

Norbert L. "Lee" Bausch
Ottumwa, Iowa, Pre-Flight Class 9-46



NORBERT LEE BAUSCH, born July 25, 1927, Boston, MA, graduated Brookline High School June 1944. In August 1944, enlisted in Army Air Corp Pilot Training Program. Attended Universities of Connecticut and Maine. in Army Specialized Training Reserve Program. In August 1945 transferred to Navy V-5, Pilot Training Program. Studied engineering at Bloomsburg State Teachers College, Bucknell and Cornell Universities.

After Selective Flight at NAS Livermore, CA and Pre-Flight at Ottumwa, IA as an Aviation Cadet, moved through flight training as an Aviation Midshipman from Corpus Christi, TX to Pensacola and Jacksonville, FL. Designated Naval Aviator in June 1948 following advanced fighters training in F4U Corsairs. Operated from Pacific Fleet carriers, USS *Boxer* and *Antietam* (CV-36) as attack pilot with VA-155. Commissioned Ensign USN in December 1949 and released from active duty.

Accepted commission in the Naval Reserve. Attended University of California (Berkeley) while flying with reserve squadron VF-873 at NAS Oakland. With advent of Korean conflict recalled to active duty and assigned to Airborne Early Warning Squadron. 12 at NAS Quonset Point Completed squadron tour flying AD-3/4W aircraft which included a Mediterranean deployment in the USS *Roosevelt* (CV-42) and a noteworthy mission to escort a flight bearing the Queen of England (then a princes), from Maine across the Tyrrhanian Sea and through joint NATO fleet exercises to the south coast of France. Completed Naval All-Weather Flight School at NAS Corpus Christi in September 1951. Qualified for, and maintained for 20 consecutive years, the Navy's Special Instrument Flight Rating.

Assigned NAS Oakland in 1953, served as Aviation Cadet Procurement Officer and Fighter Flight Officer. Effected 240 four year flight training contracts (960 man years of service), Scheduled and conducted ground and flight training for three reserve fighter squadrons. Wrote syllabus and conducted jet transition for one Marine and seven Navy squadrons. The training of 140 pilots was completed without accident or injury. Concurrent with assignment, attended University of California and completed work for BS degree. Selected for augmentation in 1955, commissioned in the regular Navy and transferred to USS *Point Cruz* (CVE-119) then on station in South China Sea. Served as ship's First Lieutenant through deployment (three typhoons) and decommissioning.

After a two year tour at NAS Alameda with Tactical Air Control Squadron. 12 and completing an eight week aviation safety course at the University of Southern California (Wally Schirra, as class member), reported to VF-51 (Screaming Eagles) NAS Miramar. Squadron flew FJs and transitioned to F11Fs. As squadron member, completed the FAGU (Fleet .Air Gunnery Unit) course at NAAS Fallon. Subsequently, in 1957, assigned VF-121 as Aviation Safety Officer flying 3Hs following duty as a jet instrument flight instructor flying F9 Cougars at NAS North Island.

Selected for Navy test pilot training at NATC Patuxent River (USNTPS Class 28) in fall of 1960, sequenced by a tour with the Service Test Div. as project pilot, fighter aircraft desk. Submitted application for astronaut training along with Al Bean who had the division's flight attack desk. (Al was selected) Accepted as a member of The Society of Experimental Test Pilots

In 1964 returned to fleet as XO VF-51 with embarked duty in USS *Ticonderoga* (CVA-14) and USS *Constellation* (CV-64) during the Tonkin Gulf incident and onset of the Viet Nam air war. Flew F8E Crusaders during this combat tour. Reassigned to Patuxent as head of Flying Qualities and Performance Branch, Flight Test Division. Rounded out shore duty there as Division Chief Projects Officer. During tour led ATC pilot/engineer test team to NAS Boscombe Downs, England for comprehensive flight evaluations of operational British aircraft. During evaluation, flew Buccaneer MK11, Sea Vixen, Lightning Mk II, DH-125 Domini, Duncan V and BLEU (Blind Landing Evaluation Unit) Comet. Assignment also provided opportunity to lead the Navy's Phase 1 NPE A-7 Corsair 11 test team at the Contractor's Dallas plant and to make the first military test flight of the aircraft.

Initially served as a Senior Command Center Watch Officer in the HQ US European Command, Stuttgart, Germany, followed by assignment to the Emergency Actions Section of the headquarters. Flew Air Force T-39 (Sabreliner) support aircraft missions throughout Europe in this assignment. Participated in dive of Rota, Spain based nuclear submarine to evaluate emergency actions crew response. The twilight tour was at NAS North Island as Administrative Officer. Retired from USN in June 1972 as a Commander. Accumulated 6000+ flight hours in 52 types of aircraft.

Following military retirement, continued San Diego residence and established/operated international distributing business.

Member Aviation Midshipmen Association, Tailhook Association, Association Naval Aviation, Society of Experimental Test Pilots, Experimental Aircraft Association and The Order of Daedalians. CDR Bausch and his wife Judith have seven children and 17 grandchildren (so far).

letter to Lou Ives

There is an Aviation Midshipmen that I have lost track of and the Flying Midshipmen roster with its "Lost Track Of" listing and "Deceased" accounting nowhere reflect his name. He is Richard R. Rak. I knew Dick Rak as a squadron mate in VA-155 (Alameda-1948/49). Thanks to Bill Brantley I have a lead on him to submit. According to a CAG 153-15 roster for October 1990 his address was listed as: 972 Camino Diestro, Tuscon, AZ 85737. At this point, I must confess the thought come to mind he may have been one of those rich Ensigns and not an Aviation Midshipman!! I add this possibility to account for his name being missing from the records.

On the subject of the number of different aircraft AvMid'n have flown I would add some possibilities to be considered. They are British aircraft that I flew while conducting a series of evaluations at Boscombe Downs, Salisbury, England in 1965 while heading up a four pilot test team from the Naval Air Test center (Pax River). Specifically they were:

Buccaneer Mark II	XN-976 and XN-975
Sea Vixen	XN-684
Lightning II	XN-729
Vulcan	XH-533
Domine DH-125	XS-710
Comet	BLEU (Blind Landing Evaluation Unit)

On the subject of "Firsts" you can include first military pilot to fly the A-7 Corsair II. This occurred at the contractor's site (Love Field) on 10 January 1966 during the Phase I NPE (Navy Preliminary Evaluation). I might add that this was the first time I flew an actual GCA on an introductory flight the field went IFR during the test. The aircraft demonstrated from its inception the winning characteristics the Fleet was to experience throughout its service life.

Finally we come to the "Mosts" category. Please chalk us up for seven children (six sons and a princess). I say "us" because I obviously couldn't have done this alone. We have 12 grandchildren with number 13 showing a December ETA.

STATEMENT

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283
 BAUSCH, NORBERT LEE, MID'N.
 N. A. I. F. S.
 N. A. S.

THIS ACCOUNT PAYABLE ON OR BEFORE IOTH OF MONTH

DATE	CHARGES	CREDITS	DATE	BALANCE
BALANCE FORWARD				
OCT 31	113.25		OCT 31	113.25

EXPLANATION OF SYMBOLS
 DU-DUES CS-CASH
 C/M-CREDIT MEMO DL-DELINQUENT
 MS-MISCELLANEOUS

PAY LAST
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