

File VF-15A/A12-1

Serial

10335

VF-15A

AD/15

UNITED STATES PACIFIC FLEET  
Air Force  
FIGHTING SQUADRON FIFTEEN ABLE  
% Fleet Post Office  
SAN FRANCISCO, CALIFORNIA

1 April 1948.

From: The Commanding Officer.  
To: The Chief of Naval Operations, Historical Unit, OP-519B.  
Subject: Squadron Historical Report, 1 January 1948 through 31 March 1948, Submission of.

References: (a) Manual for Historical Officers, NavAer 00-25Q-26.  
(b) Aviation Circular Letter No. 74-44.  
(c) Aviation Circular Letter No. 71-46.

A. CHRONOLOGY:

1. Date of Origin - 1 January 1948.
2. Officers in Command:
  - (a) Commanding Officer - Lt. Comdr. Richard E. Brown, USN, 0085346; Home town - Creston, Iowa.
  - (b) Executive Officer - Lt. Comdr. Eugene W. Krebsbach, USN, 0100287. Home town - Reeder, North Dakota.
3. Transfers from one command to another - None.
4. Changes in function - None.
5. Physical movements - On 8 March 1948 the squadron moved all available planes to the Naval Air Station Moffet Field, Sunnyvale, California to conduct flight operations for three days.
6. Changes in type and number of aircraft - None.

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B. NARRATIVE:

From 1 January 1948 through 31 March 1948 Fighting Squadron Fifteen Able was an attack carrier based fighting squadron temporarily based ashore at the U.S. Naval Air Station, Alameda, California. During this period the squadron conducted squadron training in the F8F-1, Bearcat, a type aircraft which had been acquired by the squadron in November 1947. The training syllabus used was that prescribed by ComAirPac in Air Force Pacific Fleet Training and Competition Manual. The elements of this syllabus most emphasized during the period of this report were familiarization, tactics, camera gunnery, instruments, navigation, and field carrier landing practice. To supplement the flight training most of the pilots were ordered to the Amphibious Training Command School, San Diego, California for a two week course of instruction in air support of ground troops.

The Engineering Department experienced many headaches in the maintenance of the "Bearcats" not only because they were a new type for the squadron but also because they were near the end of their service tours. Availability, however, remained high enough during this quarter so that 1405 day hours and 15 night hours were flown.

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Subject: Squadron Historical Report, 1 January 1948 through 31  
March 1948, Submission of.

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On 8 March 1948 the squadron moved all available planes to the Naval Air Station Moffet Field, Sunnyvale, California, along with the officers and men necessary to conduct flight operations for three days. The purpose of this move was to test the feasibility of using this field as a base of operations. Although both pilots and men enjoyed the stay at NAS Moffet Field, all hands were pleased to return to NAS Alameda.

The only major accident sustained during the months of January, February, and March occurred on 21 March 1948 when the landing gear on the aircraft piloted by Lt. Comdr. James L. Naftzger, USN, collapsed on take-off. This resulted in the loss of the left wing tip and engine from the plane and a bruised finger for Lt. Comdr. Naftzger.

The squadron did have one tragedy occur during this quarter. Rabuse, Joseph O., Slc, 3433916, USN, of Kansas City, Missouri, passed away in Oak Knoll Naval Hospital, Oakland, California, on 24 March 1948; the victim of a brain tumor.

C. APPENDICES:

The Commanding Officer of Fighting Squadron Fifteen Able, Lt. Comdr. Richard E. Brown, USN, was graduated from the U.S. Naval Academy in June of 1940. His first duty was on board the U.S.S. HONOLULU (CL48). He

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was ordered from this duty to flight training in January 1943, and was designated as a Naval Aviator in August 1943 at NAS Pensacola, Florida.

Upon completion of flight training, Lt. Comdr. Brown was sent to operational training at Lee Field, Green Cove Springs, Florida. He was retained at this command as an instructor for night fighters and was later ordered to NAS VeraBeach, Florida for further duty as an instructor.

Detached from this duty in August 1944, Lt. Comdr. Brown reported to VF-50 as Executive Officer. VF-50 was attached to the U.S.S. COWPERNS (CVL25) and during this tour of duty he served as Commanding Officer of the Naval Air Station at Yokosuka, Japan for the two week period of physical occupation.

Lt. Comdr. Brown has subsequently served as Air Officer on the U.S.S. BAIROKO (CVE115), Air Officer on the U.S.S. POINT CRUZ (CVE119), Navigator on the U.S.S. BAIROKO (CVE115), and in the ferry command.

In October 1947 Lt. Comdr. Brown assumed command of this squadron. He holds the following decorations and campaign ribbons: Air Medal, Navy Unit Commendation, American Defense, Asiatic-Pacific Theatre, American Theatre, Victory Medal, and Japanese Occupation.

ANOTHER HERO!

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Serial 10235

UNITED STATES PACIFIC FLEET  
Air Force  
FIGHTING SQUADRON FIFTEEN ABLE  
% Fleet Post Office  
SAN FRANCISCO, CALIFORNIA

Subject: Squadron Historical Report, 1 January 1948 through 31  
March 1948, Submission of.

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*R. E. Brown*  
R. E. BROWN

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VF-15A/A12-1  
Serial

FIGHTING SQUADRON FIFTEEN ABLE  
c/o Fleet Post Office  
San Francisco, California

1 July 1948.

From: Commanding Officer.  
To: Chief of Naval Operations, Historical Unit,  
OP-519B.

Subject: Squadron Historical Report, 1 April 1948 through  
30 June 1948, Submission of.

References: (a) Manual for Historical Officers, NavAer 00-  
25Q-26.  
(b) Aviation Circular Letter No. 74-44.  
(c) Aviation Circular Letter No. 71-46.

A. CHRONOLOGY:

1. Date of Origin - 1 April 1948.
2. Officers in Command:
  - (a) Commanding Officer - Lt. Comdr. Richard E. Brown, USN, 0085346. Home town - Creston, Iowa.
  - (b) Executive Officer - Lt. Comdr. Eugene W. Krebsbach, USN, 0100287. Home town - Reeder, North Dakota.
3. Transfers from one command to another - On 3 May 1948 Attack Carrier Air Group Fifteen, of which this squadron is a part, was transferred from Commander Fleet Aircraft, Alameda to Commander Fleet Aircraft, Seattle and on 28 June 1948 the air group was transferred from Commander Fleet Aircraft, Seattle

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back to Commander Fleet Aircraft, Alameda.

4. Changes in function - None.
5. Physical Movements - On 5 May 1948 the squadron moved all aircraft and personnel from NAS Alameda, California to NAS Sand Point, Seattle, Washington for two months of operations. On 28 June 1948 the squadron, aircraft and personnel, returned to NAS Alameda, California.
6. Changes in type and number of aircraft - None.

B. NARRATIVE:

From 1 April 1948 to 5 May 1948 Fighting Squadron Fifteen Able, a part of Attack Carrier Air Group Fifteen, operated from the U.S. Naval Air Station, Alameda, California. On 5 May 1948 the squadron, aircraft and personnel, moved to the U.S. Naval Air Station, Sand Point, Seattle, Washington to conduct flight operations for two months. The squadron returned to NAS Alameda on 28 June 1948. The training syllabus used during this quarter was that prescribed for initial training by ComAirPac in the Air Force Pacific Fleet Training and Competition Manual. The elements

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of this syllabus most emphasized were: camera gunnery, night flying, and Ground Controlled Approach. 2245.6 day hours and 139.7 night hours were flown during this quarter.

On 11 May 1948 Lt(jg) M.D. Milliken, USN, experienced power failure during take-off in one of the "Bearcats". He crashed at the end of the runway and escaped unharmed when the aircraft burst into flames. The aircraft was damaged beyond repair.

C. APPENDICES:

The Commanding Officer of Fighting Squadron Fifteen Able, Lt. Comdr. Richard E. Brown, USN, was graduated from the U.S. Naval Academy in June of 1940. His first duty was on board the U.S.S. HONOLULU (CL48). He was ordered from this duty to flight training in January 1943, and was designated as a Naval Aviator in August 1943 at NAS Pensacola, Florida.

Upon completion of flight training, Lt. Comdr. Brown was sent to operational training at Lee Field, Green Cove Springs, Florida. He was retained at this command as an

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instructor in fighters and was later ordered to NAS Vero Beach, Florida for further duty as an instructor.

Detached from this duty in August 1944, Lt. Comdr. Brown reported to VF-50 as Executive Officer. VF-50 was attached to the U.S.S. COWPENS (CVL25) and during this tour of duty he served as Commanding Officer of the Naval Air Station at Yokosuka, Japan while it was being commissioned.

Lt. Comdr. Brown has subsequently served as Air Officer on the U.S.S. BAIROKO (CVE115), Air Officer on the U.S.S. POINT CRUZ (CVE119), Navigator on the U.S.S. BAIROKO (CVE115), and in the ferry command.

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