

DECLASSIFIED

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TORPEDO SQUADRON NINETY-FOUR

(VT-94)

15 November 1944[#] - 1 March 1945

1 March 1945 - 30 October 1945 (2)

158096

VT94/A2-11(14)

TORPEDO SQUADRON NINETY-FOUR

Serial: 024

c/o Fleet Post Office,
New York, New York,

19 MAR 1945

CONFIDENTIAL

C-O-N-F-I-D-E-N-T-I-A-L

From: The Commander Torpedo Squadron NINETY-FOUR.
To : The Chief of Naval Operations,
The History Unit, Op-33-J-6,
Office of Editorial Research, Navy Department,
Washington 25, D. C.

Subject: History of Torpedo Squadron NINETY-FOUR, Period
15 November 1944 until 1 March 1945.

References: (a) Aviation Circular Letter No. 74-44.
(b) Manual for Historical Officers.

Enclosure: (A) History of Torpedo Squadron NINETY-FOUR,
15 November 1944 - 1 March 1945.

1. In accordance with references (a) and (b), enclosure
(A) is forwarded herewith.

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BAMMAN, Jr.

412-1/EVT 94

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C H R O N O L O G Y

- 15 November 1944 Torpedo Squadron NINETY-FOUR commissioned at U. S. Naval Air Station, Quonset Point, Rhode Island, Frederick C. BAMMAN, Jr., Lieutenant Commander, U.S.N., of Washington, D. C., Commanding Officer.
- 23 November 1944 Torpedo Squadron NINETY-FOUR shifted its base temporarily to U. S. Naval Auxiliary Air Facility, Martha's Vineyard, Massachusetts.
- 28 December 1944 Torpedo Squadron NINETY-FOUR plane complement reduced from 18 VT to 15 VT.
- 28 December 1944 Torpedo Squadron NINETY-FOUR commenced shift of base temporarily to U. S. Naval Auxiliary Air Station, Boca Chica, Florida, for Torpedo Training.
- 4 January 1945 Torpedo Squadron NINETY-FOUR began operations at U. S. Naval Auxiliary Air Station, Boca Chica, Florida.
- 7 January 1945 Torpedo Squadron NINETY-FOUR began Torpedo Training under direction of Boca Chica Training Detachment, Fleet Air Wing FIVE.
- 18 January 1945 Torpedo Squadron NINETY-FOUR completed Torpedo Training.
- 20 January 1945 Torpedo Squadron NINETY-FOUR directed by Commander Fleet Air, Quonset Point, to remain at N.A.A.S. Boca Chica for day and night carrier qualifications.

24 January 1945 Carrier Landing Qualification begun with Field
Carrier Landing Practice.

02 February 1945 Carrier Qualification completed aboard
U.S.S. PRINCE WILLIAM.

03 February 1945 Eleven squadron planes transferred to Hedron 5-2,
Fleet Air Wing FIVE for Carrier Qualification Training
Unit.

03 February 1945 Torpedo Squadron NINETY-FOUR base shifted temporarily
to N.A.A.S. Oceana, Virginia, where the squadron joined
the other units of Carrier Air Group NINETY-FOUR,
S. MANDARICH, Commander, U.S.N., Commanding.

05 February 1945 Squadron operations begun at the new base.

19 February 1945 Rocket training started at Manteo, North Carolina.

20 February 1945 First inter-type problem flown. 4 VT - 8 VF.

22 February 1945 Air Support Training commenced with lectures by
Lt. Comdr. T. F. POLLOCK of Air Support Training Unit
No. 6, Training Command, Amphibious Forces, Pacific Fleet.

N A R R A T I V E

Torpedo Squadron NINETY-FOUR, a part of Carrier Air Group NINETY-FOUR and a unit of the United States Atlantic Fleet, was commissioned in land plane hangar #4 at U. S. Naval Air Station, Quonset Point, Rhode Island, on 15 November 1944. The Commissioning Officer was Commodore Gordon ROWE, U.S.N., Commander Fleet Air, Quonset Point. Commodore ROWE's brief address stated the purpose of commissioning to be to provide a combat replacement squadron to meet the increased requirements resulting from the then heavy action in the Pacific Ocean Areas. In that connection Commodore ROWE pointed out that the commissioning date was six weeks earlier than originally scheduled. Lt. Comdr. BAMMAN read his orders, posted the watch, and squadron operations were begun.

The squadron is operating as a unit of Carrier Air Group NINETY-FOUR, Air Force, Atlantic Fleet. The squadron training under Commander Fleet Air, Quonset Point, is operating according to Commander Air Force, Atlantic Fleet Training Syllabus, Serial 01124; Commander Fleet Air, Quonset Point Secret Operation Plan 1-44; and Commander Fleet Air, Quonset Point Instructions and directives.

At the commissioning the squadron had a Commanding Officer, Executive Officer, Administrative Officer, and 15 Naval Aviators assigned together with 12 enlisted men. In addition, there were present 17 aircrewmen assigned to the naval aviators previously ordered to the squadron. These men were assigned to the squadron shortly after the commissioning date. No aircraft were assigned to the squadron at that time.

Squadron operations at Quonset Point were concerned with obtaining basic allowances, with providing a start on ground training, with drawing and inventorying squadron aircraft, and with establishing squadron routine. The Commanding Officer and Executive Officer, during this period, digested the material in the commissioning jacket and such other directives as were received. Prior to the departure of the squadron from N.A.S. Quonset Point 26 pilots, 44 enlisted men, and 13 planes were assigned. The squadron was fortunate in having a number of experienced fleet pilots ordered to it. Five pilots had previous experience with Torpedo Squadron TWELVE aboard U.S.S. SARATOGA, three pilots had previous experience with Composite Squadron SIXTY-THREE aboard U.S.S. NATOMA BAY, one pilot had previous experience with Composite Squadron ONE aboard U.S.S. BLOCK ISLAND and U.S.S. CROATON and with VOF-1 aboard U.S.S. TULAGI, one pilot had previous experience with VT-4 aboard U.S.S. RANGER and with VOF-1 aboard U.S.S. TULAGI, and the Commanding Officer had previous experience in F4F's and other fighter types aboard U.S.S. WASP. Flight schedules were begun with local familiarization flights. Ground school consisted of survival check-outs, SBAE instruction, summary lecture on the training syllabus. Aircraft maintenance was placed under Carrier Aircraft Service Unit TWENTY-TWO. Aircraft were not assigned to the squadron as rapidly as would have been desirable, probably because of the early commissioning date.

On 23 November 1944 the squadron shifted its base temporarily to U. S. Auxiliary Air Facility, Martha's Vineyard, Massachusetts. This move, directed by Commander Fleet Air, Quonset Point, was ordered for 22 November, but weather intervened to cause the delay.

It was planned that the squadron would remain at that Facility until all squadron training, except torpedo training, had been completed. A program was instituted to accomplish that work. Weather was extremely poor. One and one-half days were lost in the last week of November and twelve days were lost in December due to these poor weather conditions. Despite that, the training program was fairly advanced before the next change of base was ordered. Squadron training consisted primarily of bombing practice, gunnery, glide angle calibration, and navigation. Also, an instrument course in SNJ and radar training flights in CASU planes were conducted. Night flying was scheduled regularly, but was especially difficult to accomplish because night weather was even worse than the day conditions. Ground training was carried forward under the Training Department of the Facility.

By mid-December the squadron had on board 34 officers and 73 enlisted men, against a complement of 31 officers and 66 enlisted men. All four ground officers reported before the end of December, and four naval aviators were detached because over-complement. The original aircraft allowance was 18 VTB. Seventeen planes were received, but two were ordered transferred on 28 December 1944 in a permanent reduction of allowance.

On 18 December 1944, Commander Fleet Air, Quonset Point, directed the squadron to move to N.A.A.S. Boca Chica, Florida, for Torpedo Training under the direction of Boca Chica Training Detachment, Fleet Air Wing FIVE. The squadron was directed to report on or about 2 January 1945.

It was planned to move the enlisted personnel with a few exceptions by commercial transportation and to fly the remainder of the Squadron in our own planes.

The first planes departed N.A.A.F. Martha's Vineyard on 28 December 1944. These four planes were grounded at N.A.S. Atlantic City because of weather, and the other planes could not depart Martha's Vineyard until 2 January 1945. The weather cleared on 2 January, and the first four planes made N.A.S. Jacksonville, Florida; six planes made N.A.S. Norfolk, Virginia, and two planes stopped at N.A.S. New York. Four planes arrived N.A.A.S. Boca Chica on 3 January and operations were begun the next day. The entire squadron was in full operation on 6 January with one plane grounded at N.A.S. Jacksonville due to engine trouble.

Torpedo Training was started on 7 January with a half-day lecture by Lieutenant SANDAGER, Officer-in-Charge. Flying was cancelled on 8 January because of an unseasonable rain storm, and full operations commenced on 9 January. Before the completion of the training period one torpedo hit the target ship, a converted 4-stack destroyer, putting it out of commission for several days. The principal difficulties encountered during this training period were inadequate maintenance personnel and facilities, frequent breakdowns of small craft assigned to the torpedo range, and inability to obtain an immediate replacement for the target vessel. These difficulties were overcome by having squadron personnel do all line maintenance and assist with scheduled checks on aircraft; by using two small crash boats to replace the target vessel until an adequate replacement could be found; and by using the target vessel to retrieve torpedoes when the retriever boat went out of commission.

Before the Torpedo Training was completed on 18 January the squadron had built up 506.5 hours of flying on torpedo work alone, dropping 160 live torpedoes.

One hundred and forty-three torpedoes ran hot, straight, and normal and 70.6% were hits. This set a new record for both hot, straight, and normal runs and for hits.

The directive which sent the squadron to N.A.A.S Boca Chica required it to proceed to U. S. Naval Auxiliary Air Station, Oceana, Virginia, on or about 22 January to join VF and VB 94 for group training. The first planes were scheduled to depart Boca Chica on 21 January. On that day Commander Fleet Air, Quonset Point ordered the squadron to remain at N.A.A.S. Boca Chica for day and night carrier qualifications. A Landing Signal Officer arrived on 24 January, and the field qualification work was commenced the next day at Meacham Field, Key West. The use of this field was necessary because of the heavy day traffic at N.A.A.S. Boca Chica and because the strip at Marathon Key was frequently out of the wind. Numerous complications developed, the main ones being the proximity of the Boca Chica and Key West traffic patterns, an anti-aircraft firing range on the south side of Key West, complaints of low flying planes from residents nearby and from hospital attaches, and obstructions around the field. Night field carrier landing practice was conducted at Boca Chica with little trouble. By 30 January all pilots were qualified in both day and night field carrier landing practice and were ready for shipboard qualification. The qualification carrier, U.S.S. PRINCE WILLIAM, arrived in Key West on 30 January and 13 pilots were put aboard on 31 January to go to the qualification area. The planes were made ready to be flown aboard by 12 pilots when the ship directed at the completion of day qualifications by Bombing Squadron NINETY-FOUR which was there aboard.

On 1 February 1945 the U.S.S. PRINCE WILLIAM called for six torpedo planes to rendezvous at 1030Q to commence day qualifications. These planes, with six pilots and Commander S. MANDARICH, Commander Carrier Air Group NINETY-FOUR, as a passenger in the lead plane, arrived over the carrier at 1027Q, and the ship-board qualifications were begun. Six additional planes with six pilots rendezvoused at 1232Q and began landings. Before the end of the day all pilots were qualified in day landings and the ship had set a new record for landings in a 24-hour period. Operations were suspended until 0400 in the morning of 2 February. Night qualifications were begun, and all pilots were qualified before sunrise. It was during these night landings that the squadron had its first accident. Lieutenant (junior grade) Arthur Albert MOORSHEAD, Al, U.S.N.R., an experienced fleet pilot, landed aboard with wheels up. The landing was otherwise perfect and no injury to personnel resulted. Eleven planes were catapulted at approximately 0830Q the same day, and they arrived at N.A.A.S. Boca Chica at 0915Q. When all planes were in the air and ready to depart for the shore base, the Captain of the U.S.S. PRINCE WILLIAM sent the following message to the Commanding Officer, Torpedo Squadron NINETY-FOUR:

"CONGRATULATIONS ON A JOB WELL DONE AND GOOD LUCK IN ALL
FUTURE OPERATIONS."

Commenting on the qualification work, the Commanding Officer of Torpedo Squadron NINETY-SEVEN wrote:

"Their work at Boca Chica was very good and day and night
carrier qualification done by them at Boca Chica will likely
remain a record."

At the completion of this work and the return of all planes to Boca Chica,

the squadron was ordered to transfer 11 planes to Hedron 5-2, Fleet Air Wing FIVE, for the use of Carrier Qualification Training Unit, Boca Chica. This was accomplished by 3 February. On 3 February twenty-one officers and one enlisted man left Boca Chica by R4D and arrived at N.A.A.S. Oceana, Virginia the same day. Four squadron planes with eight pilots left Boca Chica on 3 February and arrived Oceana on 4 February.

Squadron operations were begun at N.A.A.S. Oceana on 5 February with a squadron meeting of officers to hear a lecture on course rules and general operating regulations. Eleven reconditioned planes were drawn from N.A.S. Norfolk. This completed, and weather being bad for flying, no flights were conducted until 7 February when only one flight was made. During the last 3 weeks of February seven complete days and eight one-half days were lost due to weather. Though night flying was regularly scheduled, it was possible to fly only eight night hours during this period.

On Monday, 19 February 1945, rocket training was begun under the direction of Rocket Training Unit, CASU 21-4, N.A.A.S. Manteo, North Carolina. Due to the large number of activities using the facilities, Carrier Air Group NINETY-FOUR was assigned only four days one week and three days the next on which the facilities were available. Before this work could be scheduled it was necessary to turn in three planes not equipped to fire rockets for others so equipped. This transfer required four days due to bad weather which kept the flight grounded at N.A.S. Quonset Point. With Air Support Training scheduled for early March, it was necessary to give rocket training priority to the pilots comprising the first air support team. By month's end, six pilots had fired rockets averaging 29 rockets per pilot.

Tuesday, 20 February 1945, saw a beginning of inter-type training. Four TBM's, lead by Lt. Commander BAMMAN, escorted by eight F6F's conducted a simulated glide bombing attack supported by fighter strafing. After that daily exercises were planned under a directive from Commander Air Group NINETY-FOUR which called for two inter-type flights per pilot per week.

Air Group NINETY-FOUR was scheduled for Air Support Training beginning March 1. During the bad weather days of late February the lectures preliminary to Air Support flying were held.

Squadron social activity has been varied and interesting. The first squadron party for officers was given by Lt. Comdr. BAMMAN at his home at Vineyard Haven, Martha's Vineyard, Massachusetts. While based at Boca Chica, we were given a trip to Havana, Cuba, through Fleet Air Wing FIVE. Two groups of ten officers each were flown to Columbia Airport, Havana, in a PBY-5A. Each group was permitted to stay in Havana twenty-four hours, and, to say the least, an excellent time was had by all. After the squadron arrived at N.A.A.S. Oceana, an informal buffet dinner was held.

No squadron insignia has been adopted. Two proposed insignia have been prepared and voted on. Both have been forwarded for approval.

APPENDICES

- (A) Roster of officers and men as of 1 March 1945.
- (B) Photographs (3) showing the Commissioning Officer,
the Commanding Officer of Torpedo Squadron NINETY-FOUR,
and the officers and men assigned at the commissioning
ceremony.

TORPEDO SQUADRON NINETY-FOUR

ROSTER OF CREW

8 March 1945

Name	Rate	Service No	Branch	Pilot	Se
ANDRES, Thomas Vincent	AMM3c *	386 17 74	USN	MOORESHEAD	3
ANDRIELLA, James Paul	ARM1c *	651 39 73	V-6	GOLDSMITH	1
ARTIS, Hughie Martin	ARM3c *	634 72 16	V-6	ANDERSON	4
BREUER, Robert Lowell	ARM3c *	859 55 75	V6 SV	CONLAN	4
BROWN, George John, Jr.	ACRM(PA)	265 71 78	USN	Ground Crew	3
BRUCE, David Marion	AOM2c *	725 87 53	V-6	LARSEN	2
CLAXTON, James Maurice, Jr.	ARM3c *	875 13 11	V6 SV	JOYCE	3
COIT, Russell Campbell	ARM2c *	204 63 08	V-6	COOK	4
COLEGROVE, James Everett Jr.	AMM2c	629 51 27	V-6	Ground Crew	3
COOK, Harry Kenley	ARM3c *	710 78 01	V-6	McELWAIN	1
CYR, Richard James	ARM3c *	886 28 66	V6 SV	SEAGRAVES	3
DAVIS, James Edwin	ARM3c *	357 64 31	V-6	KARNES	2
DEBIAW, Geldon William	ARM3c *	805 58 65	V6 SV	SIECKENIUS	4
DEEM, Utah Tennessee	ARM3c *	381 90 31	USN	NUTT	4
DE WALL, Raymond Charles	AMM2c	639 32 45	V-6	Ground Crew	4
DIRESTA, Gerard Joseph	ARM3c *	815 43 47	V6 SV	WEISER	2
DULANY, Benjamin Tasker	ARM2c *	645 92 29	V-6	MOORSHEAD	3
ELLIOTT, Robert Arnold	AMM3c *	709 67 54	V-6	BARDEN	2
ESKRO, Emil George	AMM2c *	372 47 70	USN	NUTT	4
FREEMAN, Carl Winford	ARM3c *	865 67 93	V6 SV	DOUGLASS	4
GLAVAS, Dennis Nicholas	AMM3c *	725 98 97	V-6	ANDERSON	4
GRAHAM, James Edward	ARM3c *	807 46 16	USN	WEISER	3
GRAY, Clarence Monroe	ARM3c *	872 06 66	V6 SV	SIMS	2
GREER, Aden Lovell, Jr.	ARM3c *	557 07 39	USN	BARDEN	2
HAMRICK, Russell Clayton	AOM3c *	895 31 04	V6 SV	RAPOSA	1
HARMEYER, Arthur Allen	AOM2c *	346 28 06	V6 SV	BAMMAN	1
HAYES, Ronald Gay	AM1c	279 63 04	USN	Ground Crew	4
HILL, Carl Cecil	AMM3c *	756 88 29	V-6	ST JOHN	4
HORN, Oliver Lee	AMM3c *	855 69 30	V6 SV	SIMS	2
HOWELL, Willard Robert	ARM3c *	883 15 05	V6 SV	ST JOHN	4
HRIBAL, Robert "J"	AMM3c *	851 80 76	V6 SV	GOLDSMITH	1
JEFFRIES, Delbert Wilford	ARM3c *	892 27 50	V6 SV	RAPOSA	1
JIRASH, John James, Jr.	AOM2c *	563 23 53	V-6	DOUGLASS	4
JOHNSON, Cecil Ray	ARM2c *	555 56 52	V-3	BAMMAN	1
KLUTH, Robert Gene	ARM1c *	626 02 34	V-3	ROCKWELL	2
KONAN, Albert Joseph	ARM3c *	667 12 28	V-6	SMILEY	3
LANDBERG, Merlin Clayton	ART2c	757 56 50	V-6	Ground Crew	4
MARSEY, George Peter	AMM3c *	857 66 21	V6 SV	WEISER	2
MAXWELL, Winifred Gorman	AMM1c	555 67 57	V-6	Ground Crew	2
NICKILA, Monroe Thorsten	AMM1c	328 74 06	USN	Ground Crew	1
O'HEARNE, Clifford Stephen	ARM3c *	225 53 51	USN	WILSON	1
ORR, Alfred James	AMM3c *	733 72 41	V-6	BLADES	1
RAY, Virgle Edward	ACRM(AA)	346 50 36	USN	Ground Crew	2
RECHISKY, Milton Napoleon	AMM2c *	666 39 69	V-6	ROCKWELL	2
RHODES, Sam Hawes, Jr.	AMM3c *	637 38 37	V-6	MULLEN	3
ROSS, Billy Clyde	AMM3c *	837 47 66	USN	WILSON	1
SANTOS, Antonio (none)	AOM1c	207 34 42	USN	Ground Crew	3
SCHMIDT, Robert Dewey	AMM2c *	381 76 00	USN	COOK	4
SCRIVNER, Robert Lee	AMM3c *	306 29 71	V-6	SEAGRAVES	3
SEEL, Norman Geelmuyden	Y1c(T)	646 10 83	V-6	Ground Crew	-
SHARP, Robert (none)	ARM2c	612 98 91	V-6	MULLEN	3
SULLIVAN, Daniel Christopher	PR1c	400 78 69	USN	Ground Crew	2
SMITH, William Joseph	ARM2c *	826 24 67	V6 SV	FEILER	3
SUPRENANT, Bernard Francis	AMM3c *	726 76 72	V-6	CONLAN	4
TUCKER, James Lester, Jr.	AOM3c *	764 64 71	V-6	SMILEY	3
VAN ALLEN, John Richard	AOM3c *	711 45 75	V-6	SIECKENIUS	4
WEAVER, John Ira	AOM3c *	711 95 34	V-6	McELWAIN	1
WINSLOW, William Carroll	AMM2c *	665 22 73	V-6	FEILER	3
YOUNG, John Jeremiah	ARM3c *	603 68 43	V-6	LARSEN	2
ZOBEL, Philip Robert	AMM3c *	853 14 89	V6 SV	KARNES	2
BAKERMAN, Harvey Stanley	ARM3c *	814 76 17	V-6	BLADES	1
CHIRDON, John Martin	AOM2c *	615 63 27	V-6	MULLEN	3
HARGETT, Earl Forest	AMM3c *	896 63 38	V6 SV	RAPOSA	1
LAWRENCE, Richard Dallas	ACMM(T)	346 58 29	USN	Ground Crew	1
TUCKER, James (none) Jr.	AMM1c *	311 95 13	USN	LARSEN	2
VEHORN, Dale Allen	AMM3c *	575 85 96	USN	JOYCE	3

Asterisk indicates Combat Aircrew-*

ROSTER OF OFFICERS
NavPers-353 (12-43)

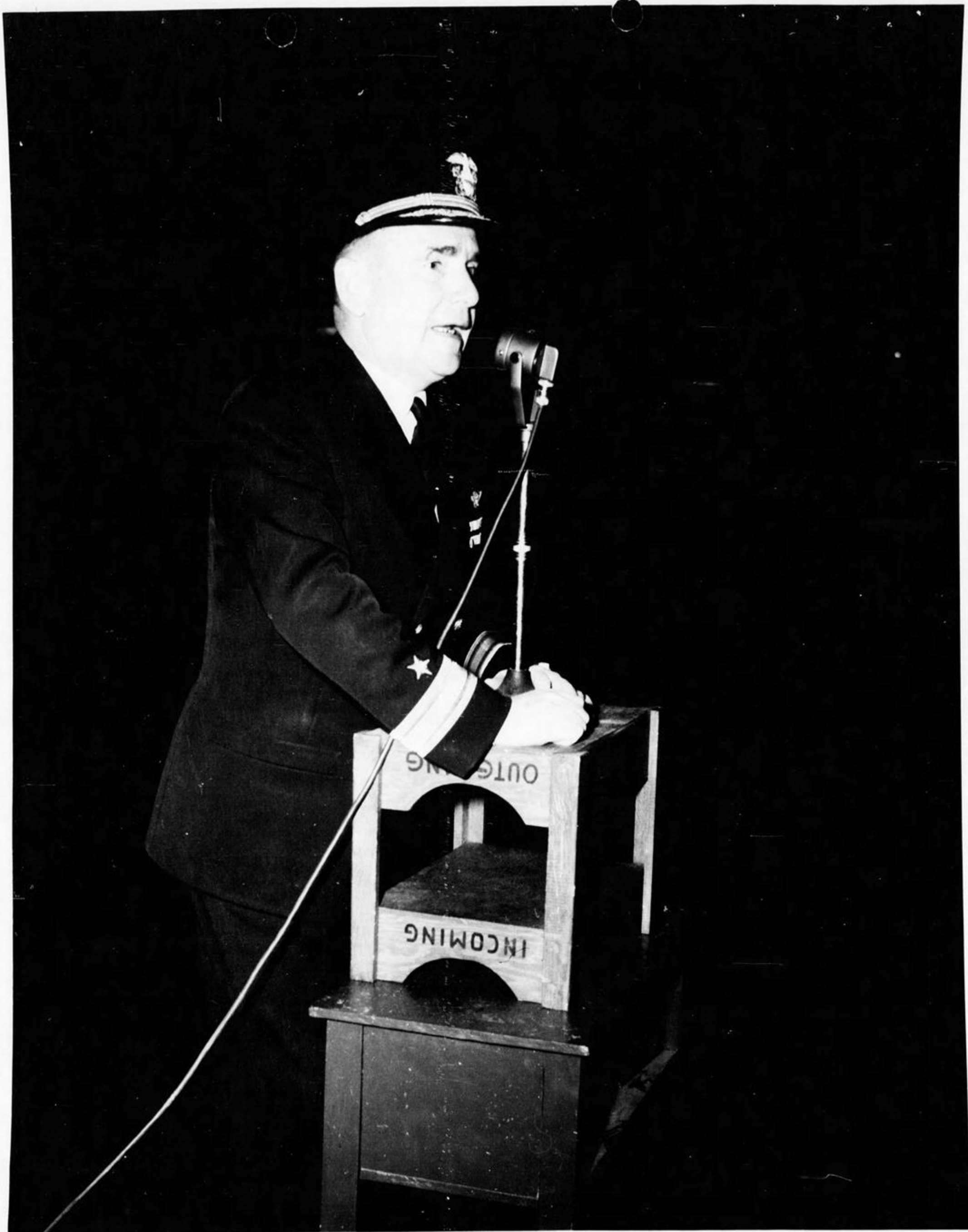
Activity TORPEDO SQUADRON NINETY-FOUR

Date of Roster 1 March 1945

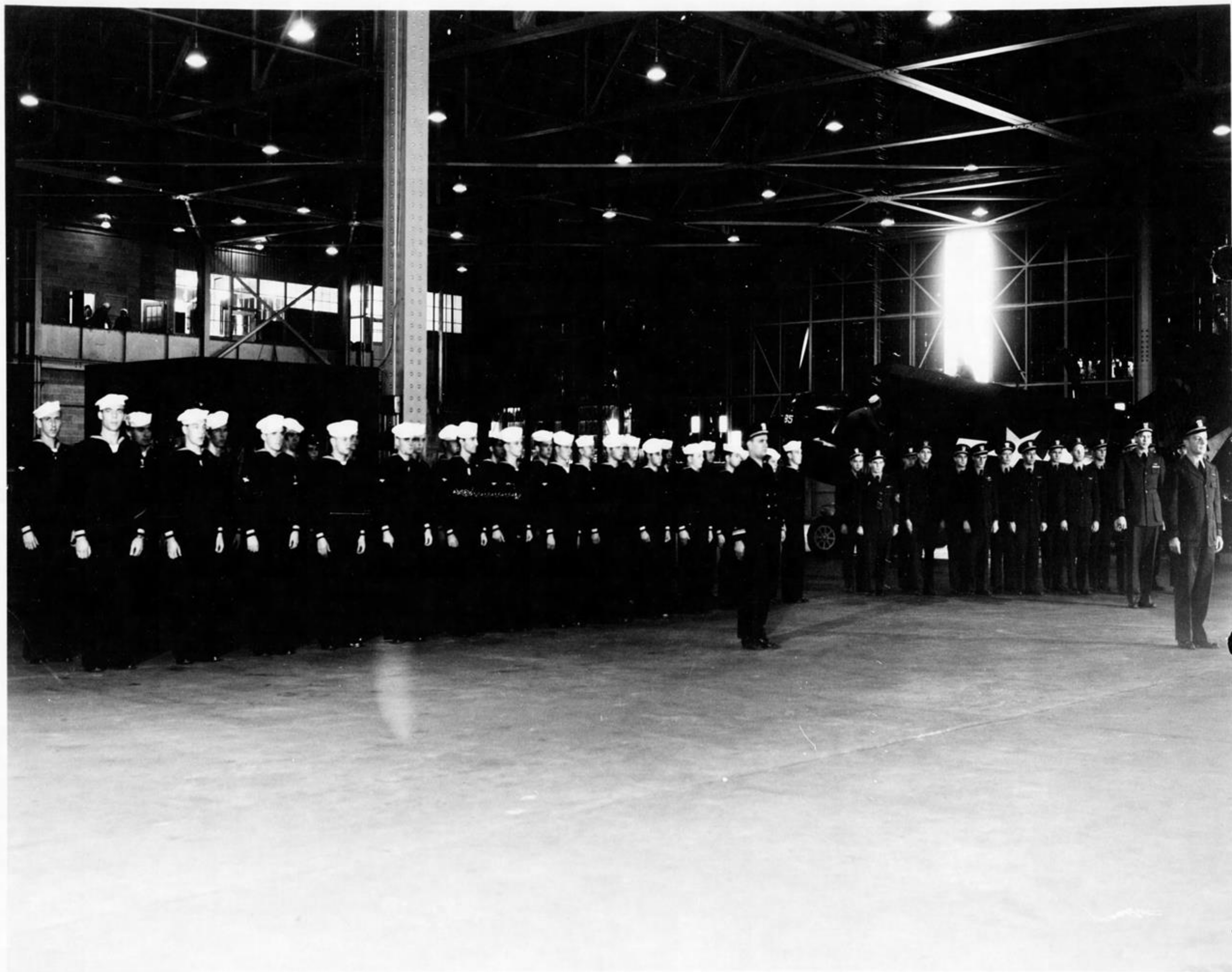
To: The Chief of Naval Personnel.

NavPers-353 (12-43)														Authorized Complement						Total			
To: The Chief of Naval Personnel.														Capt.	Cdr.	Lt.Cdr.	Lieut.	Lt.(jg)	Ens.			Total	On Board
																1	6	10	10			27	29
1	2	3			4	5	6	7	8	9	10	11		12	13	14							
File No.	See Instr 2	Last	Name First Middle	Rank	Date Pres.Rank	Class	MOB	MPD	MAS	Primary Duty	Collateral Duties	Duties in Training For	Prosp. Date Qualif	Courses and Qualifications									
79131	DIF	BAMMAN	Frederick Charles, Jr.	Lt.Cdr.	3-1-44	USN	4	4	4	Commanding	Morale	None	None	09									
85336	DIF	ROCKWELL	John Hobart, Jr.	Lt.Cdr.	10-17-44	1940	4	4	4	Naval Aviator	Executive Officer	Commanding	9-1-45	09, WD									
86136	DIF	DOUGLASS	George Marvin	Lieut.	3-1-43	A-1	3	3	24	Naval Aviator	Flight Officer	Executive	5-1-45	09									
114682	DIF	SEAGRAVES	Sidney Clark, Jr.	Lieut.	4-1-44	A-1	3	3	9	Naval Aviator	Engineering Officer	Flight Off.	Qual.	09									
124734	DIF	ANDERSON	Ralph Roy	Lieut.	7-1-44	A-1	4	3	27	Naval Aviator	Gunnery Officer	Engr. Off.	6-1-45	09									
172199	None	GOODRICH	William Wolcott	Lieut.	10-1-44	A	3	3	16	A.C.I. Officer	Asst. Flight; Public Relations Officer	None	None	14, AirAsDevLant GrndSch, Q.P. 4/44									
279554	None	FARNUM	Charles Wadsworth	Lieut.	12-1-44	A	3	3	14	Admin. Officer	Benefits & Ins; Welfare	None	None	AirAsDevLant GrndSch, Q.P. 2/44									
157853	DIF	NUTT	William Robinson	Lt.(jg)	3-1-44	A-1	3	3	17	Naval Aviator	Wt.&Bal; Change Material	Engr. Off.	6-1-45	09									
176676	DIF	MOORSHEAD	Arthur Albert	Lt.(jg)	3-1-44	A-1	3	3	15	Naval Aviator	Asst. Gunnery Officer	Gunnery Off	6-1-45	09									
240386	DIF	COOK	Raymond Leslie	Lt.(jg)	3-1-44	A-1	3	3	17	Naval Aviator	Flight Safety Officer	Flight Off.	9-1-45	09									
240481	DIF	LARSEN	Orrin Kenneth	Lt.(jg)	3-1-44	A-1	3	3	15	Naval Aviator	Navigation Officer	Gunnery Off	6-1-45	09									
278553	DIF	GOLDSMITH	Myron Jesse	Lt.(jg)	8-1-44	A-1	4	4	17	Naval Aviator	Material Officer	Engr. Off.	6-1-45	09									
272296	None	VOGEL	Frank Nicholas	Lt.(jg)	9-1-44	A	3	3	17	Training Officer	Free Gunnery Officer	None	None	GunSch, Jax 8/43 FreeGunInstrSch Pensacola 9/43.									
289533	TO	WINTERMAN	Roger Earl	Lt.(jg)	11-1-44	S(A) T	2	2	2	Electronics Off.	None	None	None	60, 61									
301857	DIF	BARDEN	Ralph Buckner	Lt.(jg)	12-1-44	A-1	3	3	9	Naval Aviator	Communications Officer	Navigator	6-1-45	09									
306041	DIF	MULLEN	Robert Lewis	Lt.(jg)	12-1-44	A-1	3	3	9	Naval Aviator	Aviation Equipment Off.	Flight Off.	6-1-45	09									
306463	DIF	FEILER	Arthur Charles	Lt.(jg)	12-1-44	A-1	4	4	10	Naval Aviator	Structures Officer	Engr. Off.	11-1-45	09									
364055	DIF	WEISER	Richard LeSuer	Ens.	4-1-44	A-1	4	4	4	Naval Aviator	Asst. Flight Officer	Dept. Head	11-1-45	09) Photo Recon									
368518	DIF	ST. JOHN	Joseph (none)	Ens.	4-1-44	A-1	4	4	4	Naval Aviator	Athletics; Bldgs & Grnds.	Dept. Head	11-1-45	09) Sch., Harris-									
358720	DIF	SIECKENIUS	John Hoebel	Ens.	4-1-44	A-1	4	4	4	Naval Aviator	War Bond; Voting Officer	Dept. Head	11-1-45	09) burg, Pa 9/43									
383262	DIF	SIMS	Norton Edward	Ens.	5-16-44	A-1	4	4	4	Naval Aviator	Publications Officer	Dept. Head	11-1-45	09									
383211	DIF	JOYCE	Joseph Bernard	Ens.	5-16-44	A-1	4	3	4	Naval Aviator	Education Officer	Dept. Head	11-1-45	09									
383272	DIF	CONLAN	Richard (none)	Ens.	5-16-44	A-1	4	4	4	Naval Aviator	Asst. Material Officer	Dept. Head	11-1-45	09									
379123	DIF	KARNES	Austin Gerald	Ens.	6-1-44	A-1	4	4	4	Naval Aviator	Photographic Officer	Dept. Head	11-1-45	09									
382425	DIF	WILSON	Joseph Hinkle, Jr.	Ens.	6-1-44	A-1	4	4	4	Naval Aviator	Asst. Material Officer	Dept. Head	11-1-45	09									
390955	DIF	BLADES	John Gilbert	Ens.	6-1-44	A-1	4	1	4	Naval Aviator	Asst. Flight Safety Off.	Dept. Head	11-1-45	09									
395885	DIF	RAPOSA	William Clayton	Ens.	6-15-44	A-1	4	4	4	Naval Aviator	Hydraulics Officer	Dept. Head	11-1-45	09									
395572	DIF	McELWAIN	Roy William	Ens.	6-16-44	A-1	4	4	4	Naval Aviator	Radio Off; Asst. A.C.I.	Dept. Head	11-1-45	09									
391172	DIF	SMILEY	Vincent (none)	Ens.	6-17-44	A-1	4	4	4	Naval Aviator	Propeller Officer	Dept. Head	11-1-45	09									

F. C. BAMMAN, Jr., Lt. Comdr.,
USN, Commanding.








TORPEDO SQUADRON NINETY-FOUR

VT94/A2-11(14)

Meg
c/o Fleet Post Office
San Francisco, Cal/
30 October, 1945


From: The Commander Torpedo Squadron Ninety Four
To: The Chief of Naval Operations,
The History Unit, Op-33-J-6,
Office of Editorial Research, Navy Department,
Washington, 25, D. C.

Subject: History of Torpedo Squadron Ninety Four, Period 1 March to
30 October, 1945 (approximate de-commissioning date.).

References: (a) Aviation Circular Letter No. 74-44.
(b) Manual for Historical Officers
(c) VT94 Serial 024 of 19 March 1945

Enclosure: (A) History of Torpedo Squadron Ninety Four, in eleven (11)
parts, period from 1 March 1945 to 30 October 1945.

1. Reference (c) was a letter forwarding the Squadron History
from commissioning, 15 November, 1944 to 1 March 1945.

2. In accordance with references (a) and (b), enclosure (A)
is forwarded herewith. This brings up to date and concludes the history
of this unit, since the squadron is now being de-commissioned.

J. H. Rockwell, Jr.
J. H. ROCKWELL, JR.

TORPEDO SQUADRON NINETY-FOUR

SQUADRON HISTORY
1 March to 23 October 1945

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VT-94 History, 1 March to 23 October 1945.

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SECTION 1.

CHRONOLOGY

8 March 1945	Squadron participated in simulated air group attack on USS TOPEKA.
20 March 1945	Squadron participated in ceremonies attendant upon the launching of USS MIDWAY.
22 March 1945	Carrier Air Group NINETY-FOUR directed to proceed on or about 15 April 1945 to NAS Alameda, Calif., to report to Commander-in-Chief, Pacific Fleet, for duty.
7 April 1945	Training in the United States completed.
12 April 1945	Home port of Torpedo Squadron NINETY-FOUR changed from NAS Quonset Point, Rhode Island, to NAS Alameda, California. Movement to the West Coast begun.
20 April 1945	Torpedo Squadron NINETY-FOUR reported to Commander Fleet Air, Alameda.
24 April 1945	Torpedo Squadron NINETY-FOUR embarked upon USS NASSAU (CVE-16), departed Alameda for Pearl Harbor.
30 April 1945	Arrived Pearl Harbor.
2 May 1945	Departed Pearl Harbor for NAS Kahului, Maui, T.H., aboard USS CORTLAND (APA-75).
4 May 1945	Operations began at NAS Kahului.
4 June 1945	Training completed in Hawaiian Area.
5 June 1945	Squadron personnel moved aboard USS LEXINGTON (CV-16) at Ford Island, Pearl Harbor.
6-11 June 1945	Training cruise in the Hawaiian Area, climaxed by participation in joint Army-Navy strike against the island of Oahu, T.H.
13 June 1945	Departed Pearl Harbor for the forward area aboard USS LEXINGTON (CV-16).
20 June 1945	Attacked enemy installations on Wake Island (TG 12.4).

VT-94 History, 1 March to 23 October 1945, Section 1, CHRONOLOGY

26 June 1945	Arrived Leyte Gulf, Philippine Islands, and became a part of Task Force 38, Third Fleet, Task Group 38.1.
1 July 1945	Departed Leyte for operations against the Japanese Empire.
8 July 1945	Lt. Commander John Hobart Rockwell, Jr., USN, assumed command. Home town, San Francisco, Cal.
10 July 1945	Attacked aircraft and airfield installations, Utsunomiya South, Honshu.
13 July 1945	Weathered out on scheduled strikes against airfields and aircraft, Bihoro, Hokkaido.
14-15 July 1945	Attacked targets of opportunity at Kushiro, Pombetsu, Obihiro, and Ashagawa, Hokkaido, when weathered out of strikes on Bihoro area.
18 July 1945	Attacked anti-aircraft positions Yokosuka Navy Yard, Honshu, in support of coordinated attack on HIMIJIS NAGATO.
24 July 1945	Attacked ISE, HYUGA, AOBA, AMAGI at Kure Naval Anchorage.
25 July 1945	Attacked targets of opportunity Murato, Shikoku, when weathered out on Kure strike.
28 July 1945	Attacked AOBA (CA), OYODO (CL), and ASO (CV) in Kure Area. Two planes shot down by anti-aircraft fire. Norton E. Sims, Ensign (A1), USNR, of Gary, Indiana; Clarence Monroe Gray, ARM3c, USNR, Omaha, Nebraska; and Oliver Lee Horn, AMM3c, USNR, of Covington, Ky., missing in action. Crew of second plane rescued by seaplane.
30 July 1945	Attacked aircraft and airfield installations near Mikatagahara airfield, Honshu.
2 August 1945	Strike on Sasebo Naval Base cancelled due to typhoon conditions.
9 August 1945	Attacked aircraft and airfield installations Jimmachi airfield, Honshu, and light naval units at Onagawa Wan, Honshu.
10 August 1945	Struck aircraft and airfield installations Tsuroka, Mamurogawa, Jimmachi, Obanazawa airfields and targets of opportunity at Sakata, Honshu.

VT-94 History, 1 March to 23 Oct 1945, Section 1, CHRONOLOGY

13 August 1945	Struck Tokyo Shibura electronics plants 1 & 2, Kawasaki, Honshu.
15 August 1945	Flight enroute to strike Tokyo Shibura electronics plant 1 recalled by order to cease offensive action.
25-27 Aug 1945	Delivered food and other supplies to prisoners of war at Fukushima, Iwaki, Niigata, and Noetsu, Honshu.
29-30 Aug 1945	Delivered food and other supplies to prisoners of war at Tokyo and Yokohama areas.
1 September 1945	Joined T.G. 38.3 to replace USS WASP.
2 September 1945	Squadron commander and executive officer flew Vice Admiral F. C. Sherman and Chief of Staff to Yokosuka for surrender ceremony aboard USS MISSOURI.
2-3 Sept 1945	Prisoner of war supply drops made in Nagoya area.
5 Sept 1945	Departed T.G. 38.3 and entered Tokyo Bay.
6 Sept 1945	Joined T.G. 38.2 on patrol off Honshu.
10 Sept 1945	Re-entered Tokyo Bay.
15-20 Sept 1945	Patrol east of Honshu.
24 Sept 1945	Relieved by Carrier Air Group NINETY-TWO at Saipan.
5-7 October 1945	Squadron departed Guam in three groups for West Coast of U.S.
23 October 1945	Squadron reported to ComFair Alameda ^{West Coast} .
29 Oct.	<i>all officers and men except C.O. detached</i> <i>**///**</i> <i>C.O. awaiting de-commissioning</i>

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SECTION 2

NARRATIVE - HISTORY OF TORPEDO SQUADRON NINETY-FOUR
1 March - 23 October 1945

Introduction. At the end of February, when the last report was made, Torpedo Squadron NINETY-FOUR was temporarily based ashore at NAAS, Oceana, Virginia. The commanding officer was Lt. Comdr. Frederick C. Bamman, Jr., USN. Training was in progress under the supervision of Commander Fleet Air, Quonset Point.

Training Phase in the United States. March and the first seven days in April were devoted to the completion of the minimum training syllabus for torpedo squadrons and to a very high proportion of flying with the other three squadrons of Carrier Air Group 94. Our first inter-type flight having been made on 20 February 1945, we progressed rapidly with group training, spurred on by Air Support Training which called for all flights to be made with planes from other squadrons. Having made the start, it was an easy program to proceed from simple air support flights to the pre-dawn launch, rendezvous, and navigation flight, followed by a dawn attack on a land or moving target. This latter phase was reached in mid-March, and all pilots were given two such flights.

On 8 March 1945, a simulated attack, in air group strength and despite hazardous weather conditions, was made against U.S.S. TOPEKA near the entrance to the Chesapeake swept channel. Thereafter, Commander Air Force, Atlantic Fleet, made other combatant ships in the Norfolk area available for practice exercises. On 20 March the Group was requested to participate in the ceremonies attendant upon the launching of USS MIDWAY from its huge dock at Newport News, Virginia.

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 October 1945.

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For the simulated attack on USS TOPEKA the Air Group received a "well done" from the commanding officer of that ship, and for its part in the MIDWAY exercises, the Air Group received a "well done" from Hon. Artemus L. Gates, Assistant Secretary of the Navy for Air.

By the end of March all phases of the training work had been completed, and we were ready for combat operations. Radar training flights kept us busy until we departed for the Pacific. On 7 April flight operations were stopped; planes turned in to Carrier Aircraft Service Unit 25; and squadron material prepared for shipment.

The Squadron Moves to Hawaii. April was the month in which VT-94 completed its training in the United States and was transferred from the East Coast to the Hawaiian Area. On 22 March 1945, Commander Fleet Air, Quonset Point, directed Commander Air Group NINETY-FOUR to proceed on or about 15 April 1945 to NAS Alameda, California, to report to Commander-in-Chief, Pacific Fleet, for duty. Orders were issued by ComFAirQuonset requiring all officers and enlisted men to report to Commander Fleet Air, Alameda, by 20 April. Transportation to the Pacific Ocean Areas was provided through that activity. On 12 April the home port of Torpedo Squadron 94 was changed from NAS Quonset Point to NAS Alameda, by Chief of Naval Operations restricted speedletter, Serial 174731, dated 12 April 1945.

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 October 1945.

On 24 April 1945, Carrier Air Group NINETY-FOUR, together with military impedimenta, but less Bomber Fighting Squadron NINETY-FOUR, embarked upon USS NASSAU (CVE16) and sailed from San Francisco, arriving Pearl Harbor in the forenoon of 30 April. On 2 May the squadron embarked at Pearl Harbor upon USS CORTLAND (APA-75) and made the overnight trip to Kahului, Maui, Territory of Hawaii. Upon arrival, we were transferred to NAS Kahului, and operations were begun there on 4 May. There we were based upon Carrier Aircraft Service Unit 32, and planes assigned to that activity were employed in training.

Training in the Hawaiian Area. Training was conducted under the direction of Commander Air Force, Pacific Fleet. Instructions were received from time to time calling for special training exercises, a large proportion of which required operations with combatant ships temporarily in the Hawaiian Area. The first week, May 4-10, was devoted largely to familiarization flights in the Hawaiian area, such flights being combined with navigation, radar search, practice homing exercises with radar control stations, bombing and gunnery. During the second week the group was scheduled for air support exercises, including smoke laying and live bombing, in connection with amphibious training operations on Kahoolawe I. and on Maui. The third week was used for rocket training at the Upolo Point, Hawaii, range, actual firing being preceded by glide angle calibration flights on the ranges on Maui.

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 October 1945.

Four crews were ordered to temporary duty to Commander Utility Wings, Pacific, for anti-aircraft towing checkout. The final week was used primarily for a second air support exercise and for additional radar search flights. While all of the above special training activities were underway, regular bombing, gunnery, navigational, instrument, and tactical flights were made. Ground school was held daily. We derived great benefit from speakers sent to us by Commander Air Force, Pacific Fleet, to cover escape and evasion and to relate recent combat experiences in fast carrier warfare.

Air Group NINETY-FOUR Boards USS LEXINGTON (CV-16). The training program ashore was completed on 4 June 1945, and we prepared to go aboard USS LEXINGTON (CV-16) the next day. Squadron personnel, other than 15 pilots scheduled to fly aboard, were transported to Oahu by APA-78 and by a Marine R5C, and we boarded the LEXINGTON at Ford Island. The next day USS LEXINGTON departed Ford Island, Oahu, for a six day training cruise in the Hawaiian area. The fifteen pilots remaining at NAS Kahului, flew aboard the afternoon of 6 June in planes assigned to CASU-32. Qualifications and training flights were conducted daily until 9 June. On that day we participated, to the extent of one deckload, in the joint Army-Navy exercise strike on the Island of Oahu, T.H. The ship returned to Ford Island on 11 June.

Departure for the Forward Area. By 13 June 1945, the squadron had received fifteen new TBM-3E aircraft and was prepared for action

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 Oct 1945.

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against the enemy. We were assigned as a part of Task Group 12.4 (Rear Admiral Jennings) to proceed to Leyte Gulf, making strikes on Wake Island enroute. We sailed from Pearl Harbor about noon on 13 June. At dawn on 20 June we conducted our first operation against the enemy. Coordinating with CVG-6 (USS HANCOCK) and CVLG-50 (USS COWPENS), we participated in five strikes against installations on Wake Island. This experience, at the Task Group level, served to acquaint the squadron with strike procedure and proved extremely helpful when operations against the home islands were begun. Thirty-six sorties were flown by the twenty-five pilots assigned; and damaging hits were scored on two power and distillation plants, on a barracks area, and a medical storehouse was destroyed. No planes were hit by the enemy anti-aircraft fire encountered.

We arrived at Leyte Gulf on 26 June, and the USS LEXINGTON there joined Task Force THIRTY-EIGHT, as a part of Task Group 38.1 (Rear Admiral T. L. SPRAGUE). On 1 July 1945, Task Force 38 sortied from Leyte Gulf, and we were underway for strikes against the Japanese on the home islands. Training exercises at air group, task group, and task force levels were flown between 2 July and 7 July; and this served the squadron well in fitting in to operations of this scale.

Lt. Commander J. H. Rockwell, Jr., USN, assumes command. On 8 July Lt. Comdr. Frederick C. Bamman, Jr., USN, was grounded for physical disability. A medical board recommended his detachment to a naval

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 Oct 1945.

hospital, and he was transferred to USS NEOSHO (AO-48) for transportation to the nearest naval hospital.

Lt. Comdr. J. H. Rockwell, Jr., USN, then executive officer, was ordered to take command of the squadron by Captain T.H. Robbins, Jr., USN, commanding officer of USS LEXINGTON. Thereafter, Commander Air Force, Pacific Fleet, ordered Lt. Comdr. Rockwell to that duty. Thereafter he led the squadron in combat.

Strikes against Honshu, Hokkaido and Shikoku. Our first strike against the main islands of Japan was 10 July. The combat tour extended through the cessation of hostilities on 15 August. We were at sea continuously for that period of time, and upon receipt of the order to cease offensive action, a flight in squadron strength was enroute to an industrial target in the Tokyo Area. We flew strikes on 13 days, attacking targets on Honshu, Hokkaido, and Shikoku. The principal objectives assigned were aircraft and airfield installations, naval combatant shipping, and industrial plants. To assist in the destruction of the enemy's air strength we attacked aircraft at Utsunomiya South, Jimmachi, Mamurogawa, Abanozawa, Yamagatu, and Mikatagahara, on Honshu and at Obihiro North on Hokkaido. When target fields could not be reached or offered no targets, we turned our attention to industrial targets of opportunity at Kushiro, Obihiro City, Pombetsu and Sakata. Our part in the final destruction of Japanese naval strength took us to Yokosuka, Kure, and Onagawa Wan, where we attacked the battleships ISE, HYUGA, and NAGATO, the heavy cruiser AOBA, the light

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 Oct 1945.

cruiser OYODO, the aircraft carriers AMAGI and ASO, and destroyers and destroyer escorts. The industrial target hit near war's end was the Tokyo Shiburo Electronics Plant #1, Kawasaki, Honshu.

Three planes were lost during combat, two of them to enemy anti-aircraft fire, with one crew listed as missing in action. We had no other casualties throughout the training and combat tour. A high percentage of our planes were damaged by anti-aircraft fire, but returned safely to the carrier. No enemy fighter opposition was encountered.

A table of our combat operations is attached as Section 3 of this History.

When Task Force 38 undertook the destruction of the battleship NAGATO at Yokosuka on 18 July, we were assigned the unenviable task of destroying or silencing anti-aircraft positions protecting the ship. The mission was successful. Three pilots of the squadron, Ensign William C. Raposa, USNR, of Fall River, Mass., Ensign Vincent Smiley, USNR, of Kansas City, Mo., and Ensign Gerald Karnes, USNR, of Grandview, Ark., distinguished themselves by rendering aid to other pilots in distress as a result of anti-aircraft fire.

July 24 and 28 were our big days at Kure. On the first day we were assigned the battleship ISE, the carrier AMAGI, and the heavy cruiser AOBA. The AMAGI was gutted; the AOBA left down by the stern and listing badly; the ISE was not hit, but the HYUGA, located nearby, was damaged by near misses.

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 Oct 1945.

On the 28th we returned against the AOBA, and it was finally destroyed.

Direct hits on these major ships were scored by Lt. Comdr.

John H. Rockwell, Jr., USN, of San Francisco, Calif., Lt. (jg)

Myron J. Goldsmith, USNR, of New York, N.Y., Ens. William C. Raposa,

USNR, of Fall River, Mass., Lt. (jg) Orrin K. Larsen, USNR, of

Salt Lake City, Utah, Ensign Gerald Karnes, USNR, of Grandview, Ark.,

Lt. (jg) R. L. Mullen, USNR, of Chehalis, Wash., Lieut. Ralph R.

Anderson, USNR, of Minneapolis, Minn., Ensign Norton E. Sims, USNR,

of Gary, Indiana. Lt. (jg) Ralph B. Barden, USNR, of Wilmington,

N. C., and Ens. Joseph H. Wilson, Jr., USNR of Poplar Bluff, Mo.,

scored hits on the light cruiser OYODO. Lt. (jg) Larsen and Ensign

Sims were hit by anti-aircraft fire, and Ensign Sims' plane crashed

in flames near the target. Lt. (jg) Larsen flew his damaged plane

to Bango Suido, and there made a water landing. He and his crew

were rescued by a PBM assigned the rescue seaplane duty.

The strike on 13 August against the Tokyo Shibura Electronics

plant was unusual and difficult because of its anti-climactic nature

and because of very poor weather. The Japanese government had

officially opened surrender negotiations, and the pilots on this

strike expected the "cease firing" order throughout the operation.

A repeat performance on 15 August was stopped by such an order.

At the conclusion of our combat operations, we prepared

comprehensive comments on all phases. A copy is attached as Section

4 of this History.

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 Oct 1945.

Operations Since the Cessation of Hostilities. After the cessation of hostilities on 15 August, we entered a period of rest and preparation until 25 August. On that date, patrols were begun by the VF and VBF squadrons. The first patrols of the day located several prisoner of war camps within our assigned area, all clearly marked in accordance with agreements of Japanese emissaries, and cigarettes and other small items were dropped to the wildly cheering prisoners. Upon the return of these patrols, it was decided to send the TBM's to the camps with food, cigarettes, soap and other items. Supply drops were made at two camps near Niigata, one camp at Naoetsu, one camp at Fukushima, and one camp near Tiara.

The next day we were assigned to search out and make food drops at camps near Kushiro and Abashiri on Hokkaido. We were unable to reach Kushiro due to weather conditions, and the search for a camp at Abashiri found only an abandoned camp site.

On 27 August we returned to northern Honshu and made supply drops at the camps at Niigata and at a camp at the Iwake coal mine. At each camp signs were displayed by the prisoners and other indications given that they were being allowed relative freedom and were appreciative of the supplies. The Japanese seen were not hostile. Aircraft were seen in orderly rows on several fields previously reconnoitered.

We relieved Task Group 38.4 in the Tokyo-Yokohama area on 29 August, and on that day and the next succeeding day supply drops were made at prisoner of war camps at Ofuna, Uero Park, Kawasaki, Shibura Dock, Shinagawa, Omori, and Akasaka Ward. All of these

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 Oct 1945.

camps had been well supplied previously and were in process of evacuation, so we were frequently met by signs of "enough", "no drop", etc. At Omori we saw a large sign "Pappy Boyington Here".

The USS LEXINGTON relieved USS WASP in Task Group 38.3 on 1 September. Weather prevented flights from reaching camps in the Kobe-Osaka area that day. On 2-3 September, drops were made at camps on Tenryu River, Narumi, and on the east bank of Buno Ko, all in the Nagoya area.

First Planes Land In Japan. On 2 September 1945, the day for the signing of papers terminating hostilities, two planes of the squadron flew from USS LEXINGTON to Yokosuka airfield to take Vice Admiral Frederick C. Sherman, USN, Commander First Carrier Task Force, and his Chief of Staff to the ceremonies on USS MISSOURI, attendant to the signing of the instruments of surrender. The pilots, Lt. Comdr. J. H. Rockwell, Jr., USN, squadron commander, of San Francisco, Calif., and Lieut. George M. Douglass, USNR, executive officer, of San Diego, Calif., were among the first naval aviators to land in Japan.

LEXINGTON enters Tokyo Bay. USS LEXINGTON, with Carrier Air Group NINETY-FOUR embarked, entered Tokyo Bay on 5 September to disembark Vice Admiral Sherman and his staff. This ended a period of 66 days underway. We joined Task Group 38.2 on 7 September, patrolled until 9 September, and re-entered Tokyo Bay on 10 September. We departed for patrol again on 15 September after 5 days of liberty. On 20 September we departed the Japanese home waters for the first time since 7 July, and arrived at Saipan on 24 September.

SECTION 2 (cont'd)

NARRATIVE - History of VT-94, 1 March to 23 Oct 1945.

There Carrier Air Group NINETY-FOUR was relieved by Carrier Air Group NINETY-TWO.

Period Ashore after Debarkation from LEXINGTON. The Air Group was sent to NAB, Kobler Point, Saipan, for berthing and messing, awaiting transportation to the U.S. No flying was done other than a few ferry flights ordered by ComNAB's Saipan.

On 29 September, Torpedo Squadron NINETY-FOUR was detached from the Air Group by orders of ComAirPacSubComFwd and Commander Air Group NINETY-FOUR, and, with 17 VF officers temporarily attached, reported to the Flight Personnel Rehabilitation Camp, Guam.

On 1 October, 1 Air Group officer, 1 VB officer and all the remaining enlisted personnel of the air group reported to Commander Torpedo Squadron NINETY-FOUR at the Rehabilitation Camp to await transportation to the U.S.

On 5 October 1945, on authority of ComAirPacSubComFwd, ComTorpRon 94 ordered Lieut. G. M. Douglass and 17 other VT pilots to the USS BON HOMME RICHARD for transportation to U.S., to report to Commander Fleet Air Alameda.

On 6 October, ComTorpRon 94 ordered the Air Group officer, the VB officer, the 17 VF officers, and the remaining 9 VT officers to report to the Receiving Station NOB, Guam, from where they boarded the USS DAVID CROCKETT for transportation to the U.S. to report to Commander Fleet Air Alameda.

On 7 October, ComTorpRon 94 ordered Lieut. Comdr. J.H. Rockwell, Jr. to report, with the 128 enlisted men, to Receiving Station, NOB Guam,

SECTION 2 (concluded)

NARRATIVE - History of VT-94, 1 March to 23 Oct 1945.

for transportation to the U.S. aboard the USS AMERICAN LEGION (APA-17).

On 23 October 1945, the entire squadron reassembled at NAS,
~~Alameda~~ ^{San Diego}, California, having reported to Commander Fleet Air ~~Alameda~~ ^{West Coast},
awaiting orders.

By 30 October all hands except C.O. were
detached. C.O. ^{**///**} awaiting decommissioning.

JMR

TORPEDO SQUADRON NINETY-FOUR

SECTION 3.

TABLE OF STRIKES

Sorties	Strikes	Bombs & Rockets Expended	Damage Done
36	5	Wake I. - 20 June 1945 70 x 100# GP (7000 lbs) 64 x 500# GP (32000 lbs) 8 x 1000# GP (8000 lbs) 84 x 5" HVAR (6300 lbs)	Two power and distillation plants heavily damaged, with entire corner blown off one. Barracks area blanketed, estimated five barracks buildings destroyed, medical supply depot destroyed, supply dump hit. 30 grounded aircraft probably destroyed.
20	2	Utsunomiya South airfield, 10 July 1945 120 x 260# frag. (VT fused 31,200 lbs)	
24	2	Kushiro, Hokkaido - 14 July 1945 96 x 500# GP (48,000 lb)	Destroyed paper mill, three warehouse buildings, one railroad bridge, one highway bridge, railroad terminal & warehouse, one power plant, five Sugar Dogs. Damaged one unidentified factory building, miscellaneous rolling stock. Built up area of city left in flames.
15	1	Pombetsu, Hokkaido - 15 July 1945. 60 x 500# GP (30,000 lb)	Destroyed lumber mill, warehouse, foundry, fuel depot, and power plant. Damaged cannery. Town was left in flames.
13	1	Obihiro North Airfield - 15 July 1945 52 x 500# GP (26,000 lb)	Destroyed two aircraft on the ground, three warehouses one power plant, four barracks or administration buildings, and one bridge. Many unidentified buildings left in flames.
13	1	Yokosuka Navy Yard - 18 July 1945. 108 x 260# frag. (VT fused - 28,080 lbs)	Anti-aircraft positions blanketed to facilitate dive bombing.
24	2	Kure - 24 July 1945 15 x 2000 lb GP (30,000#) 36 x 500# GP (18,000 lb)	AMAGI (CV) gutted, ISE (XCV) and HIRYU (XCV) damaged, 1 Sugar Able Item sunk, AOBA (CA) heavily damaged and down by the stern, OYODO (CL) damaged, ASO (CV) damaged.

SECTION 3 (cont'd)

TABLE OF STRIKES

VT-94

Sorties	Strikes	Bombs Expended	Damage Done
9	1	Murato July 1945 4 x 2000# GP (8,000 lbs)	Dock area damaged and set afire, damaged 3 small merchant ships, damaged radio station.
22	2	Kure - 28 July 1945 88 x 500# GP (44,000 lbs)	AOBA (CA) set fire and left resting on the bottom. OYODO (CL) damaged.
11	1	Mikatahara airfield - 30 July 1945. 132 100# GP (13,200 lbs)	Five aircraft destroyed, five probably destroyed, ten damaged.
9	1	Jimmachi airfield - 9 Aug 1945 36 x 500# GP (18,000 lbs)	Eight aircraft destroyed, three probably destroyed, five damaged.
11	1	Onagawa Wan - 9 Aug 1945 44 x 500# GP (22,000 lb)	One Kaiboken #2 destroyed, two destroyer escorts damaged.
8	1	Tsuroka airfield and Sakata - 10 Aug 1945 32 x 500" GP (16,000 lb)	Landing strip and administration building damaged, Sunk one Sugar Dog, damaged three Sugar Dogs. Set two warehouses afire, destroyed one roundhouse. Damaged one locomotive & miscellaneous rolling stock and set gasoline fire in railyard area.
10	1	Mamurogawa, Jimmachi, & Obanagawa airfields - 10 Aug 1945. 40 x 500# GP (20,000 lbs)	Destroyed eight aircraft, probably destroyed six, and damaged two. Three hangars destroyed at Jimmachi.
12	1	Tokyo Shibura Electronics Plant #1 - 13 Aug 1945 12 x 2000# GP (24,000 lbs)	Plant #1 damaged by 5 hits. Plant #2 damaged by 1 hit. One unidentified factory building damaged by 1 hit.

Plus a total of 18 combat ASP's, weather and relay sorties.

More complete details on each strike are given in the Aircraft Action Reports of Torpedo Squadron 94 and of Commander Carrier Air Group 94. It is apparent from the above that our principal actions were at Yokosuka, Kure, and Tokyo. Oddly, the first plane of the squadron to land on Japanese territory landed at Yokosuka on 2 Sept.

//

SECTION 4.

TORPEDO SQUADRON NINETY-FOUR

COMMENTS ON OPERATIONS - 10 JULY TO 15 AUG 1945

TACTICS

No torpedoes were fired. All operations called for glide bombing. Tactics varied depending on the nature and defense of the target. In that regard, our experience may be divided as follows:

(a) Industrial and Naval Targets - Strikes were universally made in strength, with either a Task Group or Task Force target coordinator, who prescribed the route and method of attack. High altitude approaches were made above heavy AA, followed by quick coordinated attacks.

(b) Grounded Aircraft - Attack groups varied from Task Group to two-squadron strength. The Japanese were found to have secreted their airforce in dispersal areas distant from known airfields and to have made extensive use of duds, decoys, and dummies. These targets were found generally to be defended only by light, and infrequently by medium, AA. After a start with VT fused bombs, we found the best procedure to be one of locating hidden planes from recent photographs and sending the strike against them. When that was impossible, a fitting substitute procedure was one in which a VF reconnaissance at low altitude preceded the main attack. Our own methods called for dummy runs where practicable, followed by as many runs as the bomb loading would justify. The main objection to this type work was the extreme vulnerability of the TBM during recovery and rendezvous.

Approach - The squadron could usefully have made more training flights at high altitudes, practicing a high speed break-up and let down to bombing altitude. We found target coordinators were prone to order a strike group to orbit over enemy territory while the target was located. This caused pilots considerable uneasiness and resulted in groups becoming separated and disoriented. Our training strikes proved that leaders even at the division level had to take the initiative in the target area.

Bombing Runs - Once the target area was reached, we found that in many instances a bombing run had to be made through the clouds. Pilots' natural urge to hit the target led many of them to use steep angles of glide, speeds running as high as 360 knots and G limitations being exceeded in pullout. There is an urgent need for strengthening the TBM wings to meet this stress. Enemy camouflage contributed to throw the attacking planes off.

Coordination of Attack - Large strike groups were difficult to control. The Target Coordinators might have improved the coordination by flying direct from the ship to the target to arrive ahead of the incoming strike and give out target information.

Attack against Aircraft - The VT fuse is an important new device. Requiring a high pullout it eliminates largely the pin-pointing of particular planes on the ground. It is questionable whether the greater destructive effect of the new fuse compensates for loss of pin-pointing accuracy. The development of the VT fuse requiring less air travel will greatly increase the value of the new device. Damage assessment is almost impossible with this fuse. It is recommended that bombs so fused be equipped to give off a colored burst to facilitate bomb spotting. In most cases our loading against grounded aircraft was 4 x 500 lb. GP. Once we were permitted to carry 12 x 100 lb. GP. We believe the latter loading much more appropriate. It decreases the weight to be taken off the deck, it provides bombs large enough for the targets, it permits a lower release altitude, and it enables the pilot to make more runs on the targets.

Using 100 lb. bombs flights achieved a high order of destruction.

Rendezvous - The majority of flights were made in poor weather conditions. Rendezvous of one air group under conditions of low ceiling and poor visibility was found to be difficult, and joining other groups was harder. Attempts were made to effect rendezvous in the R/Z sector of the lead air group. This was found less practicable than a join-up over the Tomcat or over a pre-arranged geographical point. Emphasis on type-training in instrument flying and on air discipline during training paid off. Post-attack rendezvous was uniformly poor. This was due to individual strafing sorties, to poor weather, and to damaged planes. Planes returned to the Task Force in small numbers, groups joining on the way.

Defensive Tactics - AA fire was the only opposition. A high approach, using evasive action, avoided all heavy AA. RCM jammers, preset to cover 195-225 mgc. range, were employed while in detection range. Spot jammers were used against signals picked up through the jamming barrage. Window was used liberally when AA was encountered. Flak information from the 12 x 12 charts, issued in May, with gun circles superimposed, together with timely aid from the Flak Officer attached to the Staff, provided dependable AA information.

OPERATIONAL

Tomcat - Practice with return of strike groups via Tomcats was possible after sortie from Leyte. Tomcat procedure caused no difficulty. In a few instances destroyer personnel appeared not to appreciate the airman's problems.

ARMAMENT

Bomb Release - We had too many instances of bomb release failure. This was due primarily to cockpit trouble, but that could have been avoided by the convenient placement of the emergency bomb release T-handle. It is felt that if the emergency T-handle in the TBM-3E were located where the pilot could easily grasp it with his left hand, as in the TBF-1, many electrical failure incidents might become less important through the habitual use of the emergency as an auxiliary means of release.

Rockets - In attacks against grounded aircraft there were instances in which rockets might profitably have been loaded. The squadron achieved a high order of proficiency in training with this weapon, but was never assigned to use it.

COMMUNICATIONS

Radio - Uniformly bad, despite the introduction of the 10 channel ARC-1. Until 24 July there was no special channel for takeoff, rendezvous, landing and duds. After that date the assignment of such a channel cleared the strike channel and provided dependable communications within the Task Group area. Strike channel procedure was poor. There was too much briefing over the air. This situation was not improved by the many self-appointed disciplinarians who cluttered the air. Radio discipline was excellent in some air groups, notoriously poor in others. ARC-18 sets were installed in two planes.

On occasion planes from other ships similarly equipped triggered our sets giving off interference which made communication impossible. Efforts should have been made within the Task Force to control the use of this gear to prevent jamming.

Mikes - VHF channels were rendered useless at least twice by interference from stuck mike buttons.

PROTECTION

Bullet-proof Glass - TBM-3E did not come equipped with bullet-proof glass windshields. Our planes were modified in that respect locally, using FM-2 glass. Actually our bullet-proof glass saved no one, but it served as a great pilot morale booster.

NAVIGATIONAL EQUIPMENT

Charts - The 12 x 12 charts, while generally adequate in detail, cover too small an area to be useful in extended operations such as we had. A more suitable chart would have been something similar to the sectional charts provided in the States. It is asking too much of pilots to carry on one flight up to four 12 x 12 charts, used in rotation.

INSTRUMENTS

The TBM-3E directional gyro processes too rapidly. The GE auto pilot served very well on our many long (250 miles one way) flights to the targets.

Homing - Carrier pilots must be expert on use of ZEX. On many instances signals from the YE were heard 120 miles from the Task Force. All rendezvous, approach, etc., is controlled by YE sector. YM beacons were used only to a limited extent. Reception varied from 0 to 90 miles. When a large number of planes used the beacon, the signals became weak and indistinct. The ASH radar served well with a good operator, but requires considerable experience. We found it necessary to allow not more than 1 plane in a formation to use radar at one time, due to interference between radars.

Maintenance - Availability was generally good. 15 new TBM-3E were taken aboard at Pearl; 15 were operational on the first strike against the Empire, and average availability was 12. The figure would have been higher except for battle damage to aircraft. The present crowded conditions on the Essex class carriers precludes much better availability.

Gasoline Gauges - Shortly after the installation of the 100 gallon droppable tanks under starboard wings, all gasoline gauges became inoperative. Our own conclusion was that the tank was the cause. Changing the tank to the port wing brought the gauges back into operation. Ship personnel did not agree with our conclusions but were unable to explain the malfunction.

Gasoline Consumption - This squadron could not have operated on this cruise without the use of the 100 gal. wing drop tank. The Task Force to target distance, via tomcat, was generally 250 miles. With a total of 430 gal. of gas, using the drop tank, pilots had slightly under 100 gallons when landed aboard. Until we left Leyte no squadron personnel had ever flown TBM equipped with a drop tank. Some training flights with drop tanks are recommended. As installed the droppable tank had a very noticeable adverse effect on flight characteristics, causing excessive drag and a slight skid in the bombing run. Two 58 gal. tanks and the 100 gal. tank on the port wing were better arrangements.

STRUCTURE

Air frame - When loaded, TBM-1C wings were brought aboard. There was a lack of TBM-3E wings on the ship. AA hits required two wing changes, and as a result two planes were classified as flyable duds. The lack of proper extra wings seems inexcusable.

Control Surfaces - Several planes received damage to control surfaces from AA fire. Pilots, however, were able to maintain good control despite large holes in wing, flaps, elevator, and stabilizers.

POWER PLANT

It was the policy of this air group to permit VB to lead most flights. Keeping in formation with the SB2C-4E requires more manifold pressure and RPM than all pilots of this squadron had previously used for cruising; long experience flying reconditioned aircraft in training activities made the pilots hesitant to use military power available. Combat experience proved that the engines can take the strain.

VF PROTECTION

There was no enemy VF opposition to our strikes. On 24 July, the Flag called attention to possible VF opposition over Kure. Despite the warning, one strike group, involving 25 bombers, was sent to the target with only 4 VF, all heavily loaded with bombs. On another occasion, 11 VT were sent to the Nagoya area, where the Army met enemy VF consistently, with only 2 VF. Both cases resulted from the detachment of 4 VF from the strike group to act as Dumbo CAP.

SCHEDULES

The standard strike schedule employed allowed 4 hours, 45 minutes for the big morning strike, and 4 hours for the afternoon strike, otherwise identical. The afternoon strike was continuously pressed for time.

TARGETS

Several times as many as 5 air groups were sent against insignificant targets. The groups might usefully have divided their efforts.

UTILITY

TBM squadrons were required to furnish tow services. This squadron had only 4 qualified pilots, all trained in 2 days at Pearl Harbor. This imposed extra flying on these pilots, and from 1 to 9 July they missed some valuable air group training flights. It is suggested that all TBM pilots and aircrewmen be given towing instruction in operational training.

FATIGUE

Squadron was not out long enough to encounter cases of combat fatigue. However, we were required to fly all planes on strikes twice a day. With 15 aircraft and only 23 pilots this necessitated several pilots each day being scheduled for 2 target strikes; this was unnecessarily hard, requiring them to put in about 14 hours from first briefing to last interrogation. It is suggested that for combat purposes either the number of pilots in the squadron be double the number of planes, or that no more than four-fifths of the planes be scheduled for target strikes daily.

LOSSES

Two planes were lost to AA, with one crew missing. One plane ditched near the Task Force, and the crew was rescued. Rescue facilities were excellent.

SECTION 5

ORGANIZATION - History of Torpedo Squadron NINETY-FOUR, 1 March - 23 Oct 1945.

The following table shows the administrative organization of the squadron:

Commanding Officer

Executive Officer

A. Flight Officer

1. Asst. Flight Officer - Flight Safety Officer
2. " " " - Navigation Officer
3. " " " - Aviators' Equipment Officer
4. " " " - Flight Records Officer
5. " " " - Flight J.O. and general assistant

B. Engineering Officer

1. Asst. Engineering Officer - Power Plants
2. " " " - Structures
3. " " " - Material Change
4. " " " - Logs
5. " " " - Publications
6. " " " - Propellers
7. " " " - Instruments
8. " " " - Electronics

C. Gunnery Officer

1. Asst. Gunnery - Primary Weapons Officer
2. " " - Free Gunnery Training Officer
3. " " - Photographic Officer

D. Administrative Officer

1. Asst. Administrative - Personnel
2. " " - Welfare & Athletics
3. " " - Voting
4. " " - War Bonds
5. " " - Buildings & Grounds
6. " " - Benefits & Insurance
7. " " - Educational Officer

E. Air Combat Information Officer

1. Communications Officer
2. Lecture Officer
3. Civil Readjustment Officer
4. Legal Officer
5. Asst. A.C.I. Officer

F. Material Officer

1. Supply & Material
2. Flight Gear
3. Transportation

The tactical organization of the squadron was as follows:

1. Each pilot had two regularly assigned combat aircrewmen. The three always flew together as a team.

SECTION 5 (con t'd)

ORGANIZATION - History of VT-94, 1 March - 23 October 1945.

2. Teams were assigned to one of two wings, port or starboard.
3. The wings were divided into three 4-plane divisions, each team having an assigned division, and each division having an assigned division leader.
4. Divisions were divided into two 2-plane sections; section leader and wing man flew together as often as practicable.
5. The starboard wing was lead by the commanding officer, the port wing by the executive officer. On strikes the entire wing flew together. The Commanding Officer and Executive Officers never flew together on the same strike because of the possibility that both might be lost.

All personnel matters and all mail, incoming and outgoing, passed through the Administrative Officer to the Commanding Officer via the Executive Officer, and back to the Administrative Officer.

All tactical matters passed through the Flight Officer to the Executive and Commanding Officers.

All material and maintenance matters passed through the department head concerned.

One yeoman served the whole squadron, assisted at times by an aircrewman typist.

One officer was appointed arbitrarily as Aircrewmen's Division Officer and one as Ground Crew Division Officer. Enlisted men were assigned to one of six sections for purposes of duty and liberty. Squadron's Leading Chief acted as liaison between the Administrative Officer and the men.

Lieutenants (junior grade) and ensigns stood heel and toe 24-hour watches as Squadron Duty Officer, supervised by the Administrative Officer in his capacity as Senior Watch Officer. The Senior Watch Officer stood the duty on all strike days.

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SECTION 6

AWARDS - History of Torpedo Squadron NINETY-FOUR, 1 March - 23 Oct 1945.

The following officers and men were presented with the awards indicated aboard the USS LEXINGTON on 1, 9, and 22 September 1945.

DISTINGUISHED FLYING CROSS

John H. ROCKWELL, Jr., Lt. Comdr., USN
Raymond L. COOK, Lieut. (A1) USNR
Arthur A. MOORSHEAD, Lieut. (A1) USNR

GOLD STAR in lieu of Second DISTINGUISHED FLYING CROSS

Arthur A. MOORSHEAD, Lieut. (A1) USNR

AIR MEDAL

Ralph R. ANDERSON, Lieut. (A1) USNR
James P. ANDRIELLA, ARM1c (CA) USNR
Hughie M. ARTIS, ARM2c (CA) USNR
Ralph B. BARDEN, Lt. (jg) (A1) USNR
John G. BLADES, Ens. (A1) USNR
Robert L. BREUER, ARM3c (CA) USNR
David M. CHANCEY, Ens. (A1) USNR
James M. CLAXTON, Jr., ARM2c (CA) USNR
Russell C. COIT, ARM1c (CA) USNR
Richard CONLAN, Ens. (A1) USNR
Harry K. COOK, ARM2c (CA) USNR
Raymond L. COOK, Lieut. (A1) USNR
Frederick D. CORNEY, Ens. (A1) USNR
Richard J. CYR, ARM2c (CA) USNR
James E. DAVIS, ARM3c (CA) USNR
Geldon W. DEBIAW, ARM3c (CA) USNR
Utah T. DEEM, ARM3c (CA) USNR
George M. DOUGLASS, Lieut. (A1) USNR
Robert A. ELLIOTT, ARM2c (CA) USNR
Emil G. ESKRO, ARM1c (CA) USN
Arthur C. FEILER, Lt. (jg) (A1) USNR
Eugene J. FELICE, AOM2c (CA) USNR
Carl W. FREEMAN, ARM2c (CA) USNR
David W. GAY, ARM3c (CA) USNR
John A. GEPPERT, ARM3c (CA) USNR
Dennis N. GLAVAS, ARM1c (CA) USNR
Myron J. GOLDSMITH, Lt. (jg) (A1) USNR
Aden L. GREER, Jr., ARM3c (CA) USN
Russell C. HAMRICK, AOM3c (CA) USNR
Arthur A. HARMEYER, AOM1c (CA) USNR
Robert C. HEDLUND, AOM2c (CA) USNR
Carl C. HILL, ARM3c (CA) USNR
Willard R. HOWELL, ARM2c (CA) USNR
Robert "J" HRIBAL, ARM3c (CA) USNR
Delbert W. JEFFRIES, ARM3c (CA) USNR
John J. JIRASH, Jr., AOM1c (CA) USNR
Cecil R. JOHNSON, ARM1c (CA) USNR
Joseph B. JOYCE, Ens. (A1) USNR

AIR MEDAL

Austin G. KARNES, Ens. (A1) USNR
Robert G. KLUTH, ACRM (CA) USNR
Orrin K. LARSEN, Lieut. (A1) USNR
Roy W. McELWAIN, Ens. (A1) USNR
George P. MARSEY, ARM3c (CA) USNR
Timothy Matthews, ARM3c (CA) USNR
Melvin L. MILLER, ARM3c (CA) USN-SV
Arthur A. MOORSHEAD, Lieut. (A1) USNR
Glenn H. NORTON, ARM3c (CA) USNR
William R. NUTT, Lieut. (A1) USNR
Clifford S. O'HEARNE, ARM2c (CA) USN
Alfred J. ORR, ARM3c (CA) USNR
William C. RAPOSA, Ens. (A1) USNR
Milton N. RECHISKY, ARM2c (CA) USNR
Sam H. RHODES, Jr., ARM3c (CA) USNR
John H. ROCKWELL, Jr., Lt. Comdr., USN
Billy C. ROSS, ARM3c (CA) USN-SV
Joseph ST. JOHN, Ens. (A1) USNR
Robert D. SCHMIDT, ARM2c (CA) USN
Robert L. SCRIVNER, ARM2c (CA) USNR
Sidney C. SEAGRAVES, Jr., Lieut. (A1) USNR
Robert SHARP, ARM1c (CA) USNR
John H. SIECKENIUS, Ens. (A1) USNR
Royden "T" SLADE, ARM3c (CA) USNR
Vincent SMILEY, Ens. (A1) USNR
William J. SMITH, ARM2c (CA) USNR
Ralph P. STRAND, ARM3c (CA) USNR
Bernard F. SURPRENANT, ARM3c (CA) USNR
Gerald J. TOWNSEND, ARM3c (CA) USNR
James L. TUCKER, Jr., AOM2c (CA) USNR
John R. VAN ALLEN, AOM2c (CA) USNR
John I. WEAVER, AOM3c (CA) USNR
Richard L. WEISER, Ens. (A1) USNR
Joseph H. WILSON, Jr., Ens. (A1) USNR
William C. WINSLOW, ARM1c (CA) USNR
John J. YOUNG, ARM2c (CA) USNR
Philip R. ZOBEL, ARM3c (CA) USNR

SECTION 6 (cont'd)

AWARDS - History of Torpedo Squadron NINETY-FOUR, 1 March - 23 October 1945.

GOLD STAR in lieu of Second AIR MEDAL

Richard CONLAN, Ens. (A1) USNR	Myron J. GOLDSMITH, Lt.(jg) (A1) USNR
Utah T. DEEM, ARM3c (CA) USN	Joseph B. JOYCE, Ens. (A1) USNR
George M. DOUGLASS, Lieut.(A1) USNR	Austin G. KARNES, Ens. (A1) USNR
Willard R. HOWELL, ARM2c (CA) USNR	Robert G. KLUTH, ACRM (CA) USNR
Vincent SMILEY, Ens. (A1) USNR	Robert L. MULLEN, Lt.(jg) (A1) USNR
John G. BLADES, Ens. (A1) USNR	William R. NUTT, Lieut. (A1) USNR
Arthur C. FEILER, Lt.(jg) (A1) USNR	William C. RAPOSA, Ens. (A1) USNR

GOLD STAR in lieu of THIRD AIR MEDAL

John G. BLADES, Ens. (A1) USNR

PURPLE HEART

Willard R. HOWELL, ARM2c (CA) USNR

Letter of Commendation from Commanding Officer, USS LEXINGTON

Charles W. FARNUM, Lieut. (A) USNR
Norman G. SEEL, Ylc, USNR

Letter of Commendation from Commanding Officer, VT-94

Virgle E. RAY, ACEM, USN
Winifred G. MAXWELL, ACMM, USNR
John P. O'NEILL, ACOM, USNR
George J. BROWN, Jr., ACRM, USN
Byram A. TURNER, AMMH2c, USNR
Edwin A. TILLEY, AOMlc, USNR
Daniel C. SULLIVAN, PRlc, USN
Raymond C. DeWALL, AMMlc, USNR
James E. COLEGROVE, AMM2c, USNR
Ronald G. HAYES, AMLc, USN
Merlin C. LANDBERG, ARTlc, USNR
Frank N. VOGEL, Lt. (jg) (A) USNR

The following award recommendations were made to Commander SECOND Carrier Task Force and Commander Carrier Division THREE, Pacific, but have not yet been heard from:

NAVY CROSS

John H. ROCKWELL, Jr., Lt.Comdr., USN	Joseph H. WILSON, Jr., Ens. (A1) USNR
Ralph R. ANDERSON, Lieut. (A1) USNR	Myron J. GOLDSMITH, Lt. (jg) (A1) USNR
Orrin K. LARSEN, Lieut. (A1) USNR	William C. RAPOSA, Ens. (A1) USNR
Robert L. MULLEN, Lt.(jg) (A1) USNR	Sidney C. SEAGRAVES, Jr., Lieut. (A1) USNR
Austin G. KARNES, Ens. (A1) USNR	William R. NUTT, Lieut. (A1) USNR
Ralph B. BARDEN, Lt.(jg) (A1) USNR	George M. DOUGLASS, Lieut. (A1) USNR
Vincent SMILEY, Ens. (A1) USNR	

GOLD STAR in lieu of Second NAVY CROSS

John H. ROCKWELL, Jr., Lt.Comdr., USN	William C. RAPOSA, Ens. (A1) USNR
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SECTION 6 (cont'd)

AWARDS - History of Torpedo Squadron NINETY-FOUR, 1 March to 23 October 1945.

SILVER STAR MEDAL

Joseph B. JOYCE, Ens. (A1) USNR	Richard L. WEISER, Ens. (A1) USNR
Raymond L. COOK, Lieut. (A1) USNR	Richard CONLAN, Ens. (A1) USNR
Arthur C. FELIER, Lt.(jg) (A1) USNR	Orrin K. LARSEN, Lieut. (A1) USNR
Joseph ST. JOHN, Ens. (A1) USNR	

GOLD STAR in lieu of Third AIR MEDAL

Austin G. KARNES, Ens. (A1) USNR	Utah T. DEEM, ARM3c (CA) USN
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GOLD STAR in lieu of Second AIR MEDAL

James P. ANDRIELLA, ARM1c (CA) USNR	Robert G. KLUTH, ACRM (CA) USNR
Robert L. BREUER, ARM3c (CA) USNR	Roy W. McELWAIN, Ens. (A1) USNR
James M. CLAXTON, Jr., ARM2c (CA) USNR	Clifford S. O'HEARNE, ARM2c (CA) USN
Harry K. COOK, ARM2c (CA) USNR	Alfred J. ORR, AMM3c (CA) USNR
Richard J. CYR, ARM2c (CA) USNR	Milton N. RECHISKY, AMM2c (CA) USNR
James E. DAVIS, ARM3c (CA) USNR	Billy C. ROSS, AMM3c (CA) USN-SV
Geldon W. DEBLAW, ARM3c (CA) USNR	Robert L. SCRIVNER, AMM2c (CA) USNR
*George M. DOUGLASS, Lieut. (A1) USNR	Sidney C. SEAGRAVES, Jr., Lieut. (A1) USNR
Robert A. ELLIOTT, AMM2c (CA) USNR	John H. SIECKENIUS, Ens. (A1) USNR
Emil G. ESKRO, AMM1c (CA) USN	Royden "T" SLADE, ARM3c (CA) USNR
Eugene J. FELICE, AOM2c, (CA) USNR	William J. SMITH, ARM2c (CA) USNR
Carl W. FREEMAN, ARM2c (CA) USNR	Bernard F. SURPHENANT, AMM3c (CA) USNR
John A. GEPPERT, ARM3c (CA) USNR	Gerald J. TOWNSEND, ARM3c (CA) USNR
Russell C. HAMRICK, AOM3c (CA) USNR	James L. TUCKER, Jr., AOM2c (CA) USNR
Robert C. HEDLUND, AOM2c (CA) USNR	John R. VAN ALLEN, AOM2c (CA) USNR
Robert "J" HRIBAL, AMM3c (CA) USNR	John I. WEAVER, AOM3c (CA) USNR
Delbert W. JEFFRIES, ARM3c (CA) USNR	William C. WINSLOW, AMM1c USNR
John J. JIRASH, Jr., AOM1c (CA) USNR	Philip R. ZOBEL, AMM3c (CA) USNR

The following officer was recommended to Commander Third Fleet for a Letter of Commendation with ribbon. As yet this has not been heard from.

William W. GOODRICH, Lieut. (A) USNR.

The following recommendations were made to SECNAV for reason that the men were missing in action :

Norton E. SIMS, Ens. (A1) USNR - NAVY CROSS	
Norton E. SIMS, Ens. (A1) USNR - SILVER STAR	
Clarence M. GRAY, ARM3c (CA) USNR - AIR MEDAL and GOLD STAR in lieu of Second AIR MEDAL	
Oliver L. HORN, AMM3c (CA) USNR - " " " " " " " " " " " "	

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SECTION 7

BIOGRAPHIES OF FLIGHT PERSONNEL - History of VT-94, 1 March - 23 Oct '45

Lieutenant Commander Frederick C. BAMMAN, Jr., USN, was Commanding Officer of the squadron from commissioning on 15 November 1944 until his detachment on 8 July 1945. A native of Washington, D.C., he attended Virginia Military Institute and in 1935 graduated from Syracuse University. He entered naval aviation as a cadet in 1938. After earning his wings he served with a patrol squadron in San Diego. From there he went to instructor duty at Pensacola, where he was commissioned as an Ensign, A-V(N), USNR, in 1939. In 1941, while serving with VF-72 in the USS WASP, he joined the regular navy. In February 1942 he was ordered to instructor duty at Miami, Fla. From there he went to Jacksonville where he became Training Officer of OTU-VF-5, the new Corsair unit. In the summer of 1944 he took the VTB operational training course in Miami and was then ordered to Quonset Point to commission VT-94 as Commanding Officer. During the nearly eight months in which he commanded the squadron outstanding records were made in both progress and safety; no personnel injuries, no aircraft losses, and established records broken in torpedo drops, carrier qualifications, and rocket scores.

Lieutenant Commander John H. ROCKWELL, Jr., USN, served as Executive Officer of the squadron from 15 November 1944 until he became Commanding Officer on 8 July 1945. A graduate of the Naval Academy in 1940, he had served for 2½ years in the old light cruiser USS CONCORD and USS MARBLEHEAD. In December 1942, he commenced flight training, which was completed one year later at CQTU, NAS, Glenview, Ill. where 8 TBM qualification landings were made. Rockwell then spent nine months as a VTB instructor at NAS Miami, Fla. before reporting to VT-94.

During the period from 8 July until war's end on 15 August while Lt. Comdr. Rockwell was in command, the squadron established an excellent combat record, inflicting great damage on the Japanese in their homeland, and suffering the loss of only 3 planes, 1 pilot, and 2 crewmen. Rockwell made 11 strikes, on 4 of which his plane was shot up by anti-aircraft fire.

Mr. Rockwell's wife, Phyllis, and year and a half old son, John, await him in San Francisco. Lt. Comdr. Rockwell is the son of Captain and Mrs. J. H. Rockwell, USNR, formerly attached to the New York Navy Yard, but now serving as Industrial Engineering Officer at the Boston Navy Yard.

Lieutenant George M. DOUGLASS, (A1) USNR, is a native of San Jose, California, and a graduate of San Jose State College. His wife, Kathleen, and their 2 year old son, Marvin, live in San Diego. Lieutenant Douglass was Flight Officer of the squadron from 15 November 1944 until he became Executive Officer on 8 July 1945. He entered naval aviation as a cadet in 1940 and was commissioned Ensign A-V(N) in 1941. After two years as instructor at NAS, Jacksonville, Fla., he reported to VT-1, and after a short tour there went to VC-63.

SECTION 7 - BIOGRAPHIES OF FLIGHT PERSONNEL (cont'd)

History of VT-94, 1 March to 23 October 1945.

With that squadron he served as Flight Officer aboard the USS NATOMA BAY, and saw action in the Kwajalein and Hollandia operations. After a short refresher course at NAS, Fort Lauderdale, Fla., he reported to VT-94. During combat Lieutenant Douglass' experience and coolness served as a steady influence on the new squadron. He flew on 10 strikes, acting as strike leader on some, and from several of which he brought back shot-up aircraft. At the present time Douglass is trying to decide whether or not to join the Regular Navy.

Lieutenant William R. NUTT, USNR, a native of Massachusetts, entered naval aviation in 1942 after three years at Washington and Lee University. He has an unusual aviation background in that his father, now a Wright engineer, was associated with Glenn Curtiss in the early 1900's during the birth of aviation, and later became a test and racing pilot, competing with such aviation greats as Roscoe Turner and Jimmy Doolittle. Lieutenant Nutt saw action with VC-63, and served at Miami and Fort Lauderdale before joining the squadron. For the last three months he has been the squadron Engineering Officer. Nutt flew on 11 strikes as a division leader; on one strike he particularly distinguished himself when circumstances made him the leader and he brought the whole group safely back on instruments through impossible weather. His wife, Colleen, and year old daughter, Beth, await his return to civilian life on Cape Cod. Nutt's unusual musical ability contributed greatly to morale aboard ship during the combat tour.

Lieutenant Orrin K. LARSEN, USNR, is a native of Salt Lake City, Utah, where he attended Ogden Junior College. He entered aviation in 1942, and in 1943 joined VT-12 in the USS SARATOGA. From there he went to the USS PRINCETON. After a refresher course at Fort Lauderdale, he reported to VT-94 where he has served as squadron Navigator. Larsen participated in 8 strikes with this squadron. On 28 July at Kure, his engine was badly shot up, and he ditched in the Inland Sea of Japan from where he was rescued by an Okinawa based PBM. After a tour of island hopping from Okinawa to Saipan to Guam to Leyte, he rejoined the squadron in time to fly two more strikes before the war ended.

Lieutenant Raymond L. COOK, USNR, is a native of the San Francisco Bay area. His wife, Elizabeth, and 2 year old son, John, reside at El Cerrito, Calif. Cook attended the College of the Pacific where he was an outstanding football player under Amos Alonzo Stagg. Lieut. Cook entered naval aviation in 1942, saw action with VC-63, served at Fort Lauderdale and in November 1944, joined this squadron where he has acted as Flight Safety Officer and Assistant Flight Officer. He flew on 10 strikes as a division leader, returning in damaged aircraft on several occasions. Cook's father-in-law, Commodore John Myers, USNR, is one of the only 3 Reserve commodores in the Navy, and was formerly captain of the liner LURLINE.

SECTION 7 - BIOGRAPHIES OF FLIGHT PERSONNEL.

VT-94 History from 1 March to 23 October 1945.

Robert G. KLUTH, Aviation Chief Radioman, USNR, was the squadron's leading combat aircrewman, and for the last two months Leading Chief of the squadron. A veteran of over four years in the Navy, Kluth served most of that time in the Caribbean, flying anti-submarine patrols. In this squadron he flew with the Squadron Commander on 11 strikes, and on their last strike on 13 August he succeeded in guiding the whole Task Group strike to the target by radar through a thick haze and overcast. For this he was awarded the Air Medal. Before entering the Navy, Kluth attended Indiana University for three years. After a leave with his parents in West Lafayette, Ind., Kluth plans to return to school.

William C. WINSLOW, AMM1c, USNR, is a native of Morton, Washington, where he graduated from Morton High School. He flew with Lt. (jg) A. C. Feiler in VT-12 from the USS SARATOGA, and accompanied Feiler to Fort Lauderdale and to VT-94 as his turret gunner. A veteran of some 20 strikes, Winslow was one of the natural leaders of the squadron's aircrewmen. An outstanding athlete, he captained the crew's undefeated softball and basketball teams, and was the only enlisted man on the Air Group volley ball team. As a typist he often assisted the squadron yeoman in his spare time.

Although one of the youngest members of the squadron, Willard R. HOWELL, ARM2c, USNR, was one of the most outstanding. A native of St. Helen's, Oregon, Howell starred on the crewmen's basketball and softball teams. Howell was the only person in the squadron to be awarded the Purple Heart for wounds received in action. On one occasion he very skillfully guided his pilot, Ensign St. John, to a rescue submarine through very poor weather, and thereby materially assisted in the rescue of a crew downed in the Inland Sea. For this he was awarded the Air Medal.

John J. YOUNG, ARM2c, USNR, of Washington, D. C., had the unusual experience of being ditched in the Inland Sea of Japan, rescued by a "Dumbo" PBM, flown from Okinawa to Saipan, to Guam, to Leyte, and eventually rejoining his squadron to strike the Japs again. Known as "Gung Ho" by his buddies, Young used to be a jockey and has ridden in horse races at such tracks as Naragansett and Pimlico.

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SECTION 8 - GROUND PERSONNEL

History of VT-94, 1 March to 23 October 1945.

Because the squadron was a "streamlined" unit very few ground personnel were attached. From the time Squadron left Oceana, Va., in April until 10 September there were aboard three ground officers and twelve ground crewmen. At present there are still three officers but only eight crewmen, four having been returned for release or reassignment.

Senior ground officer was Lieut. William W. Goodrich, (A), USNR, A.C.I. Officer. A native of Marlin, Texas, Lieutenant Goodrich is a graduate of Texas University and Texas Law School. After a year of practice in Austin, Texas, Goodrich became counselor for a government agency in Washington in 1940, from which position he resigned to enter the Navy in 1942. After attending indoctrination and A.C.I. Schools at NAS, Quonset Point, R.I., he became A.C.I. Officer of a PV squadron based at NAS, New York. He reported to VT-94 in December, 1944. During the six months training period ashore Lieut. Goodrich rendered valuable service in various capacities such as briefing pilots on targets and areas, acting as schedule-maker for the Flight Officer, serving as squadron Legal Officer and Communications Officer, and custodian of classified material. In addition, when squadron left the U.S. he became Chief Censor. However, it was when the unit moved aboard the LEXINGTON for combat that he really began to function and proved himself invaluable. It was his job to study all operation orders, brief all pilots and crewmen on targets, weather, topography, communications, and other subjects related to the strikes, and after each strike he had to interrogate pilots and assemble all information for writing his aircraft action reports. Lieutenant Goodrich plans to return to his job in Washington where his wife, Mary, awaits him.

The Administrative Officer of the squadron from commissioning to date has been Lieutenant Charles Wadsworth Farnum, (A) USNR, a native of Asheville, N. C. where his wife, Dorothy, and two daughters, Gail and Nell, await his return. Lieutenant Farnum graduated from Princeton University and for many years prior to entering the Navy lived in New York where he worked for the Bankers Trust Company. In January 1943, he joined the Navy and after schooling at Quonset joined VS-35, an inshore patrol squadron based at Glynnco, Georgia. Lieutenant Farnum joined VT-94 in time to carry the burden of commissioning, and he has been carrying various other burdens ever since, having proved himself invaluable from the first. Besides handling all personnel and internal administrative matters, he acted as Benefits and Insurance, Welfare, Voting, and War Bonds Officers during the six months ashore. When the squadron went to sea, Farnum became Senior Watch and Operations Officer, Asst. Censor, and Public Information Officer. He acted as Squadron Duty Officer on all strike days, responsible for

SECTION 8 - GROUND PERSONNEL (cont'd)

History of VT-94, 1 March to 23 Oct 1945.

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assigning crews to aircraft, posting all strike information, and checking the departure and return of strike planes. As Public Information Officer he turned out a multitude of stories for home-town newspapers which undoubtedly made this squadron one of the most publicized carrier squadrons in the war. In spite of these extra duties, he carried on his administrative duties with extreme efficiency at a time when they were greatly increased due to award recommendations. Farnum intends to return to his New York job as soon as conditions permit.

Lieutenant (j.g.) Frank N. Vogel, (A) USNR, has been the squadron's Free Gunnery Training Officer and Aviation Ordnance Officer since November 1944. During the training period he was in charge of ground school for pilots and crewmen. Aboard the LEXINGTON he was attached to the Aviation Ordnance Division and supervised the loading of TBM's for strikes. Vogel is a graduate of Brown University, a native of Pawtucket, R.I. His wife, Elisabeth, and their 3½ year old son, Steve, reside in Beverly, Mass. Vogel plans to return to his old job as a chemical salesman soon.

Norman G. Seel, Ylc, USNR, is a veteran of four years active duty, having enlisted before Pearl Harbor. A native of Illinois and New Jersey, Seel, after attending yeoman school at San Diego, was stationed with the Naval Air Ferry Command in Fort Worth, Texas. Here he met and married his wife, Letha, before being transferred to Quonset Point, R.I. He was the first man to join the squadron, two days before commissioning, and he made himself indispensable from the very beginning. The only yeoman assigned, he performed all of the functions usually handled by a large force of yeomen, and did everything so capably and cheerfully that he won the unifying praise and respect of every man and officer in the squadron. Seel's two months in combat were punctuated by family anxiety, and he was finally greatly relieved to learn that on 20 August his wife had given birth to a bouncing boy. Seel's father has just gone to Norway to establish a business, and Norman plans to take his family there to join his father as soon as possible.

Ronald G. Hayes, AMlc, USN, joined the Navy in September of 1939, right after war broke out in Europe. A man with such foresight is rare enough and this squadron has been fortunate indeed to have Hayes aboard. The biggest, kindest man in the outfit, and a natural leader, Hayes was in the process of being recommended for warrant when the war ended and his enlistment expired. Now that there will be, we hope, no more AA holes to repair, Hayes has decided to rejoin his wife, Olene, and baby daughter in Dahlgren, Va., and give civilian life a try.

SECTION 8 - GROUND PERSONNEL (concluded)

History of VT-94, 1 March to 23 October 1945.

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Our radio technician was a lad named Merlin C. Landberg, ARTlc, USNR, a blonde Scandinavian from Minneapolis, Minn. Landberg, single and fancy free, joined the squadron fresh from a six months tour of duty in Brazil. An electronics expert, his was the burden of keeping our radar, radio, and ICS gear in A-1 shape, and a fine job he did. Landberg made a name for himself on the LEXINGTON by means of his propensity for the drama, first by an uproarious burlesque of the ship's "Exec" and later by "MC-ing" a very successful Happy Hour. He plans to return to school upon release from the Navy.

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SECTION 9 - INSIGNIA

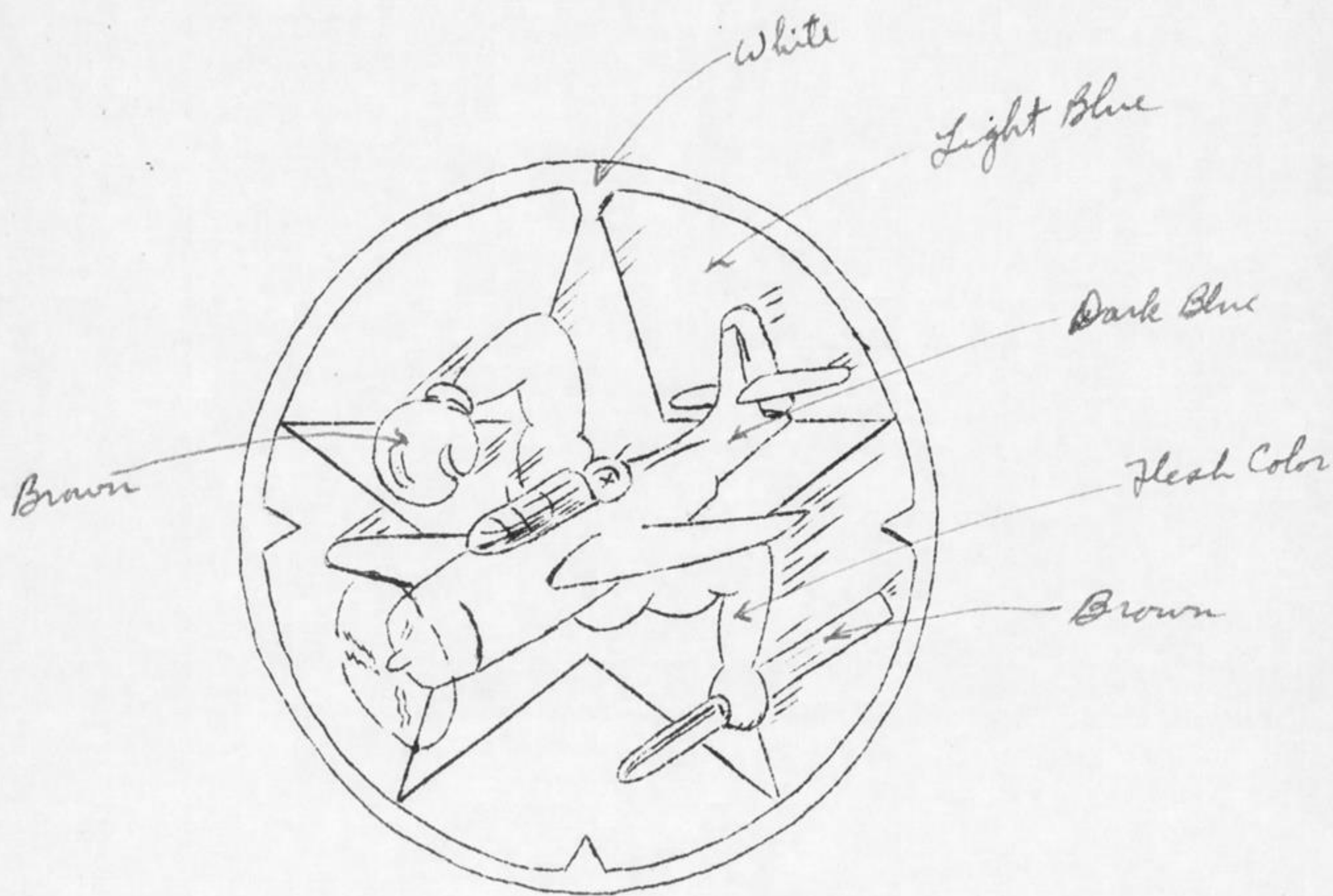
History of VT-94, 1 March to 23 October 1945.

The squadron designed, adopted, and had approved a squadron insignia during its first three months in commission. Two original designs were at first submitted, one by Lt. (jg) R. B. Barben, and one by ARMLc James P. Andriella, USNR, of Audubon, New Jersey. Andriella's insignia was chosen by ballot and submitted to the Chief of Naval Operations for approval.

The insignia consists of blue circle outline laid on a five-pointed white star. In the circle is a gliding TBM, the outstanding figure, in dark blue, having projected from it two brawny arms. One arm holds a bomb, symbolizing the varied missions on which the torpedo plane can be employed; the other arm ends in a fist sheathed in a boxing glove, denoting the terrific wallop packed by the Navy's best all-around carrier aircraft.

The squadron had made up 250 - 3" canvas jacket patches, 50 - 10" decalcomanias, and 200 - 3" decals. The jacket patches and small decals were distributed equally among personnel in the squadron for use on flight clothing and as souvenirs. The large decals were used to decorate the squadron's aircraft aboard the LEXINGTON, one being placed on each side of the engine nacelle of each plane.

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SECTION 10 - ENTERTAINMENT

History of VT-94, 1 March to 23 October 1945.

The squadron has had a normal amount of entertainment in the past ten months. The first social function was a cocktail party for officers given by the Skipper and his wife, Lt. Comdr. F. C. Bamman, Jr., USN, at their home in Vineyard Haven, Mass., Christmas afternoon, 1944.

In January, while the squadron was based at Boca Chica, Fla., nearly all of the officers took a 48-hour excursion to Havana, Cuba. They went in two parties of about 12 each on separate weekends, and each group spent the next three months trying to outdo the other in lavish tales of Cuban adventures.

While based at NAAS, Oceana, Va., where many officers and men had their families with them, social events became more numerous. The 75 enlisted men of the squadron held a gala supper dance at The Village Barn, a resort on the ocean at Virginia Beach. The officers held two cocktail parties at Thalia Acres Inn, near Norfolk, in March. Then, just before the Group departed for the West Coast to ship out, the officers threw a surprise dinner party at Norfolk Country Club for the Skipper and Mrs. Bamman.

During the four days the Air Group spent at Alameda awaiting transportation numerous small, impromptu celebrations were staged by both men and officers.

While stationed at NAS, Kahului, Maui, T.H., a beer picnic was held on the beach by the enlisted men. Then on the night of 30 May the officers had a very successful dinner party at the NASKA Officers Club.

After going aboard the USS LEXINGTON on 6 June, there were few opportunities for parties. A little impromptu celebrating was done at Leyte. Then began the 100 days at sea, during which an occasional ice cream party in the ready rooms was the only attempt at recreation.

Admiral Halsey's order to "splice the main brace" on 15 August gave all hands a taste of beer, even though still aboard ship. Shortly, however, came liberty in Yokosuka and Yokahama, a welcome relief and a great experience. Then followed two Happy Hours aboard ship, the talent for which came largely from our squadron...i.e., Lieut. Bill Nutt, Merlin Lanberg, Johnny Jirash, James Anriella, Ensigns Fred Corney and Dick Conlan, etc.

The two weeks in Saipan and Guam were marked by much beer drinking and movie going and were heartily enjoyed by all, however tempered by the great desire to return to the States.

SECTION 10 ENTERTAINMENT (cont'd)

History of VT-94, 1 March to 23 October 1945.

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In recounting past entertainment, athletics should not be overlooked. Sparked by the truly athletic Athletic Officer, Ens. Joseph St. John, USNR, of Weehawken, N. Y., the squadron engaged in a variety of sports. The aircrewmen's basketball team set a remarkable record of no defeats, defeating in the process such fine teams as VF-94, USS LEXINGTON, and the varsity at Flight Personnel Rehabilitation Camp, Guam. The officers basketball team, which started like a house afire in Martha's Vineyard, suffered from extensive injuries and an acute inferiority complex (brought on by the crewmen) and finally petered out.

At Kahului, softball was a great source of enjoyment. The officers and the men each had a team. The officers team was good as long as Lt. (jg) Feiler was in there pitching under control, but without him it suffered. The men's team, with the diminutive Johnson, ARMLC, pitching, was undefeated. Highlight of the softball campaign was the 16 inning, 3 hour game, played under lights on Kahului's number one field, in which the men defeated the officers 38 to 24!!

All in all it has been a good squadron and we were lucky enough to have had some fun with our war. Now we hope to have one last party in San Francisco, and then we'll be at the parting of the ways.

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SECTION 11

TORPEDO SQUADRON NINETY-FOUR
Addresses of Personnel

OFFICER

ANDERSON, R. R., 3740 Blaisdell Av. S
Minneapolis, Minn.
BALMAN, Jr., F.C., 824 Brandon Av.
Norfolk, Va.
BARDEN, R.B. Winter Park
Wilmington, N.C.
BLADES, J.G. 919 Grand Ave.
Cumberland, Md.
CHANCEY, D.M. Pahokee, Fla.
%Mrs. O.R. Bleech
CONLAN, R. 32 Chestnut St.
Gardner, Mass.
COOK, R. L. 1323 Contra Costa Dr.
El Cerrito, Calif.
CORNEY, F. D. 3037 W. 24th Ave.
Denver, Colo.
DOUGLASS, G.M. 1779 Law Street
San Diego 9, Calif.
FARNUM, C.W. %Bankers Trust Co.
16 Wall St., NYC
FEILER, A.C. 1228 W. 5th Av.
Gary, Ind.
GOLDSMITH, M.J. 115 E. Losholu Pkwy N.
Apt. B35, Bronx 67, N.Y.
GOODRICH, W. W. %Office of the General
Counsel, Federal Security
Agency, Washington, D.C.
JOYCE, J. B. 225 Covington Dr., Apt. 109
Detroit, (3) Mich.
KARNES, A.G. Grandview, Ark.
LARSEN, O.R. 1356 S. 10th East St.
Salt Lake City, Utah
McLMAIN, R.W. %R.A. Franklin, RFD #1
Hutchinson, Kansas
MOORSHEAD, A.A. 101 W. Lansdowne Av.
Lansdowne, Pa.
MULLEN, R.L. 310 W. Pine St.
Centralia, Wash.
NUTT, W.R. %Mrs. Ann D. Nutt
P.O. Box 94, Westwood,
Mass.
RAPOSA, W.C. 661 Maple St.
Fall River, Mass.
ROCKWELL, Jr. J.H. 608 - 20th Ave.
San Francisco 21, Calif.
ST. JOHN, J. 125 South Street
Weedsport, N.Y.
SEAGRAVES, S.C. 2104 Gorman, Waco, Texas
%C.C. Henson
SIECKENIUS, J.H. 1615 N. Pine St.
San Antonio, Texas
SINS, N.E. 4326 Sheffield
Hammond, Indiana
SMILEY, V. 1172 E. 75 Terrace
Kansas City, Mo.
VOGEL, F.N. 22 Atlantic Ave.
Beverly, Mass.
WEISER, R.L. 1617 Division Av., Apt. 6
Tacoma, Wash.
WILSON, Jr., J.H. 615 Selma St.
Poplar Bluff, Mo.

ENLISTED

ANDRIELLA, J.P. 7 E. Atlantic Av.
Audubon, N.J.
ARTIS, H.M. 103 - 17th St.
Ashland, Ky.
BREUER, R.L. 210 Emmett St.
Burlington, Iowa
BROWN, G.J., Jr. 1711 E. 51st St.
Brooklyn 10, N.Y.
CLAXTON, J.M., Jr. 1338 E. Sorin St.
South Bend, Ind.
COIT, R. C. 40 Centre St.
Rumford, R.I.
COLEGROVE, J.E. Girard, Kansas
COCK, H. K. 33 Central Ave.
Dover, N.J.
CYR, R. J. 300 Elm St.
Westwood, Calif.
DAVIS, J. E. Star Route
Morton, Texas
DEBLAN, G. W. 50 Francis St.
Auburn, New York
DEEM, U. T. 3581 E. 54th St.
Maywood, Calif.
HAYES, R. G. Box 495, Rte. 3
Tampa 5, Fla.
HILL, C. C. RR #4, Urbana, Ohio
HORN, O. L. 92 Latonia Terrace
Covington, Ky.
HOWELL, W. R. Rte. #1, Box 379
St. Helens, Oregon
HUBBAL, R.J. 1028 1/2 S. Main St.
Rockford, Ill.
JEFFRIES, D. W. 1940 7th St.
Baker, Oregon
JIRASH, J.J. 1616 Griffith Pk. Blvd.
Los Angeles, Calif.
JOHNSON, C. R. 2201 N. 10th St.
Phoenix, Ariz.
KLUTH, R. G. 327 Lutz Ave. West
Lafayette, Indiana
LANDBERG, M.C. 800 - 22nd Ave. N.E.
Minneapolis, Minn.
MARSEY, G.P. 18110 Neff Road
Cleveland, Ohio
DEWALL, R.C. Brewster, Minn.
ELLIOTT, R.A. 65 E. Union St.
Bay Shore, New York
ESKRO, E. G. 473 Mississippi St.
San Francisco, Calif.
FELICE, E. J. 218 Elmore St.
Woonsocket, R.I.
FREEMAN, C. W. Rte #4, Greentop, Mo.
GAY, D. W. 501 N. Polk
Dallas 8, Texas
GEPPERT, J. A. 1321 S. 2nd St.
Plainfield, New Jersey
GLAVAS, D. M. 3729 N. Wayne Ave.
Chicago, Ill.
GRAY, C. M. 4931 N. 19th St.
Omaha, Nebraska
GREER, A. L., Jr. 4901 Elberon
Tampa, Fla.
HARRICK, R. C. Dundon, West Virginia
HARVEY, A.A. 374 Hallaudon St.
New Orleans, La.
MATTHEWS, T. 4309 Garfield Ave.
Kansas City, Mo.
MAXWELL, W. G. P.O. Box 3503
Odessa, Texas

TORPEDO SQUADRON NINETY-FOUR
Addresses of Personnel

ENLISTED (cont'd)

MILLER, M.L.	3128 Oakford Ave. Baltimore, Md.
NORTON, G. H.	1080 - 13th St. Boulder, Colo.
O'HEARNE, C. S.	1680 Metropolitan Ave. Bronx, N. Y.
O'NEILL, J. P.	1129 Angora Ave. Yeadon, Penna.
GRR, A. J.	Packwood, Wash.
RAY, Virgie E.	RFD #1, Roycefield Road Somerville, N.J.
RECHISNY, M.N.	82 Sullivan St. Claremont, N. H.
RHODES, S.H., Jr.	Box 11, Tignall, Ga.
ROSS, B. C.	RR #1, Dearmonville, Ala.
SCHMIDT, R. D.	337 Nicollet Ave. Mankato, Minn.
SCRIVNER, R. L.	RR #2, Box # 111 Ladysmith, Wis.
SEEL, N. G.	%Cwesen & Co. 15 Whitehall St. New York, N.Y.
SHARP, R.	438 Clark St. Bellevue, Ky.
SLADE, R. T.	Panguitch, Utah
SMITH, W. J.	203 Lakeview Ave. Haddonfield, N.J.
STRAND, R. P.	Box 26, Hardin, Montana
SULLIVAN, D.C.	22 Huntington Ave. Sci. Weymouth, Mass.
SURPRENANT, B.F.	1325 S. 3rd Ave. Kankakee, Ill.
TILLEY, E. A.	2641 n. 24th St. Chicago, Ill.
TOWNSEND, G. J.	709 Michigan Ave. Washington, D.C.
TUCKER, J.L., Jr.	%J.L. Tucker, Sr. Southern Coal Co. 81 Madison Bldg. Memphis, Tenn.
VAN ALLEN, J.R.	Manchester Ave., North Haledon, N.J.
WEAVER, J. I.	49 Gifford St. Butler, N. J.
WINSLOW, W. C.	Morton, Washington
YOUNG, J. J.	416-A Warner St. N.W. Washington, D. C.
ZOBEL, P. R.	4845 Huron St. Chicago, Ill.

END

Name	Rate	Service No.	Branch	Pilot	Sec.
ANDRIELLA, James Paul	* ARMLc(T)	651 39 73	V6 USNR	GOLDSMITH	5
ARTIS, Hughie Martin	* ARM2c(T)	634 72 16	V6 USNR	ANDERSON	6
BREUER, Robert Lowell	* ARM3c(T)	859 55 75	V6S USNR	CONLAN	4
BROWN, George John, Jr.	ACRM(PA)	265 71 78	USN	Ground Crew	5
CLAXTON, James Maurice, Jr.	* ARM2c(T)	875 13 11	V6S USNR	JOYCE	3
COIT, Russell Campbell	* ARMLc(T)	204 63 08	V6 USNR	COOK	2
COLEGROVE, James Everett, Jr.	ALM2c	629 51 27	V6 USNR	Ground Crew	4
COOK, Harry Kenley	* ARM2c(T)	710 78 01	V6 USNR	McELWAIN	5
CYR, Richard James	* ARM2c(T)	886 28 66	V6S USNR	SEAGRAVES	3
DAVIS, James Edwin	* ARM3c(T)	357 64 31	V6 USNR	KARNES	2
DEBIAN, Geldon William	* ARM3c	805 58 65	V6S USNR	SIECKENIUS	6
DEEM, Utah Tennessee	* ARM3c	381 90 31	USN	NUTT	5
DeWALL, Raymond Charles	ALMLc(T)	639 32 45	V6 USNR	Ground Crew	5
ELLIOTT, Robert Arnold	* ALM2c(T)	709 67 54	V6 USNR	BARDEN	6
ESKRO, Emil George	* ALMLc(T)	372 47 70	USN	NUTT	5
FELICE, Eugene John	* AOM2c(T)	823 55 84	V6S USNR	JOYCE	3
FREEMAN, Carl Winford	* ARM2c(T)	865 67 93	V6S USNR	DOUGLASS	4
GAY, David Wayne	* ALM3c(T)	574 37 63	V6 USNR	LARSEN	2
GEPPERT, John Albert	* ARM3c	710 10 25	V6 USNR	BLADES	5
GLAVAS, Dennis Nicholas	* ALMLc(T)	725 98 97	V6 USNR	ANDERSON	6
GREER, Aden Lovell, Jr.	* ARM3c(T)	557 07 39	USN	BARDEN	6
HAMRICK, Russell Clayton	* AOM3c(T)	895 31 04	V6S USNR	RAPOSA	1
HARMEYER, Arthur Allen	* AOMlc(T)	846 28 96	V6S USNR		1
HAYES, Ronald Gay	ALlc	279 63 04	USN	Ground Crew	2
HEDLUND, Robert Clarence	* AOM2c(T)	306 46 55	V6 USNR	MOORSHEAD	3
HILL, Carl Cecil	* ALM3c	756 88 29	V6 USNR	ST. JOHN	4
HOWELL, Willard Robert	* ARM2c(T)	883 15 05	V6S USNR	ST. JOHN	4
HRIBAL, Robert "J"	* ALM3c	851 80 76	V6S USNR	GOLDSMITH	5
JEFFRIES, Delbert Wilford	* ARM3c(T)	892 27 50	V6S USNR	RAPOSA	1
JIRASH, John James, Jr.	* AOMlc(T)	563 23 53	V6 USNR	DOUGLASS	4
JOHNSON, Cecil Ray	* ARMLc(T)	555 56 52	V3 USNR	SMILEY	1
KLUTH, Robert Gene	* ACRM(AA)(T)	626 02 34	V3 USNR	ROCKWELL	1
LANDBERG, Merlin Clayton	ARTlc	757 56 50	V6 USNR	Ground Crew	3
MARSEY, George Peter	* ALM3c	857 66 21	V6S USNR	WEISER	6
MATTHEWS, Timothy (n)	* ARM3c(T)	703 43 41	V6 USNR	CORNEY	2
MAXWELL, Winifred Gorman	ACML(AA)(T)	555 67 57	V6 USNR	Ground Crew	2
MILLER, Melvin Lloyd	* ALM3c(T)	827 24 87	USN-SV	CHANCEY	2
NORTON, Glenn Howard	* ALM3c(T)	757 82 29	V6 USNR	CORNEY	2
O'HEARNE, Clifford Stephen	* ARM2c(T)	225 53 51	USN	WILSON	3
O'NEILL, John Peter	ACOM(AA)(T)	650 46 14	V6 USNR	Ground Crew	4
ORR, Alfred James	* ALM3c(T)	733 72 41	V6 USNR	BLADES	5
RAY, Virgle Edward	ACOM(AA)	346 50 36	USN	Ground Crew	1
RECHISKY, Milton Napoleon	* ALM2c	666 33 69	V6 USNR	ROCKWELL	1
RHODES, Sam Hawes, Jr.	* ALM3c	637 38 37	V6 USNR	MULLEN	4
ROSS, Billy Clyde	* ALM3c(T)	837 47 66	USN-SV	WILSON	3
SCHLIDT, Robert Dewey	* ALM2c	381 76 00	USN	COOK	2
SCRIVNER, Robert Lee	* ALM2c(T)	306 29 71	V6 USNR	SEAGRAVES	3
SEEL, Norman Geelmuyden	YLc(T)	646 10 83	V6 USNR	Ground Crew	-
SHARP, Robert (none)	* ARMLc(T)	612 98 91	V6 USNR	MULLEN	4
SLADE, Royden "T"	* ARM3c(T)	885 08 38	V6S USNR	MOORSHEAD	3
SMITH, William Joseph	* ARM2c(T)	826 24 67	V6S USNR	FEILER	1
STRAND, Ralph Prest	* ARM3c	877 75 36	V6S USNR	CHANCEY	2
SULLIVAN, Daniel Christopher	PRLc	400 78 69	USN	Ground Crew	5
SURPRENANT, Bernard Francis	* ALM3c(T)	726 76 72	V6 USNR	CONLAN	4
TILLEY, Edwin Alfred	AOMlc	650 21 00	V6 USNR	Ground Crew	1
TOWNSEND, Gerald James	* ARM3c(T)	256 63 75	V6 USNR	WEISER	6
TUCKER, James Lester, Jr.	* AOM2c(T)	764 64 71	V6 USNR	SMILEY	1
TURNER, Byram Auld	ALM2c	614 19 20	V6 USNR	Ground Crew	3
VAN ALLEN, John Richard	* AOM2c(T)	711 45 75	V6 USNR	SIECKENIUS	6
WEAVER, John Ira	* AOM3c(T)	711 95 34	V6 USNR	McELWAIN	5
WINSLOW, William Carroll	* ALMLc(T)	665 22 73	V6 USNR	FEILER	1
YOUNG, John Jeremiah	* ARM2c(T)	603 68 43	V6 USNR	LARSEN	2
ZOBEL, Philip Robert	* ALM3c(T)	853 14 89	V6S USNR	KARNES	2

(*) Denotes Combat Aircrewman.

TORPEDO SQUADRON NINETY-FOUR

DIRECTORY OF OFFICERS

<u>FULL NAME</u>	<u>RANK & CLASS'N</u>	<u>FILE NO.</u>
ANDERSON, Ralph Roy	Lieut. (A1) USNR	124734
BARDEN, Ralph Buckner	Lt. (jg) (A1) USNR	301587
BLADES, John Gilbert	Ensign (A1) USNR	390955
CHANCEY, David Merle	Ensign (A1) USNR	395674
CONLAN, Richard (n)	Ensign (A1) USNR	390272
COOK, Raymond Leslie	Lieut. (A1) USNR	240386
CORNEY, Frederick Dudley	Ensign (A1) USNR	402715
DOUGLASS, George Marvin	Lieut. (A1) USNR	86136
FARNUM, Charles Wadsworth	Lieut. (A) USNR	279554
FEILER, Arthur Charles	Lt. (jg) (A1) USNR	306463
GOLDSMITH, Myron Jesse	Lt. (jg) (A1) USNR	278553
GOODRICH, William Wolcott	Lieut. (A) USNR	172199
JOYCE, Joseph Bernard	Ensign (A1) USNR	383211
KARNES, Austin Gerald	Ensign (A1) USNR	379123
LARSEN, Orrin Kenneth	Lieut. (A1) USNR	240481
McELWAIN, Roy William	Ensign (A1) USNR	395572
MOORSHEAD, Arthur Albert	Lieut. (A1) USNR	176676
MULLEN, Robert Lewis	Lt. (jg) (A1) USNR	306041
NUTT, William Robinson	Lieut. (A1) USNR	157853
RAPOSA, William Clayton	Ensign (A1) USNR	395885
ROCKWELL, John Hobart, Jr.	Lt. Cmdr. (1940) USN	85336
ST. JOHN, Joseph (n)	Ensign (A1) USNR	368518
SEAGRAVES, Sidney Clark, Jr.	Lieut. (A1) USNR	114682
SIECKENIUS, John Hoebel	Ensign (A1) USNR	368720
SMILEY, Vincent (n)	Ensign (A1) USNR	391172
VOGEL, Frank Nicholas	Lt. (jg) (A) USNR	272296
WEISER, Richard LeSuer	Ensign (A1) USNR	364055
WILSON, Joseph Hinkle	Ensign (A1) USNR	382425

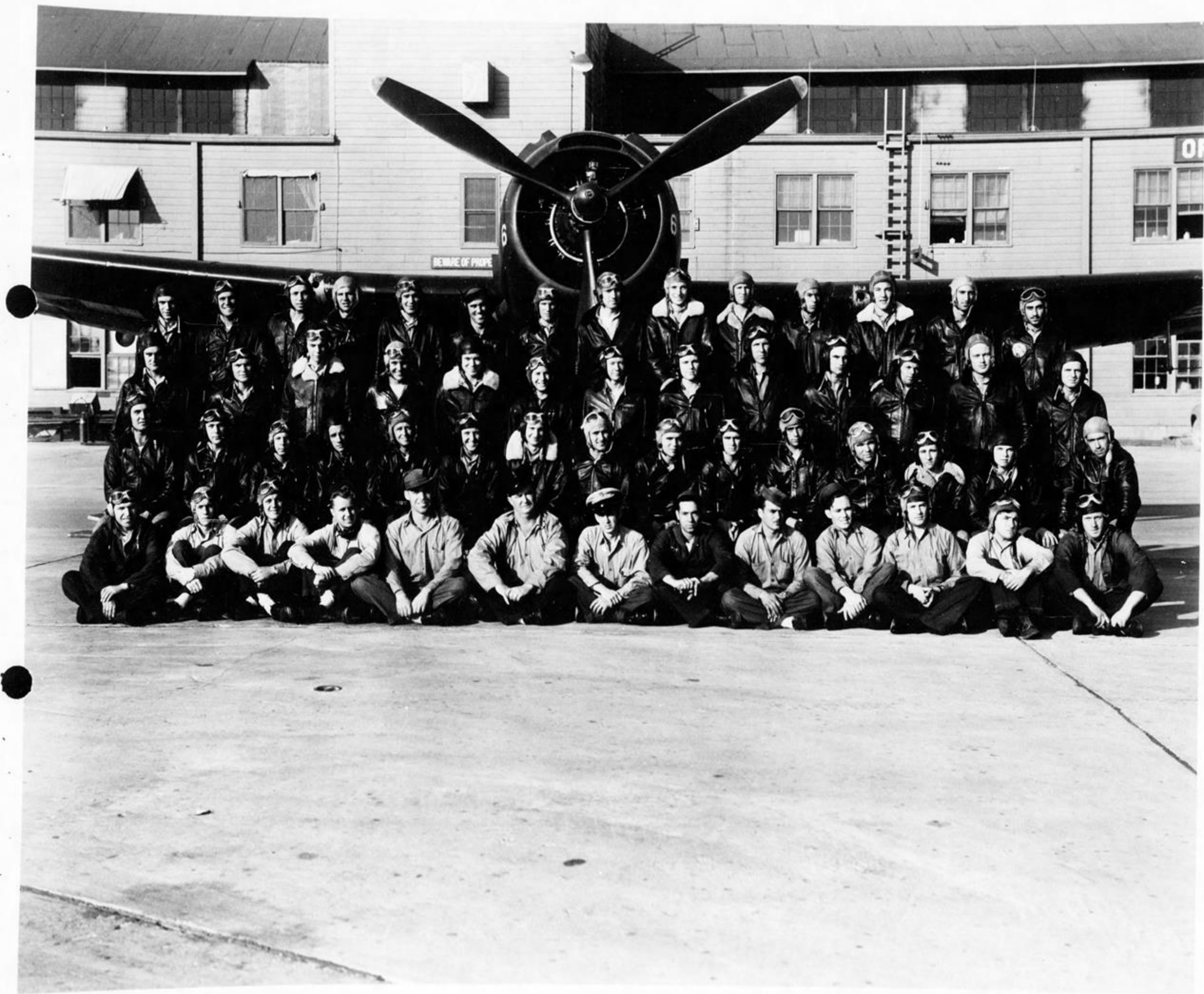
Authority: NavPers Form 350
approved 12 March 1945.

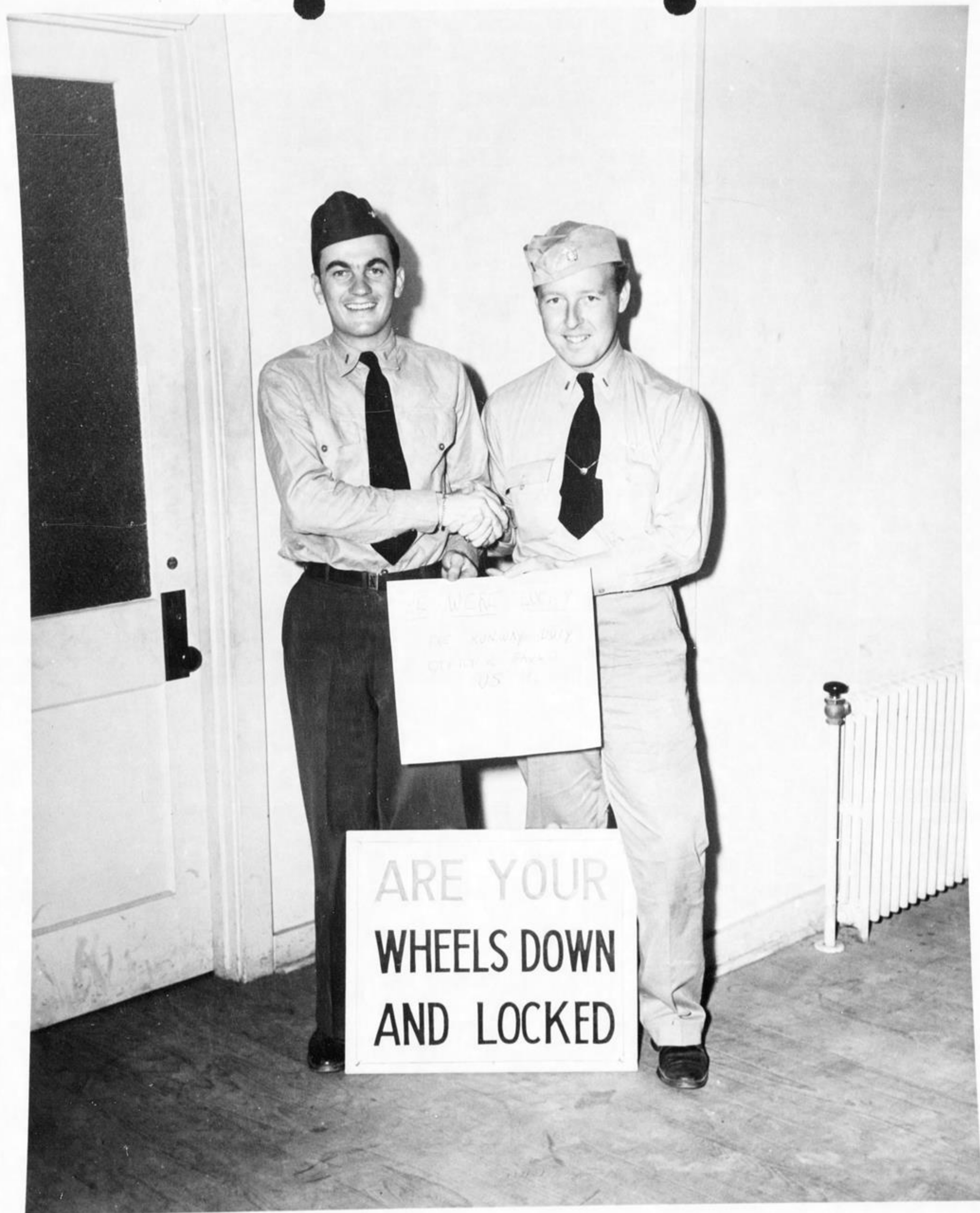
Date of Roster: 15 Sept 1945.

Authorized Allowance						Total On Board
Lt.Cdr.	Lieut.	Lt.(ig)	Ens.		Total	
1	7	8	10		26	28

1	2	3	4	5	6	7	8	9	10	11	12	13	14	
File No	See Inst	Name Last First Middle	Rank	Date Rank	Class	MOB	MPD	MAS	Primary Duty	Collateral Duties	Duties in Training for	Prospect. Date Qualif	14(a)	14(b)
85336	DIF	ROCKWELL, John Hobart, Jr.	Lt. Cdr.	10-17-44	(A)	10	3	5	Commanding	Morale; Naval Aviator	Sqdn. Comdr.	Qual.	USN	
86136	DIF	DOUGLASS, George Marvin	Lieut.	3-1-43	(A1)	10	3	12	Naval Aviator	Executive Officer	Sqdn. Cmdr.	10-1-45	TA	57 1/4
114682	DIF	SEAGRAVES, Sidney Clark, Jr.	Lieut.	4-1-44	(A1)	10	3	5	Naval Aviator	Flight Officer	Exec. Off.	11-1-45	TA	51-3/4
124734	DIF	ANDERSON, Ralph Roy	Lieut.	7-1-44	(A1)	10	9	14	Naval Aviator	Gunnery Officer	Flt. Off.	11-1-45		39 1/4
172199	None	GOODRICH, William Wolcott	Lieut.	10-1-44	(A)	9	9	5	A.C.I. Officer	Historical; Comm.; Civil Readjustment; Legal.	None	None		45-3/4
279554	None	FARNUM, Charles Wadsworth	Lieut.	12-1-44	(A)	10	10	5	Administrative	Benefits & Ins.; Public Info	None	None		41-3/4
240386	DIF	COOK, Raymond Leslie	Lieut.	8-1-45	(A1)	9	9	12	Naval Aviator	Flight Safety Officer	Flight Off.	Qual.	TA	44-3/4
157853	DIF	NUTT, William Robinson	Lieut.	8-1-45	(A1)	10	3	12	Naval Aviator	Engineering Officer	Flight Off.	12-1-45		45 1/4
240481	DIF	LARSEN, Orrin Kenneth	Lieut.	8-1-45	(A1)	10	10	17	Naval Aviator	Navigation Officer	Flight Off.	12-1-45	TA	35-3/4
176676	DIF	MOORSHEAD, Arthur Albert	Lieut.	8-1-45	(A1)	10	10	17	Naval Aviator	Asst. Gunnery Officer	Gunnery Off	Qual.	DM	36 1/4
278553	DIF	GOLDSMITH, Myron Jesse	Lt. (jg)	8-1-44	(A1)	10	10	12	Naval Aviator	Material Officer	Engr. Off.	Qual.		43 1/4
272296	None	VOGEL, Frank Nicholas	Lt. (jg)	9-1-44	(A)	10	10	6	Free Gunnery	Asst. Gunnery; Grnd. Trng.	None	None		40
306041	DIF	MULLEN, Robert Lewis	Lt. (jg)	12-1-44	(A1)	10	10	11	Naval Aviator	Aviators' Equipment Off.	Flight Off.	12-1-45		43 1/4
301587	DIF	BARDEN, Ralph Buckner	Lt. (jg)	12-1-44	(A1)	10	4	11	Naval Aviator	Asst. Engineering Officer	Engr. Off.	11-1-45	TA	32 1/4
306463	DIF	FEILER, Arthur Charles	Lt. (jg)	12-1-44	(A1)	10	0	11	Naval Aviator	Asst. Administrative Off.	Dept. Head	11-1-45	TA	42-3/4
368720	DIF	SIECKENIUS, John Hoebel	Ens.	4-1-44	(A1)	10	10	5	Naval Aviator	War Bond; Voting Officer	Dept. Head	11-1-45	TA	29 1/4
364055	DIF	WEISER, Richard DeSuer	Ens.	4-1-44	(A1)	10	10	5	Naval Aviator	Asst. Flight Officer	Dept. Head	11-1-45		40-3/4
368512	DIF	ST. JOHN, Joseph (n)	Ens.	4-1-44	(A1)	10	10	5	Naval Aviator	Athletics; Welfare; Ast. Eng.	Dept. Head	11-1-45		27-3/4
390272	DIF	CONLAN, Richard (n)	Ens.	5-16-44	(A1)	10	10	5	Naval Aviator	Asst. Material Officer	Dept. Head	11-1-45	TA	38-3/4
383211	DIF	JOYCE, Joseph Bernard	Ens.	5-16-44	(A1)	10	9	5	Naval Aviator	Education Officer	Dept. Head	11-1-45		27 1/4
390955	DIF	BLADES, John Gilbert	Ens.	6-1-44	(A1)	10	7	5	Naval Aviator	Asst. Flt. Sfty; Asst. Navig.	Dept. Head	11-1-45	TA	38-3/4
379123	DIF	KARNES, Austin Gerald	Ens.	6-1-44	(A1)	10	10	5	Naval Aviator	Photographic; Asst. PRO	Dept. Head	11-1-45		27-3/4
382425	DIF	WILSON, Joseph Hinkle, Jr.	Ens.	6-1-44	(A1)	10	10	5	Naval Aviator	Publications Officer	Dept. Head	11-1-45	TA	28 1/4
395885	DIF	RAPOSA, William Clayton	Ens.	6-16-44	(A1)	10	10	5	Naval Aviator	Change Mat'l.; Hydraulics.	Dept. Head	11-1-45	TA	27 1/4
395572	DIF	McELWAIN, Roy William	Ens.	6-16-44	(A1)	10	10	5	Naval Aviator	Asst. ACI; Electronics	Dept. Head	11-1-45		27-3/4
391172	DIF	SMILEY, Vincent (n)	Ens.	6-16-44	(A1)	10	10	5	Naval Aviator	Propellers; Bldgs & Grnds.	Dept. Head	11-1-45		28-3/4
402715	DIF	CORNEY, Frederick Dudley	Ens.	6-30-44	(A1)	1	1	8	Naval Aviator	Asst. Material Officer	Dept. Head	2-1-46		29-3/4
395674	DIF	CHANCEY, David Merle	Ens.	7-16-44	(A1)	1	1	8	Naval Aviator	Asst. Engineering Officer	Dept. Head	2-1-46	TA	28-3/4

J.H. ROCKWELL, Jr., Lt. Comdr., U.S.N.,
Commanding





WE WERE LUCKY

THE RUNWAY DUTY
OFFICE & BACK
US

ARE YOUR
WHEELS DOWN
AND LOCKED









