

## CAPTAIN JERRY M. BARLOW, U. S. NAVY

Jerry Moulton Barlow was born in Minneapolis, Minnesota, on July 23, 1917 son of Dennis E. and Edith Moulton Barlow. He attended the University of Washington in Seattle, Washington, for two years after graduation from Everett, Washington, High School in 1937, and in December 1939 enlisted in the U. S. Naval Reserve for aviation training. Appointed Aviation Cadet, he had instruction at the Naval Reserve Aviation Base, Seattle, and the Naval Air Station, Pensacola, Florida, where he was designated Naval Aviator on November 20, 1940. Commissioned Ensign in the U. S. Naval Reserve from that date, he subsequently advanced in rank to that of Captain to date from August 1, 1961, having transferred to the Regular Navy in 1946.

While majoring in Aeronautical Engineering at the University of Washington, he was a member of the first C.A.A. Flight Class to begin training in a University. He became eligible for membership in the Caterpillar Club on November 19, 1940, while training at Miami, Florida. Completing the course at Pensacola, in December 1940, he was detached for duty at the Naval Air Station, Jacksonville, Florida, where he was a Flight Instructor at the outbreak of World War II in December 1941 and remained there until March 1942. During the next year he served as Range Officer at the Naval Air Gunners School, Hollywood, Florida.

In April 1943 he joined Bombing Squadron ONE HUNDRED SIX as Material Officer, and in August 1944 became Maintenance Officer and Executive Officer of that squadron. While attached to Bombing Squadron ONE HUNDRED SIX, he participated in the raid on Wake Island from Midway Island in 1943, in the Solomons and New Guinea Campaigns, the Iwo Jima invasion, and Singapore and Borneo strikes in 1944 and 1945. He was awarded the Distinguished Flying Cross and a Gold Star in lieu of an additional similar award, and the Air Medal and six Gold Stars. He is also entitled to the Ribbon for the Army Unit Citation for operations in the New Guinea Area. Citations to his personal awards follow, in part:

Distinguished Flying Cross: "For heroism and extraordinary achievement as a Patrol Plane Commander in Patrol Bombing Squadron ONE HUNDRED SIX, in action against enemy forces near the Japanese Homeland, April 23, 1945. Courageously attacking two heavily armed hostile picket boats sixty miles off shore while on a search patrol (he) skillfully maneuvered his plane at a low altitude to enable his crew to strafe and bomb the ships which exploded and sank..."

Gold Star in lieu of Second Distinguished Flying Cross: "For heroism...while serving in a Patrol Bomber in Patrol Bombing Squadron ONE HUNDRED SIX in operations against enemy Japanese forces in the Pacific War Areas from February 19 to May 27, 1945. Completing his twentieth mission during this period, (he) contributed materially to the success of his squadron..."

Air Medal: "For meritorious achievement as Pilot and Commander of a PB4Y-1 Plane flying on an important reconnaissance mission in connection with the attack operations of a major task force on October 3 and 4 and during a bombing and photographing assignment over enemy Japanese-occupied Wake Island, October 5, 1943. Piloting his plane skillfully and with aggressive determination despite extremely difficult conditions, (he) carried out these hazardous, long-range flights expeditiously and courageously, thereby contributing in large measure to the outstanding success of vital attacks which resulted in severe damage to enemy airfields, installations and aircraft on the ground..."

Gold Star in lieu of Second Air Medal: "For meritorious achievement in aerial flight as Commander of a Patrol Bomber Plane in action against enemy Japanese forces in the Southwest Pacific War Area on April 22, 1944. Encountering a Japanese bomber while on routine search flight (he) skillfully engaged the hostile plane in combat and shot it down..."

The Gold Stars in lieu of the Third, Fourth, Fifth, Sixth, and Seventh Air Medals were awarded for the completion of five missions each during the overall period from February 18 to August 10, 1945, when he contributed materially to the success of his squadron in the infliction of damage on the enemy.

He returned to the West Coast after the Japanese surrender, and from November 1945 until June 1946 served as Operations Officer of Air Transport Squadron EIGHT, based at Alameda, California. After his transfer to the regular Navy, he was a student, from July 1946 until June 1947 at the General Line School, Newport, Rhode Island, then served for eighteen months in the Overhaul and Repair Department of the Naval Air Station, Alameda, California, as Production and Production Control Officer.

Duty as Operations Officer and Executive Officer of the Naval Air Station, Sangley Point, Philippine Islands, from January to June 1949 was followed by a tour as Assistant Maintenance Officer on the Staff of Commander Fleet Air, Guam, at Guam, Marianas Islands, ending in December 1950. In February 1951 he reported as Assistant Training Officer on the Staff of the Chief of Naval Air Advanced Training, Naval Air Station, Corpus Christi, Texas, and a year later was detached for duty from March 1953 until August 1954 as Executive Officer of the USS CHOURRE (ARV-1). In September 1954 he assumed command of Patrol Squadron TWO, deployed under Commander Alaskan Sea Frontier, and operating from Whidbey Island, Washington, and Kodiak, Alaska.

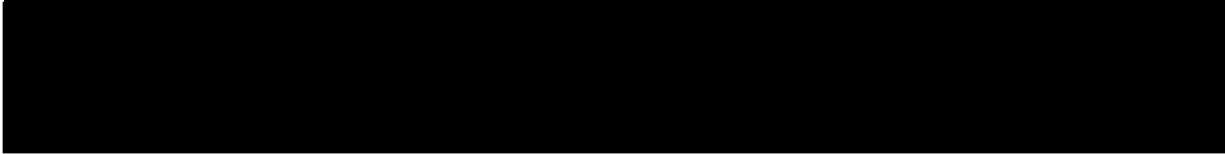
Returning from Alaskan duty in February 1956, he served until July 1958 as Training Officer at the Naval Auxiliary Air Station, Corry Field, Florida. In August 1958 he became Executive Officer of Air Development Squadron SIX, at Quonset Point, Rhode Island, and assigned to Operation DEEP FREEZE IV, Antarctica, and in May 1959 he assumed command of that Squadron. He was awarded a Letter of Commendation, with authorization to wear the Commendation Ribbon, by the Secretary of the Navy, with the following citation:

"For meritorious service as a Member of Air Development Squadron SIX (VX-6) during Operation DEEP FREEZE IV in Antarctica from July 1958 to March 1959. As Plane Commander of a UC-1 aircraft, (he) executed six flights to carry vitally needed supplies to the Little America Naval Air Facility, McMurdo reconnaissance party some thirty miles from Naval Air Facility, McMurdo. These flights were carried out over extremely hazardous terrain and under adverse and unpredictable weather conditions. During one series of flights (he) landed his aircraft on a snow bridge covering a hitherto undetected deep crevasse. Taking charge of his squadron in the absence of the Commanding Officer during the closing weeks of Operation DEEP FREEZE IV, he skillfully completed the task at hand and redeployed the squadron to its home port in Rhode Island..."

He is also entitled to the Ribbon for and a facsimile of the Navy Unit Commendation awarded Task Group 43.2, of which Air Development Squadron SIX was a part.

Detached from Air Development Squadron SIX in August 1960, he was assigned to the Office of the Bureau of Naval Weapons Fleet Readiness Representative, Central District, with headquarters at Wright Patterson Air Force Base, Dayton, Ohio. In June 1963 he assumed command of the Naval Air Station, Agana, Guam, Mariana Islands, and in July 1965 reported for duty in the Bureau of Naval Weapons, Navy Department.

In addition to the Distinguished Flying Cross with Gold Star, the Air Medal with six Gold Stars, the Navy Commendation Ribbon with Metal Pendant; the Navy Unit Commendation Ribbon, and the Army Unit Citation Ribbon, Captain Barlow has the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal with eight operation stars; World War II Victory Medal; National Defense Service Medal; Korean Service Medal; Antarctica Service Medal; United Nations Service Medal; and the Philippine Liberation Ribbon.



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