



Basic Parachutist

The first mention of a parachutist designation and qualification badge is found in a change to the 1941 Uniform Regulations issued by Bureau of Navigation Circular Letter 51-42 of 31 March 1942. The letter announced the establishment of Parachutist and Student Parachutist designations, and authorized officers, warrant officers and enlisted men who had attained such designations to wear "such qualification badge . . . as may be prescribed by competent authority." Despite this change to the Uniform Regulations, however, the Secretary of the Navy did not authorize the parachutist badge at this time.

The first description of a parachutist insignia approved by the Secretary of the Navy appeared in Bureau of Personnel (BUPERS) letter Pers-329-MEB

A2-3 of 17 January 1947. This change to the 1941 Uniform Regulations authorized a Parachutist insignia (the same insignia authorized by the Marine Corps and the Army) for officers, warrant officers and enlisted personnel designated as Parachutists in accordance with the Bureau of Naval Personnel Manual.

The 1951 Uniform Regulations described the Parachutist insignia as "an open parachute, in silver, flanked on each side by wings, curved upward; the device to be 1 1/2" wide and 3/4" high." BUPERS Notice 1020 of 12 July 1963 renamed this insignia the Basic Parachutist insignia in keeping with Army and Air Force nomenclature.

To qualify for the wings today, a candidate must successfully complete a minimum of five static-line jumps at Fort Benning, Ga., while attending the U. S. Army



Navy and Marine Corps Parachutist

BUPERS Notice 1020 of 12 July 1963 announced approval of a new wing insignia for Navy and Marine Corps Parachutists. The change to the 1959 Uniform Regulations stated that the old Parachutist insignia would be renamed Basic Parachutist insignia in keeping with Army and Air Force nomenclature. The new Navy and Marine Corps Parachutist device was "a gold embroidered (Navy only) or gold-colored metal pin, the same as that provided for Naval Aviator's insignia, except that a gold-colored open parachute shall be

centered on the wings vice the shield and foul anchor."

To qualify to wear the insignia, a parachutist must have previously qualified for the Basic Parachutist insignia described above and have, under competent orders, completed a minimum of five additional static-line or free-fall jumps with a Navy or Marine Corps organization whose mission includes parachute jumping.

Once a person has qualified for the Navy and Marine Corps Parachutist insignia, that insignia shall be worn in lieu of the Basic Parachutist insignia.



Naval Aviation Supply

Plans began in 1982 for the establishment of a Naval Aviation Supply Officer Program and the authorization for a breast insignia for qualifying Supply Corps officers. On 8 May 1984, during the 73rd annual Naval Aviation Ball, the first Naval Aviation Supply wings were presented by VAdm. Robert F. Schoultz, Deputy Chief of Naval Operations (Air Warfare), to VAdm. Eugene A. Grinstead, Jr., SC, USN, Director, Defense Logistics Agency, and others.

Officers qualified to wear the Naval Aviation

Supply wings must complete a demanding qualification program which requires approximately 350 hours of study and practical experience. They must also pass an oral examination administered by supply and aviation maintenance officers at their operating sites.

The Naval Aviation Supply wings are the same as Naval Aviator wings, except for the Supply Corps oak leaf cluster in the center which replaces the aviator's foul anchor and shield.

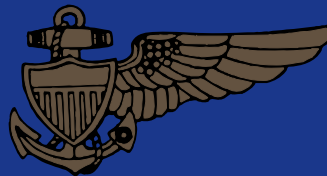


Enlisted Aviation Warfare Specialist

In order to recognize enlisted personnel serving in Naval Aviation who were not aircrew members, Operational Navy Instruction 1412.5 of 19 March 1980 established the Enlisted Aviation Warfare Qualification Program and a new wing insignia. The 1981 Uniform Regulations described the Enlisted Aviation Warfare Specialist (EAWS) wings as "a silver embroidered or

silver color metal pin, winged, with a central device consisting of a shield with an anchor superimposed thereon and a scroll at the bottom of the insignia."

EAWS wings are issued to enlisted personnel upon completion of a rigorous qualification process stressing aviation knowledge, skills and expertise, which includes an oral examination before a selection board.



Balloon Pilot

Although the exact date for approval of this insignia is unclear, a description of the device first appeared in the 1922 Uniform Regulations. "Enlisted men holding certificates of qualification as balloon pilots shall wear the same insignia [as Naval Aviators] but with the right wing removed." These enlisted balloonists flew free and kite balloons (undirected lighter-than-air [LTA] craft) and could also be assigned to and qualify as crewmen in

blimps and rigid airships (directed LTA craft.) Although officers and Naval Aviation Pilots (enlisted) could qualify as balloon pilots, they were more likely to choose to wear the full Naval Aviator wings they were awarded upon completion of initial flight training in heavier-than-air or directed-flight LTA craft. The 1978 Uniform Regulations removed Balloon Pilot wings from the list of authorized aviation breast insignia.