

**In the name of the President of the United States,
the Commander, First Carrier Task Force, United States Pacific Fleet,
takes pleasure in presenting the NAVY CROSS to**

**LIEUTENANT LLOYD CLAYTON FLYNT
UNITED STATES NAVAL RESERVE**

for services as set forth in the following

CITATION:

“For distinguishing himself by extraordinary heroism in operations against the enemy while flying as section leader in a mission against an enemy Task Force in waters east of northern Luzon, Phillippine Islands, on 25 October 1944. In the face of an intense barrage of anti-aircraft fire of all calibers, he pressed home his dive bombing attack on an aircraft carrier without regard to personal safety. He released his bombs from a low altitude, scoring direct hits which caused fires and serious damage to the ship. His courage and skill were at all times inspiring and in keeping with the highest traditions of the United States Naval Services.”

/s/ M.A. Mitscher,
Vice-Admiral, U.S. Navy
Under Admiral Halsey, at Battle Off Cape Engano.

**UNITED STATES PACIFIC FLEET
Commander Second Carrier Task Force
PACIFIC FLEET**

In the name of the President of the United States, the Commander, Second Carrier Task Force, United States Pacific Fleet, presents the AIR MEDAL to

**LIEUTENANT LLOYD CLAYTON FLYNT
UNITED STATES NAVAL RESERVE**

for service as set forth in the following

CITATION

“For distinguishing himself by meritorious acts while participating in an aerial flight against enemy forces on 13 November 1944. Pressing home his dive bombing attack on an enemy cargo vessel in a harbor in the Phillippine Islands, in the face of intense anti-aircraft fire and with complete disregard for his personal safety, he scored direct hits with his bombs, causing the ship to sink. His coolness, skill, and courage were at all times in keeping with the highest traditions of the United States Naval Service.”

J.S. McCain
Vice Admiral, U.S. Navy

USS Enterprise CV-6

Awarded Presidential Unit Citation for action Dec 7 1941 - Nov 15 1942

Awarded Navy Unit Commendation for action Nov 19, 1943 -May 14, 1945

Enterprise was first ship to be awarded both commendations.

Air Group 20 assigned August 16 - Nov 23, 1944

CAG Daniel "Dog" Smith

VB20

20 Curtis SB2C Helldivers

CRR R Emmett Riera

LCDR Raymond E Model, eff Nov 10, 1944

2010 my reading of medals and insigna on his uniform coat at funeral, possesion grandson Gary rank stripes not photo, memory is one small stripe over two large indicating Lt Commander

top center NAVY PILOT WING

Ribbon Bars, Top Row, left to right:

Navy Cross, Distinguished Flying Cross, Air Metal with 3 stars

mid row:

Navy Unit Commendation, American Defense, Asiatic-Pacific with 3 stars

bottom row:

American Campaign, Philippine Liberation, WWII Victory

Medals left to right

Navy Cross, Distinguished Flying Cross, Air Metal

The Ouachita County Historical Quarterly,

Volume 39, Number 4, Summer 2008, pages 18 to 21, with photo on cover.

Dr. Lloyd Clayton Flynt, WWII Naval Hero

by Clara Freeland

This article is a summation of a radio interview conducted by Frank Holt of Little rock on the Welcome Home Show February 11, 1946, Station KARK. It was a program dedicated to our returning Arkansas veterans of World War II and broadcast each Monday night by Pfeiffer's Men's Store in Little Rock, AR in cooperation with the Arkansas American Legion and Veterans of Foreign Wars.

Lt. Lloyd Clayton Flynt was awarded the **Navy Cross**, the Air Medal and the Presidential(*sic*) Unit Citation for his outstanding work as the pilot of a Navy Helldiver aboard the Enterprise, one of America's largest aircraft carriers. He was a native of Lonoke, Arkansas. During his tour of duty in the Pacific, **Lt. Flynt was credited with helping sink two Jap aircraft carriers and a 7,000 ton Jap ship supplying Manila Bay.** He helped pave the way for the invasions of Iwo Jima, Okinawa, and the Philippines.

Lt. Flynt graduated from Teachers College in Conway in 1941 and join the Navy to become an aviation cadet. Three years later he boarded teh Enterprise in Pearl Harbor. Their destination was Iwo Jima. At that particular time there weren't many Jap fighter planes in the area, however the flak over Iwo was pretty thick. During the first few days of operation, we lost a large number of planes. There were four aircraft carriers in on the attack. Each raid included about 250 planes. They scattered out and hit every spot that appeared to be a military objective. With all the flak popping, the dive bombers didn't hang around long afer hitting their target. Lt. Flynt flew in the last position as tail-end Charley. After they dropped their bobs, they would rendezvous about 10 miles from the target. On just about every mission he was the last to drop his bombs and was the first to reach the rendezvous point.



03/06/2010

At this point of the interview Lt. Flynt was asked to describe a typical deck landing.

“On the Enterprise, there were usually about 75 planes to be landed. With precision landing, it takes 30 minutes to bring in these planes. You see, groups of six planes each circle over the ship. The first group circling to land is anywhere from 50 to 30 feet [sic - *more likely 500 to 300 feet*] above the ship. Then, at a comfortable distance above this group, the next group of six planes is circling in the same direction. An so on. There are about 12 groups stacked on top of the other. As the first six planes land, the next six drop down and prepare to land. Ideal landing conditions specify a plane to hit the deck every 35 seconds. It’s strictly a precision operation. In fact, I think it’s the prettiest maneuver in the entire Navy. Everbody has to be on the ball. Our group spent two weeks in September of 1944 bombing the Palau group of islands. During one of these raids, a 40 mm explosive hit my hydraulic oil tanks and covered my canopy with grease. I knew landing was going to be difficult. When it came my time to land I grabbed a handkerchief, wiped off my goggles and stuck my head out the cockpit. But at the crucial moment, I lost sight of the signal officer on deck, so I zoomed into the air for another try. On the second try, about the same thing happened, but I set her down on the deck and trusted to luck. It was a close call. My bombay doors wouldn’t close due to the lack of hydraulic fluid and I had a hard time getting my wheels down, but I made it in okay.”

Their next major operation was the softening up of Okinawa. When they first flew over that island, it looked so much like California. “I hated to drop bombs on it. It has the same rolling terrain and the same type of agriculture. At least it looked that way from the air.”

“We caught the Japs off balance. They weren’t ready for us. You see, at that time, the Japs still held the Phillippines, and Okinawa was stopping-off point to keep the Philippines supplied. Our Job was to cut off supply communications.

Just after our stike on Okinawa and Formosa we began to see the Kamikazes. None ever reached the Enterprise while we were aboard. Our fighters did a magnificent job of destroying them before they got to the Big E.

The Kamikazes were considered hot stuff back in Japan. Our confidential information told us how a member of this corps had any wish granted during his last 30 days. Some even wanted to sleep in the Emperor’s palace. They strutted the streets in their Kamikaze robes. And then, just before the doomed Jap would take off on his suicide trip, they would hold his funeral at the airport and he would fly away in a blaze of glory.

The Kamikazes were attached to a Jap Betty bomber and flown within 50 miles of the objective. Then they were released from the mother ship and proceeded at tremendous speed under rocket power to the carrier or other targets. They would fly around six or seven hundred miles an hour [sic]. They would come in from about 25,000 feet so they had time to gather tremendous speed. Our carrier was more fortunate than our sister ship, the Franklin. and ...well...you know the rest of the story.

After Okinawa and Formosa, we dropped back for supplies and reserves. Because we had met so little opposition from the Jap Navy, the invasion of the Philippines was muled up a month. So about the first of October, we began softening up various points. We hit airfields, harbors and destroyed every ship we could find, but still no Jap fleet was in sight.

October 15th, D-Day, we gave close air support. We were relieved by some smaller carriers so our group could go out to sea and keep off any Jap carriers. Finally, on about October 22, our subs sent us news that the main Jap fleet was on the move. Immediately every plane was launched on reconnaissance missions. Our Air Group 20 contacted part of the Jap fleet south near Leyte. We hit a Jap battleship. About the same time, other flights had found the Japs to the north and the central area around the Philippines. We had to quit fighting at night, but we did keep in touch with the Jap fleet.

At daybreak nearly 1,000 planes were launched to assault the main force to the north. There were about 20 warships in that group. Our orders were to hit the Jap carriers first. The weather was perfect that morning. We divided up into groups of about 250 planes and headed for our objective. We were flying at 15,000 feet. The sky was blue and the ocean was calm. And then we sighted our targets. We could see four large Jap carriers. By that time the flak was breaking all around us. The smoke puffs were just about every color in the rainbow. It was certainly weird looking. If the Japs meant to scare us, they did.

The smoke obscured our vision somewhat. I finally sighted the carrier I was going after and we pushed over at 12,000 feet for our dive. We came in from the east so the rising sun would be in the eyes of the sons of the rising sun. That's about all I remember! I know we dived on the carrier from stern to bow and I dropped my two 1,000 pound bombs on the carrier, but how and when I did it...I don't remember!

We pulled out of our dive at about 1,500 feet. That left us some altitude to dive at the water on the other side of the ship. Until you reach the water's level, you cut every zigzag maneuver you can think of to keep out of fire. When you get down to about 15 feet over the surface of the water, you're pretty safe. You knew the Japs were so desperate, they shot 16 inch siege guns at groups of our airplanes!

We returned to the carrier and then that afternoon we returned and mopped up the ships still afloat. I got in on the kill of another carrier. That was some day! Between all the air power of the entire Task force 58, we destroyed the Jap fleet during that Leyte battle. I believe history will record it as the largest naval engagement in the world. That just about finished the naval war with the Japs in the Pacific.

Our next objective was to destroy all the supply ships we could find. It wasn't long until we got some real action along that line. We were still in the Philippines area. A reconnaissance pilot told us one day that more than 100 Jap supply were in the Manila Bay. I never shall forget that day we hit those supply ships. When we came in over the bay, you couldn't see anything but ships. They were everywhere! Our orders were for each man to pick a ship and bomb it at will. I found a 7,000 ton cargo ship and dropped 2,000 pounds of bombs right in her lap! Man, she certainly went down fast!

The next day when we came back to clean up the job, we could hardly see for the smoke, but there wasn't a ship to be seen. Most of them were on the bottom. After that I was on routine missions and finally sent back to the States to be trained as a fighter pilot. I didn't get back to the Pacific. Just as we were about to shove off from the west coast, the Nips threw in the sponge.

I was separated from the Navy in San Francisco on December 20, 1945."

Lieutenant Flynt returned to Little Rock and went to work for John Hancock Mutual Life Insurance Company. Later he and his wife moved to Dallas to attend dental school. Upon completion of dental school in 1949, he and his family moved to Camden to build their future. He retired after the death of his wife in 1986.

Dr Flynt loves to work in his shop building duck houses, bird houses, etc, to give to his friends and neighbors and continues to play golf twice a week at the age of 91 years old.

END of article by Ouachita County Historical Society.

A Plaque honoring Lt Flynt for his Navy Cross citation was erected and dedicated in Camden 2009.

WELCOME HOME

Lieut. Clayton Flynt!



LT. CLAYTON FLYNT.

TONIGHT it is our privilege to present Lieut. Clayton Flynt, Navy pilot who was awarded the Navy Cross, the Air Medal and the Presidential Unit Citation for his brilliant work as skipper of a Helldiver. Lt. Flynt was awarded the Navy Cross for helping sink two Jap carriers on the same day in the battle of Layte. His group, the famous Air Group 20, was attached to that historic carrier the Enterprise—better known as the "Big E." Although his carrier was under countless attacks from Jap suicide planes, none hit the Big E. Lt. Flynt was awarded the Air Medal for sinking an 8,000-ton Jap supply ship in Manila Bay. Here is a story of air adventure and excitement you'll want to hear. Hear how Navy flyers lived under combat conditions; hear all the exciting details of air war at its full fury. Be sure to tune in Welcome Home tonight!

Tonight—Hear "Welcome Home"

KARK -- 6:30 p. m.

"Welcome Home" Is Sponsored Each Monday Evening By

Pfeifers
of Arkansas



National Personnel Records Center

Military Personnel Records, 9700 Page Avenue St. Louis, Missouri 63132-5100

August 10, 2011

ARTHUR BOWIE
1603 SW 2ND
BENTONVILLE, AR 72712

CHARGE # 4572
15 AUG 2011
NPRC Accession Problem
#60

Rec'd 8/15/11

RE: Veteran's Name: FLYNT, Lloyd Clayton
SSN/SN: *****633
Request Number: 1-9538823214

Service Number
407 55 10

Dear Sir or Madam:

Thank you for contacting the National Personnel Records Center. We have located military records for the veteran named above. The archival Official Military Personnel File (OMPF) is a record in the legal custody of the National Archives and Records Administration; access to this record will be granted by providing a copy of the file.

The charge for reproducing this OMPF is shown on the attached '**Order for Archival Record Reproduction Services**' form. Please return this form with your payment within 30 days. Once payment is received, the photocopies will be mailed to you. If payment is not received within this period, we will assume that you no longer desire a copy of this OMPF and your request will be closed automatically without further notice.

As an alternative to purchasing copies of the record, you may view the original OMPF in our archival research room located at the National Personnel Records Center, 9700 Page Avenue, St. Louis, MO 63132-5100. **Before your visit, please call (314) 801-0850 to schedule an appointment.**

In addition, we have located other non-archival records in our holdings that are still in the legal custody of the military service department that created the records. Access to non-archival records is granted in accordance with the provisions of the Privacy Act and the implementing regulations of the Department of Defense and the military departments. We are providing the releasable military service information based on restrictions imposed by the military services consistent with Department of Defense regulations and the provisions of the Freedom of Information Act and the Privacy Act of 1974. Releasable information has been transcribed, photocopied, or a combination of both, in order to comply with your request. ✓

If additional information is needed, the Privacy Act of 1974 requires the written consent (signature) of the individual to whom the record pertains. If the individual is deceased, we must have the written consent of the next of kin and proof of death. The next of kin is defined as: unmarried widow or widower, son, daughter, father, mother, brother or sister. The following are acceptable forms of proof of death:

Navy Cross
DFC
Academic
3 Stars
Photo

- Death certificate
- Newspaper article (obituary) or death notice
- Coroner's report of death
- Funeral director's signed statement of death
- Verdict of coroner's jury
- If death occurred outside the United States, any document similar to one of the preceding five, or a report of death signed by a United States consul or other agent of the State Department.

If you have questions or comments regarding this response, you may contact us at 314-801-0800 or by mail at the address shown in the letterhead above. If you contact us, please reference the Request Number listed above. If you are a veteran, or a deceased veteran's next of kin, please consider submitting your future requests online by visiting us at <http://vetrecs.archives.gov>.

Sincerely,



JANA HOUSTON
Team C
Reference Core Four



**We Value Our
Veterans' Privacy**
*Let us know if we have
failed to protect it.*

Enclosure(s)

INFORMATION RELEASABLE UNDER THE FREEDOM OF INFORMATION ACT**NAME:**

Lloyd Clayton Flynt

BRANCH OF SERVICE AND SERIAL/SERVICE NUMBER(S):

United States Naval Reserve / 407 55 10 / 114241

DATES OF SERVICE:

Enlisted: March 26, 1941 to April 12, 1942

Officer: April 13, 1942 to October 27, 1955

Active Duty: June 24, 1941 to February 9, 1946

DUTY STATUS:

Discharged

RANK/GRADE:

Lieutenant Commander

SALARY:

N/A

SOURCE OF COMMISSION:

Presidential Appointment

PROMOTION SEQUENCE NUMBER:

N/A

ASSIGNMENTS AND GEOGRAPHICAL LOCATIONS:

Naval Air Station, Corpus Christi, TX//Naval Air Station, Pasco, WA//VB-20//VBF-151//VBF-8282//VF-56, Naval Air Station, Dallas, TX//VF-104, Naval Air Station, Dallas, TX

MILITARY EDUCATION:

Flight Training, Corpus Christi, TX

DECORATIONS AND AWARDS:

Navy Cross//Distinguished Flying Cross//Air Medal w/ Numeral 4//World War II Victory Medal//American Campaign Medal//Asiatic-Pacific Campaign Medal w/ 3 Bronze Service Stars//Philippine Campaign W/ 2 Stars//Navy Unit Commendation//

TRANSCRIPT OF COURT-MARTIAL TRIAL:

Not in file

PHOTOGRAPH:

See attached

PLACE OF ENTRY:

New Orleans, LA

PLACE OF SEPARATION:

Washington, DC

FOR DECEASED VETERAN ONLY**PLACE OF BIRTH**

Lonoke, AR

DATE OF DEATH

n/a

LOCATION OF DEATH

N/A

PLACE OF BURIAL

N/A

NOTE: N/A denotes information is not available in the veteran's records

Rec 8/15/11

RC

Prepared - - 20 September 1 5

11 OCT 1946
Signed

The President of the United States takes pleasure in
presenting the NAVY CROSS to

LIEUTENANT LLOYD CLAYTON FLYNT
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For extraordinary heroism as Pilot of a Dive Bomber and Section Leader in Bombing Squadron TWENTY, attached to the U.S.S. ENTERPRISE, during action against units of the Japanese Fleet in the Battle for Leyte Gulf, October 24, 1944. A bold and intrepid airman, Lieutenant Flynt gallantly led his section in a dive-bombing attack on one of the aircraft carriers and, defying the withering barrages of antiaircraft fire, dived low over the maneuvering warship to release his bombs at perilously low altitude and score direct hits which started fires and contributed materially to the infliction of extensive damage on the Japanese vessel. His superb airmanship, inspiring courage and unwavering devotion to duty reflect the highest credit upon Lieutenant Flynt and the United States Naval Service."

For the President,

JAMES FORRESTAL

Secretary of the Navy

Copy to:
Pers 101
Public Relations, Navy Dept.
DCNO

Ref: Com1stCarTaskFor 055 of 1/20/45

FITNESS REPORTS

Finished Filed Pers-101T

2 FEB 1948

mm flw Prepared 14 Jan 47 signed-----

The President of the United States takes pleasure in presenting the **DISTINGUISHED FLYING CROSS** to

LIEUTENANT LLOYD CLAYTON FLYNT
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For heroism and extraordinary achievement in aerial flight as Pilot of a Bomber Plane in Bombing Squadron TWENTY, attached to the U.S.S. ENTERPRISE, during operations against enemy Japanese forces in the Western Pacific War Area from October 15 to November 13, 1944. Completing his twentieth mission during this period, Lieutenant Flynt contributed materially to the success of his squadron in the infliction of damage on the enemy. His courage and devotion to duty in the face of hostile antiaircraft fire were in keeping with the highest traditions of the United States Naval Service."

For the President,

Copy to:
Public Relations, Navy Dept.
Ref: comairforpac sr 8279
all hands pers lol h
citation only

John L. Sullivan

Secretary of the Navy

oo-114241
(PEC)

Prepared 1/27/47

Signed _____

13 FEB 1947

The President of the United States takes pleasure
in presenting the AIR MEDAL to

LIEUTENANT LLOYD CLAYTON FLYNT
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For meritorious achievement in aerial flight as Pilot of a Dive Bomber in Bombing Squadron TWENTY, attached to the U.S.S. ENTERPRISE, during operations against enemy Japanese forces in the Philippine Islands Area, November 13, 1944. Leading his section in a strike against enemy shipping in Manila Harbor, Lieutenant Flynt pressed home his dive-bombing attack in the face of intense antiaircraft fire and succeeded in scoring direct hits on a Japanese cargo vessel, which later sank. His devotion to duty was in keeping with the highest traditions of the United States Naval Service."

Copy to:
Pers 101
Public Relations, Navy Dept.

For the President,

Ref: Com2ndCarTasFor Ser. 0893

JAMES FORRESTAL

Secretary of the Navy

FINISHED
Finished Filed Pers-101

2 FEB 1948

00 14 flw prepared 14 jan 48 signed-----

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of the Second Air Medal to

LIEUTENANT LLOYD CLAYTON FLYNT
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For meritorious achievement in aerial flight as Pilot of a Bomber Plane in Bombing Squadron TWENTY, attached to the U.S.S. ENTERPRISE, during operations against enemy Japanese forces in the Western Pacific War Area from September 1 to 10, 1944. Completing his fifth mission during this period, Lieutenant Flynt contributed materially to the success of his squadron in the infliction of damage on the enemy. His courage and devotion to duty in the face of hostile antiaircraft fire were in keeping with the highest traditions of the United States Naval Service."

Copy to:
Public Relations, Navy Det
Ref: comairpac ser 8279
citation only allhands pers lol H

For the President,

John L. Sullivan

Secretary of the Navy

00 flw Prepared 14 jan 48 signed-----

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of the Third Air Medal to

LIEUTENANT LLOYD CLAYTON FLYNT
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For meritorious achievement in aerial flight as Pilot of a Bomber Plane in Bombing Squadron TWENTY, attached to the U.S.S. ENTERPRISE, during operations against enemy Japanese forces in the Western Pacific War Area from September 11 to 13, 1944. Completing his tenth mission during this period, Lieutenant Flynt contributed materially to the success of his squadron in the infliction of damage on the enemy. His courage and devotion to duty in the face of hostile antiaircraft fire were in keeping with the highest traditions of the United States Naval Service."

Copy to:
 Public Relations, Navy Dept.
 Ref: comirpac ser 8279
 citation only
 all hands pers lol H

For the President,

John L. Sullivan

Secretary of the Navy

2 FEB 1948

00 flw Prepared 14 Jan 48 signed-----

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of the Fourth Air Medal to

LIEUTENANT LLOYD CLAYTON FLYNT
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For meritorious achievement in aerial flight as Pilot of a Bomber Plane in Bombing Squadron TWENTY, attached to the U.S.S. ENTERPRISE, during operations against enemy Japanese forces in the Western Pacific War Area from September 14 to October 10, 1944. Completing his fifteenth mission during this period, Lieutenant Flynt contributed materially to the success of his squadron in the infliction of damage on the enemy. His courage and devotion to duty in the face of hostile antiaircraft fire were in keeping with the highest traditions of the United States Naval Service."

For the President,

Copy to:
Public Relations, Navy Dept.
Ref: comairpac ser 8279
citation only
all hands

John L. Sullivan

Secretary of the Navy



