
U.S. Naval Air Reserve

Edited by Commander Peter Mersky, USNR-R

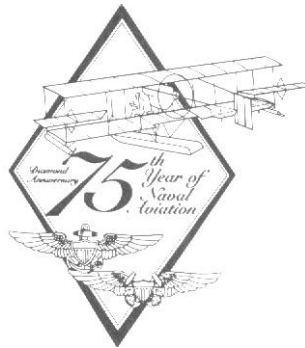
Designed by Charles Cooney

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Introduction

August 29, 1986, marked the 70th anniversary of the U.S. Naval Air Reserve. On that day in 1916, the Naval Appropriations Act for fiscal year 1917 provided funds for the establishment of a naval flying corps and the purchase of 12 planes for the naval militia. Personnel for these units were drawn from various college flying clubs, the most prominent from Yale, organized by F. Trubee Davison. An energetic individual, Davison found 12 classmates, borrowed a Curtiss seaplane from the wealthy Wanamaker family in Philadelphia, and set about teaching himself and his club to fly.

From these humble beginnings, the U.S. Naval Air Reserve grew into today's massive organization — a navy within a navy — with bases across the country and 52 squadrons, 357 aircraft and 34,350 full-time active duty and part-time reserve personnel. Traditionally considered a hand-me-down collection of planes and equipment, the Naval Air Reserve is currently enjoying one of the most dramatic revitalizations in its 70-year history. Factory-fresh McDonnell Douglas F/A-18A Hornets are joining the light attack inventory, in company with Grumman F-14A Tomcats and upgraded Lockheed P-3B Orions. And there are plans for more modern aircraft in the latter part of the decade.

Being a reservist has always signified additional dedication for the civilian sailor. There are many reasons why people join the reserves, but the air reserve program offers more tangible benefits and demands greater commitment in time and involvement. Perhaps the most important reason is the chance to remain a part of Naval Aviation. The road to the coveted Wings of Gold is long and hard and, even after the trials and tribulations of an initial tour, it is difficult to give up the wings. Most Naval Aviators who leave active duty after a few years join the reserves and manage to affiliate with a unit, serving a few years to see how they like it.

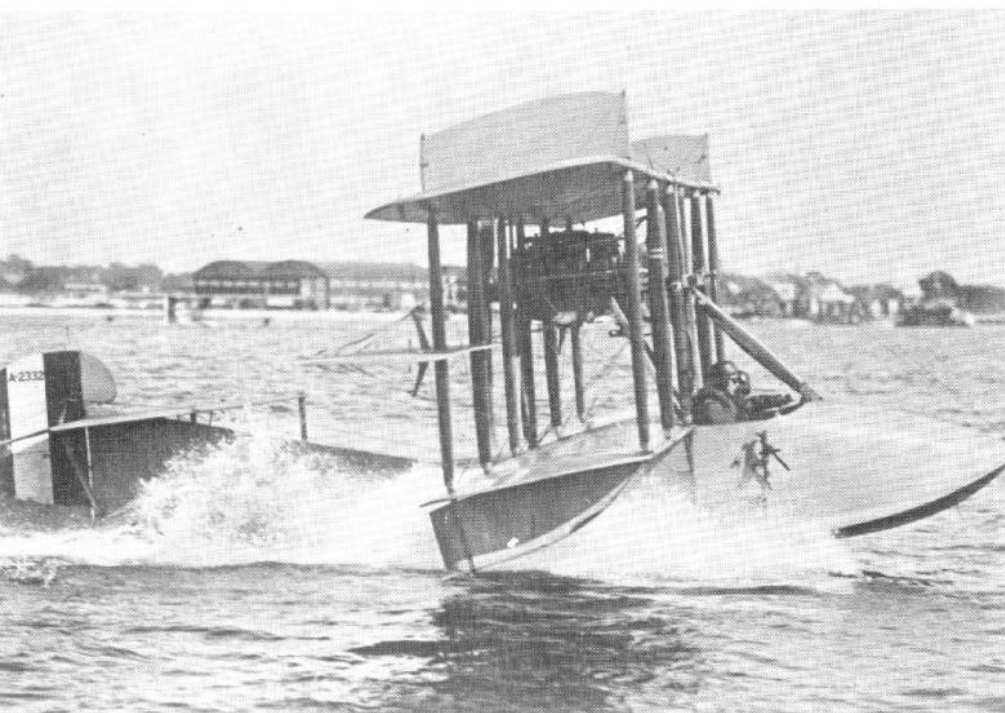
They often find many of the same frustrations, as well as many of the perks found in the fleet. This discovery drives some out of the Navy, but for many more it leads to the decision to remain in the reserves.

There's also the satisfaction — and undeniable patriotism — of continuing to serve one's country, as well as maintaining readiness skills. We know that any potential aggressor considers America's reserve strength when plotting international strategy.

America needs a strong reserve, in all services. And the Naval Air Reserve has a well-documented history of contributions to many of this country's finest moments.

U.S. NAVAL AIR RESERVE

By Commander Peter Mersky, USNR-R



The F-boat, a two-place plane, became a familiar sight in Pensacola during the early days of Naval Aviation. Note the bombsight, a simple gadget, placed at the right of the plane.

I. The Beginning

Powered flight was barely a decade old, and the war in Europe had been going on for two years. These two occasions combined to help form the U. S. Naval Reserve. Aviation had proved to be an irresistible draw for young men eager to find their way overseas, even if their own country was trying her best to remain neutral. Many men of college age enlisted in the British or French armies, and saw a great deal of action in the early land battles. However, as the airplane became a more common sight in the

skies over the battlefields, those youngsters who had not lost their initial idealism and saw further adventure in the air transferred to their host country's air services, and continued the fight mounted in Nieuports, Spads and SE-5s.

While some of their countrymen had made it over "over there," other groups of American collegemen decided to make a more formal attempt to get into the war as American units. The Navy had created a so-called Naval Militia in 1915, adding an "aeronautical service," although there were no funds, aircraft or training fields to service this add-on. By 1916, the Naval Reserve Aviation component had evolved into a loose organization of 10 state-run militia units made up of aviation enthusiasts looking for adventure and flight time. To get started, units borrowed aircraft from any available source. Glenn Curtiss, who sold the Navy its first aircraft — the Triad — in 1911, offered airplanes at reduced prices, including instruction of one pilot per militia unit free of charge.

When the appropriations act of 1916 established both a Naval Flying Corps and a Naval Reserve Flying Corps (NRFC), the militia enthusiasts were urged to join either the regulars or the reserves to receive training. The sum of one million dollars was set aside for the aeronautical organization. At that time the Navy had six airplanes, two were assigned to the battleship USS *North Carolina* and four were assigned to the Naval Aeronautic Station, Pensacola, Fla. The act limited the number of persons to serve in the aeronautical organization to a total of not more than 48 officers, and 96 men, plus not more than 12 Marine officers and 24 enlisted men. Thus, by the time the U.S. declared war on the Central Powers on April 6, 1917, the total manpower assigned to Naval Aviation consisted of 48 officers, including six Marines, and 239 enlisted men.

Establishment of the Naval Reserve Flying Corps in 1916 had prompted students in several colleges to start "flying units." The threat of war with Mexico — due to an increasing number of border incidents involving such colorful bandits as Pancho Villa — caused college men to wonder how they could serve their country. Flying had the greatest appeal.

As a result of the Naval Appropriations

Act of August 29, 1916 — hereafter considered the birthday of the Naval Air Reserve — a Naval Flying Corps and a Naval Reserve Force, including a Naval Reserve Flying Corps, were established.

Three units of civilian volunteers were formed at Huntington, N.Y.; Buffalo, N.Y.; and Newport News, Va. The First Yale Unit, led by F. Trubee Davison, is the most famous of these early groups. (Some sources list June 1916, as the Yale Group's date of formation.) Davison, a sophomore, managed to find one Curtiss F seaplane, loaned by Rodman Wanamaker, along with the plane's pilot, David McCulloch as the sole instructor. The group of 12 Yale undergraduates learned to fly during the summer months and, by September, were proficient enough to take part in maneuvers off Sandy Hook, N.J., Davison said:

"This work was important in several respects: it demonstrated the value of airplanes in locating hostile ships; it proved that they could be located far more efficiently with seaplanes than surface craft; and it showed the Navy that civilians were not only interested in developing the aviation part of naval warfare, but were devoting our time and energy to that end."

That fall, two more flying boats were added to the unit's flight line, gifts from Davison's father, H. P. Davison, a partner in the J. P. Morgan financial firm. To be nearer Yale during the fall semester, the unit moved its aircraft to the New London, Conn., submarine base and flew from the Thames River until snow and ice stopped them.

Previously, Lieutenant John Towers, one of the Navy's first aviators, had gotten Davison and his group to join the new Naval Reserve Flying Corps and, on March 24, 1917, 13 days before America's entry in the war, the Yale Unit volunteers enlisted en masse. By June, the Yale Unit had moved to Huntington, Long Island, N.Y., and had accumulated considerable flight time. The unit had been assigned the responsibility of coastal patrol against German submarines.

Before the end of June, the expansion of air training showed that pilot training had commenced for 25 men each at Squantum and Bay Shore, Mass.; 20 at Newport News, Va.; 27 at Huntington; and 20 each at Akron and Camp Borden,

Ohio. These were in addition to the 15 at Pensacola, Fla., the Navy's primary flight training base. Planes were in short supply and there were mounting technical problems in the industry, both in the manufacturing of engines and in the matter of patents relating to airplanes.

As American involvement gathered momentum, members of the college flying groups were split up and sent where their expertise was needed. In August, two members of the Yale Unit were ordered to France, the first Naval Reserve Flying Corps members to go to Europe. Training centers opened at bases

including 2,000 aviators, and built its enlisted strength to 30,000.

While early arrivals in Europe had to fly foreign-built aircraft, out of necessity, the American aircraft industry in one year developed its production capacity and furnished more than 200 seaplanes and landplanes.

The bulk of these aviators were reservists. The early regulars who had completed flight training were needed in the fleet to man the battleships and to take charge of the airfields that sprang up to train the new NRFC arrivals. Lieutenant Marc Mitscher, Naval Aviator #33, for example, became the



The F/A-18 Hornet, pictured here carrying bombs and missiles, began to augment the Naval Air Reserve on October 19, 1986.

of the Naval Militia at Squantum and Bay Shore, Mass. Base expansion located patrol stations along the Atlantic Coast, from Chatham, on the "elbow" of Cape Cod, to Key West, Fla., and soon spread south to Coco Solo, and north to Halifax, Nova Scotia. Princeton's unit was in training in Toronto, Ontario, with one of its members, James Forrestal, slated to be designated as Naval Aviator 154 and, still later, to become the first Secretary of Defense.

In the 19 months between the declaration of war and the armistice on November 11, 1918, the Navy trained more than 6,000 aviation specialists,

commanding officer of the air stations at Rockaway, N.Y., and Miami, Fla. Lieutenant P. N. L. Bellingier, Naval Aviator #8, took charge of training at Hampton Roads, Va. Thus, most of the Naval Aviators which got into combat in Europe came from the ranks of the NRFC. In 18 months, the Navy's flying forces, assigned to 20 bases abroad, attacked or sank 12 submarines, flew almost 2.5-million miles of coastal patrol, dropped

more than 100,000 pounds of bombs on submarine pens and bases, and commenced making landplane bombing attacks on non-Navy targets inland.

Several naval reservists laid claim to important "firsts." Lieutenant H. T. Stanley was the first Naval Aviator to be credited with the destruction of a German submarine. Ensign Stephen Potter was the first Navy pilot to score a kill in the air. And perhaps the best known individual of the First Yale Unit, Lt. David S. Ingalls, became the Navy's first ace, shooting down four German aircraft and at least one German observation balloon while flying exchange duty with British Fighter Squadron No. 213. Reserve Ensign Charles H. Hammann was the only U. S. Navy pilot to be awarded the Medal of Honor during WW I for a daring rescue under fire.

With the armistice, most of the Navy's reservists returned to civilian life. Naval Aviation had a strength of 37,407, of which 82 percent was made up of reservists.

For his part in forming the First Yale Unit, F. Trubee Davison was awarded the Navy Cross. Unfortunately, Davison did not complete flight training, due to a crash and serious back injuries. He recuperated for six months and saw limited service as a junior officer during the war. However, in 1966, on the 50th Anniversary of the Naval Air Reserve, in special ceremonies at Davison's New York estate, Vice Admiral Paul H. Ramsey, then DCNO(Air), pinned a set of gold wings on Davison and designated him an "Honorary Naval Aviator."

II. Lean Years, The 1920s

As one writer noted, "The last chorus of "Over There" faded into the din of the victory cheers, and Americans did not recognize their new heritage of international responsibility — they sought a rapid return to prewar isolation. Mass demobilization was what the nation wanted...."It was true. As with any war, the civilian population demanded a return to "normalcy." and quickly dismantled the huge war-making apparatus they had created. In victory, they defeated the very organization which had given them superiority. And, as in most wars, the members of the services who were not "career-oriented" — the reservists — got out as soon as

they could. The result was a crushing deflation of America's armed forces in all branches, including the Navy's air arm which had just begun to function as an operational force.

By 1920, only a comparatively small group of reserve officers remained on active duty. Most of these took examinations for the regular Navy and, by 1922, the Naval Reserve Flying Corps was completely inactive. Funds were provided in 1920 for 15 day training periods at Rockaway Beach, N.Y., for a limited number of officers of Class Five. However, due to lack of funds, this opportunity was not offered again to reserve aviators and, subsequently, all Class Five students were transferred to Class Six of the Volunteer Naval Reserve Force. Due to the fact that provision for actual flying was no longer made in the Naval Reserve, hundreds of aviation officers failed to reenroll at the completion of their first four years and left the Naval Reserve Force.

In 1920, a chance to stay with the active forces for one year without giving up the reserve status was offered to enlisted members. Written by the Commandant of the Seventh Naval District, dated July 6, 1920, the letter noted, in part:

"This is just what many of the Reservists have desired, that is, active service in the Reserve Force without transfer to Regular Navy and an opportunity to be confirmed and advanced in rating under full pay and regular service conditions."

Attention was given — or at least attempted to be given — to the training of aviation reservists. In a letter of June 12, 1920, the Commandant of the 8th Naval District made this notation: "The training of qualified Naval Aviators on inactive duty can be given on this station anytime between July 1st and September 30." But it was not enough and, by 1923, the entire Naval Reserve program, including the aviation reserves, was in a decline. Since most NFRC members signed up for four-year terms, the crucial years for the reserve forces were 1921 and 1922. Although a few reserves were given refresher cruises and training in 1920, there was no money allotted for training in 1921. Interest waned and, by 1922, the reserve aviation force was virtually nonexistent.

Interest among the WW I aviators,

however, remained high and individual cities asked for activation of air bases for reserve flying. New York City, in 1923, had a group of policemen who were also members of the NRFC. They were attached to the Fifth Division, Sixth Battalion, New York Aerial Police at Fort Hamilton. The group received support from the city and public subscription. Four Curtiss N-9 floatplanes were given to the unit by the Navy in 1923.

In addition to activities in New York, two major reserve bases were established at this time, at Anacostia, Washington, D.C., and Squantum, in Boston Harbor. Planning for Anacostia actually began in 1917, and authorization for the establishment of "an airplane landing site" was given in November 1917. "The area of Anacostia Flats in the District of Columbia" was selected as the likely spot. The initial financial allocation was \$500 to be used for construction of shacks and a hangar. An additional \$30,000 was later given for the construction of additional buildings and runways.

The field was opened on January 1, 1919, with Lieutenant W. E. Doherty in charge. Anacostia soon became a hub of reserve flying activity, and its proximity to the nation's capital certainly did not hinder its growth. The air station at the fork of the Anacostia and Potomac Rivers featured many unique installations, including a school for quartermasters who specialized in handling pigeons for message-carrying purposes, and radio testing facilities.

Anacostia continued its period of service until September 30, 1961, when most flying activities came to an end, and moved to new facilities at Naval Air Facility, Washington, D.C., situated on Andrews Air Force Base, Md.

The base at Squantum, Mass., was originally established as a seaplane base in 1917, commanded by Lieutenant Junior Grade E. W. Spencer. For a time, the Bethlehem Steel Company manufactured destroyers there for use against the German U-boat threat. After the war, it was proposed to place a Naval Aviation Reserve facility at the dormant Squantum base. The main thrust of the argument by war-trained Naval Aviators was to take advantage of the training they had received, which now was not being used. In 1923, the group found a spokesman in then-Lieutenant Richard

E. Byrd, later of Arctic exploration fame. Byrd obtained permission from the Bureau of Aeronautics to use the old facilities at Squantum and, in 1924, Naval Reserve Air Base (NRAB), Squantum opened, with Lieutenant George Pond as C.O.

NRAB Squantum became a mainstay for the Naval Air Reserves in the New

England area as well as serving as a training base during WW II. However, by 1952, Squantum had outlived its usefulness and activities of the Naval Air Reserve moved to the air station at South Weymouth, Mass., on December 4, 1953. In the summer of 1923, the establishment of a unit at Great Lakes, Ill., was authorized, utilizing the small

seaplane hangar and facilities already existing there.

In the winter of 1923, the plans for the development of reserve aviation received a staggering blow when, in the budget estimates for FY 25, the aviation estimate was reduced by 82 percent. Fortunately, a large part of this reduction was restored or the damage which would have



The N-9 seaplane entered naval service before the U.S. entered WW I.

resulted to the struggling Naval Aviation Reserve would have been inestimable.

On November 16, 1923, a definite Naval Aviation Reserve policy was approved by the Chief of Naval Operations under the insistence of Naval Aviation pioneer, Rear Admiral William Moffett. This policy provided for one unit in each naval district where public interest and condition warranted. Each unit was to turn out at least 10 new pilots a year. The mission was defined as the enrollment and training of new members who were suitable officer material in order to insure a supply of new blood; and to maintain the efficiency of members already qualified. A single unit was to be furnished two training type planes, with 50-percent spares and aviation material.

During the summer of 1923, 33 students had qualified in primary training types at Squantum and Fort Hamilton, N.Y. During the following summer these students were given 45 days additional active duty at Hampton Roads for advanced training, including navigation, gunnery and bombing. A course of ground instruction in aviation subjects was conducted during their primary and advanced training. During flight training, they were given the rating of Seaman Second Class, USNR, and designated as student Naval Aviation Pilots. At the conclusion of advanced training they were given a professional examination for commission. Successful candidates were commissioned Ensigns, Class Five, U. S. Naval Reserve Force, and designated Naval Aviators. In January 1925, a uniform syllabus of training for all units was set forth by the Bureau of Navigation, covering ground and flight instruction.

In October 1925, the establishment of Naval Reserve Aviation Base, Sand Point, Wash., was authorized. This base, like Squantum, Great Lakes and New York, was established as a two-unit station, conducting preliminary elimination flight training of student reserve aviators, as well as training facilities for reserve pilots previously qualified.

On March 24, 1926, the Navy Department adopted a five-year program for training aviation reserves, which was first proposed as legislation, but finally was adopted as a Navy Department policy. It was designed to provide personnel for the minimum Reserve Aviation Force which would be required at the outbreak of hostilities. Up to this

time, practically no provision had been made for training reserve enlisted men. The few who were trained were paid out of funds made available from allowance for officers' pay. In accordance with the new policy, Fleet Reserve Aviation divisions and squadrons were organized in various sections of the country with authorized complements of officers and enlisted men. These divisions conducted weekly drills and underwent 15-day training periods each year for maintenance of efficiency, and each division was accorded a definite place and mission in war plans.

On March 19, 1927, the FY 28

appropriation for "Organizing Naval Reserve" authorized funds for one year's training duty with the fleet for 50 Naval Reserve aviators with the rank of ensign. On April 19, 1927, the Chief of Naval Operations set forth an operating policy which contemplated Fleet Reserve drill pay and 15-day training periods for 275 aviation officers and 500 enlisted men assigned to aviation divisions. It also provided for 50 ensigns on a year's duty with the fleet. In addition, 45 days primary training was recommended for 120 seamen second class, USNR, and 45 days advanced training for 104 seamen.

In the spring of 1928 advanced flight



training of seamen second class, USNR was transferred to U.S. Naval Air Station, Pensacola, Fla., and the period of advanced training increased to 60 days. A reserve squadron was formed at Pensacola for all reserve training, and instruction in landplanes was added to the syllabus which had previously been carried out at Hampton Roads, Va. About this time, the number of single unit reserve stations in operation was increased by four, at Oakland and Long Beach, Calif.; Detroit, Mich.; and Minneapolis, Minn.

These four stations conducted primary training and were designated Naval

Reserve Aviation Bases. Each had six primary training planes and six other aircraft that could be used for gunnery, bombing, etc.

On February 28, 1929, the Secretary of the Navy set forth a policy revising and bringing up-to-date the five-year program. At this time, a comprehensive plan was laid down defining the Navy Department plans for Naval Reserve Aviation at mobilization. This plan contemplated 31 aviation divisions within CONUS, each having an assigned quota of six planes, for a total of 186. The Bureau of Aeronautics was proceeding with a procurement plan designed to

meet the provisions of the five-year program to arrive at the authorized quota at the end of FY 34. The completion of this procurement program was contingent upon funds being provided by Congress from year to year.

Beginning with those classes of seamen second class to start preliminary flight training in June 1929, and applying to all subsequent classes, the training at the reserve bases consisted of elimination flight training only designed to determine the student's aptitude for flying. About 50 percent qualified for advanced training and these students, after one to three hours of solo, were sent immediately to NAS Pensacola, where they were placed in classes with the regular Navy flight students to take the complete course leading to designation as Naval Aviators. Rigid requirements were adhered to in selecting candidates for training.

Upon completion of the course at Pensacola, the students were commissioned as Ensigns, Class A-V(G), USNR, and ordered to duty for one year with the aircraft squadrons of the fleet. At the end of this year, they were assigned to duty in an inactive status with an Aviation Fleet Division of the Naval Reserve, provided that they lived in the general vicinity of such a division and were in a position to maintain their efficiency by regular attendance at drills and the annual performance of a 15-day period of active duty for training.

Under the Naval Reserve regulations, it was intended that drills for Aviation Fleet Divisions would largely be devoted to carrying on flight operations as units. The drill periods for which retainer pay was received were devoted almost entirely to carrying out the terms of the annual syllabus for flight training of Fleet Naval Reserve aviators. While there were still many difficulties to be overcome, it was felt that great progress was being made

The O2C-1 Helldiver served as a multipurpose aircraft, operating as a fighter, dive-bomber and observer. The reserve force received these aircraft from the active fleet in 1931.



in the formation and training of an adequate Naval Aviation Reserve.

III. Gathering Steam, The 1930s

Fiscal Year 1931 saw the greatest improvement and progress made by the Naval Air Reserve in any single year since its reorganization in 1923. The morale was high and active enthusiasm was displayed by all units. Three factors were largely responsible for the advances that were made: procurement and delivery of service type aircraft; systematic and progressive methods of training for commissioned and enlisted personnel; and competition between units and bases for efficiency ratings resulting from inspections by the Naval Reserve Inspection Board.

Marine Corps Air Reserve squadrons were organized in those localities where the Naval Reserve air bases were located. During this year, 26,381 hours were flown by reserve activities. In addition, NAS Pensacola accumulated 10,018 hours in the instruction of reserve students for qualification and designation as Naval Aviators. No fatalities occurred during this period.

In FY 32, a standard list of machinery and tool equipment was authorized, and 32,500 hours were flown. The progress made by Naval and Marine Corps Reserve Aviation continued and the enthusiasm of the previous year was maintained by all units. The Naval Reserve Inspection Board paid the highest compliment considered possible to Naval Reserve Aviation when it stated in the annual report that Naval Reserve aviators were ready for mobilization duties and that the Naval Aviation Reserve was a very efficient organization.

During this period, many organized volunteer drills were held in addition to the pay drills allocated. These additional periods were required to provide adequate ground and flight training. Flying fields at Squantum and Great Lakes were improved and enlarged to permit night flight training, and New York, St. Louis and Minneapolis accomplished major overhaul of their aircraft for the first time. Many of the bases were also called upon to assist in many extracurricular activities, such as photographic expeditions, search and rescue, mosquito abatement flights, and

lighter-than-air operations.

The inspection board in 1932 also stated that the high state of efficiency was made possible by the method of selection of personnel, advanced flight training at Pensacola and active duty in the fleet. Total flight time for this year was 30,337 hours.

In the next two years, funds were drastically reduced and operations and syllabus flying suffered accordingly. The inspection board expressed the opinion that the reduced flight syllabus, which was less than 45 hours per pilot, was inadequate to maintain the proficiency of Naval Reserve aviators.

For the first time, all aviation bases accomplished complete major overhaul of aircraft and engines. Various federal relief administration agencies assisted materially in improving reserve flying fields. The inspection board held examinations of officers in navigation and radio and of all rated men in their respective ratings. Due to the drastic reduction in available funds, only 20,779 hours were flown during this year.

A Transitional Period

In 1934, the Naval Reserve was made up of three major classes: the Fleet Naval Reserve, the Merchant Marine Naval Reserve, and the Volunteer Naval Reserve. The first and third of these classes included aviation personnel.

The Fleet Naval Reserve consisted of officers and men in training or qualified for combat duty. The aviation group was organized into squadrons composed of definite numbers of officers and men. According to law, this class was expected to perform 15 days' active or training duty, with pay and allowances each year, and a stipulated number of regular drills during the year for each organization. The necessary training planes and equipment were assembled at Naval Reserve aviation bases in the custody of a small number of officers and men on year-round duty. There were 13 such bases in 1934 at which the Marine Corps as well as the Navy aviation reserve units received training. The designation of aviation officers in the Fleet Reserve was A-F (aviation flight officers) and, as of September 30, 1934, there were 257 who carried this designation. Enlisted men in the Fleet Reserve did not have a

specific designation denoting aviation duty.

The Volunteer Naval Reserve was composed of officers and men available for detail in the event of war in accordance with their individual qualifications. Drills and training duty were voluntary, but no compensation was paid for such duty. There were two main subdivisions of the Volunteer Naval Reserve: those individuals qualified for combat duty, in a degree similar to the Fleet Naval Reserve, and designated for general service (G); and those individuals available for specific technical and specialist duties, designated as specialists (S). The first group included reserve officers who served in WW I, former Navy officers and men, and Naval Aviators. All of these were eligible for organizations of the Fleet Naval Reserve, but lack of vacancies and residence at a distance from the location of the reserve unit prevented membership in the Fleet Reserve for this group.

The specialists included engineers of all types, lawyers, medical personnel, etc. Officers of the Volunteer Reserve available for general aviation service were designated A-V(G), aviation officers. There were 142 enrolled as of September 30, 1934. Aviation officers available for special service were designated: A-V(K), aviation ground officers; A-V(S), aviation officers; and A-V(T), aviation transport pilots. As of September 30, 1934, there were respectively 22, 109, and 55 officers enrolled in these categories.

Enlisted personnel in the Volunteer Reserve were likewise divided into classes. There were two aviation categories: V-2, volunteers associated with aviation organizations; and V-5. Naval Reserve Student Naval Aviation Pilots. The numerical strength of these two categories on September 30, 1934, was 345 and 17, respectively.

The mission of the Naval Reserve was "to procure, organize and train the officers and men necessary in the event of war." For planning purposes, it was considered that the forces of the Naval Reserve should be adequate to supplement the regular Navy to carry on for the first 120 days of any possible war. It was estimated that, after the first 120 days, training stations and special schools could turn out the numbers