjoying playing golf/tennis and skiing the Colorado Rockies with my youngsters and grand youngsters!! Here and there and Colorado. (- Continued -)

## Summary of Significant Career Events

- (1) After graduating from the Naval Test Pilot School in 1960, participated in the early NPE flights of the A6-A airplane at Grumman. Participated in much of the flight test work and BIS trials at PAX River. Ordered as XO/CO of VA-75--the Navy's first fleet operational A6-A squadron--and took it into combat in Vietnam on its first cruise. As the A6 Program Coordinator in the Pentagon, I was instrumental in obtaining the funding for/and the development of, the upgrade A6-E. Spent 8 years (1961-69) working with the A6 airplane.
- (2) Was relieved early (not for cause) as CO of *Forrestal* to return to DCA to become Program Manager of the Navy's newest fighter airplane--the F-14--in June 1971. The #1 aircraft had crashed and the #2 F-14 was grounded with "weeping hydraulic leaks". OSD/OMB/The Congress were all unhappy with the F-14 contract--and the Fighter community of the Navy was totally divided over what they wanted in a new fighter aircraft!! After getting our TEAM put back together--and working together we brought the F-14--its AWG-9 weapons control system--and the Phoenix missile to fruition. It turned out to be the finest fighter weapons system in the world.
- (3) Have flown 55 different designations of aircraft--including a number of British and French operational types. Am an Associate Member of The Society of Experimental Test Pilots.
- (4) Throughout the development/testing/upgrade of both the highly sophisticated and very capable A6 and F-14 weapons systems, the Grumman Corporation should be highly commended by the Navy for their diligence and dedication, and all of their efforts involved in bringing both of these great aircraft to fruition. It was a great TEAM effort and a real privilege to work with their TEAM

Family: Married Elizabeth Sandruck 6 June 1946--have 4 youngsters--Alex/Jim/Michael/Paul and to date they have presented us with 10 beautiful Grand Children.