

Advocates for Harvard ROTC

Telephone: (978) 443-9532
Email: pemusnr@hotmail.com
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11 Munnings Drive
Sudbury, Mass. 01776

From: Captain Paul E. Mawn USN (Ret.)
To: Advocates for Harvard ROTC
Subject: **Crimson Aviators**

GALLERY OF HARVARD AVIATORS

1. HARVARD COLLEGE AVIATORS by CLASS

1900

Colonel Raynal Bolling US Army (Air Service) **Distinguished Service Medal, Legion of Merit & Legion d'Honneur**
[Killed in Action]



Raynal was born in Hot Springs, Arkansas in 1887. He attended the Penn Charter School in Philadelphia prior to Harvard College and later Harvard Law School (1902). He was a lawyer in New York City with the Wall Street law firm of Guthrie, Cravath & Henderson, which eventually became Cravath, Swaine & Moore, one of the largest law firms in the world. Raynal later joined the legal department of US Steel Corporation and within a few years he was named the General Solicitor. He joined the NY National Guard in 1907 and moved with his new wife to a magnificent estate in Greenwich, CT. An adventurous spirit, he took interest in flying and became a qualified pilot. He organized the 1st National Guard flying unit and helped to recruit & train many of the earliest US fighter pilots. Within 10 years, Raynal had been promoted to major and joined the regular US Army shortly before the US entered World War I. He was soon appointed Assistant Chief of the Air Service in the Signal Corps.

Due to his legal experience, he was chosen to draft a bill for Congress to authorize air service production. Raynal was quickly promoted to colonel and sailed to Europe in June 1917 to study aviation services as head of the Bolling Aeronautical Mission to Europe. He later assumed tactical command of American air units scheduled to deploy on the British front. In March 1918 near the front line in the vicinity of both Ameins and Estrees in France, he was ambushed and killed in his car by Germans. Bolling Air Force Base in the Washington DC area was named for him in recognition to his many contributions to the war effort. His Distinguished Service Medal citation reads: *"The President of the United States of America, authorized by Act of Congress, July 9, 1918, takes pride in presenting the Army Distinguished Service Medal (Posthumously) to Colonel (Air Service) Raynal Cawthorne Bolling, United States Army Air Service, for exceptionally meritorious and distinguished services to the Government of the United States, in a duty of great responsibility during World War I. Colonel Bolling's service to the United States Aviation was distinguished for an accurate and comprehensive grasp of aviation matters; for a sound and far-sighted conception of the measures needed to establish an efficient American Air Service in Europe; for initiative and resourcefulness in attacking the problems of a young Air Service; for brilliant capacity in arranging affairs with foreign governments, for boldness and vigor in executing determined policies. In all these, Colonel Bolling has rendered service of great value to the Government."*

1908

Lt.(j.g.) Ralph Lane Loomis US Navy (Naval Aviation - Attached to the Northern Bombing Group) **Navy Cross**. He enlisted as a private in the French Foreign Legion in July 1917. He subsequently was transferred to French Aviation Service and detailed to various French Military Aviation schools. He was honorably discharged from French Army and immediately commissioned as an ensign in the US Naval Reserve and assigned to US Naval Air Station, Dunkerque, France. His Navy Cross citation reads: *"For distinguished and heroic services as an aviator in an aeroplane engaged in active operations with the Allied Armies on the Belgian Front during September, October and November 1918, bombing enemy bases. Aerodromes, submarine bases, ammunition dumps, railroad junctions etc."* He then returned United States in September 1918 and was released from active duty in July 1919.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1908 continued)

Sous Lt. Norman Prince French Army (Lafayette Squadron # 124 - Founder and CO) **Legion d'Honneur [KIA]**



Lt. Prince was from Massachusetts and graduated from Groton, Harvard College cum laude and later Harvard Law School in 1911. After practicing law in Chicago for a few years, he enlisted as a private in the French Foreign Legion and later received aviation training at French Army flight schools. After 1½ years, he was a brevetted pilot and promoted to sergeant assigned to Squadron # 124 which he founded and later named as the *Lafayette Squadron*. On his death bed, he was commissioned Sous Lieutenant by French Aviation Service in October 1916 after receiving mortal wounds from an accident while returning from a bombing mission to Germany. Norm became Aviation Ace who was officially credited with the destruction of five enemy airplanes. For his heroism, he was awarded the French **Médaille Militaire** & the **Croix de Guerre**.

1911

Captain James N. Hall US Army (3rd Pursuit Group, 1st Army) **Distinguished Service Cross & Legion d'Honneur**



James initially enlisted as a private in the 9th Battalion, Royal Fusiliers (British Army) in August 1914. In December 1915, he then enlisted as a private in the French Foreign Legion and later received aviation training at French Army schools. After 1½ years, he was assigned to Squadron N124 (Lafayette Squadron) as a brevetted pilot when he was then shot down and wounded. He subsequently transferred to the Squadron Spad 112 and Squadron N 124 when he was promoted to sergeant in December 1917. Jim was then honorably discharged for the Foreign Legion in February 1918 and immediately commissioned as a captain in the US Army (Aviation Section of the Signal Corps) and assigned to the 103rd Squadron. Captain Hall was again wounded and then taken a prisoner of war for over 8 months before his release after the end of the war. He participated in the following engagements: Aisne, Verdun, Vosges and Champagne sectors. He is officially credited with the destruction of three enemy airplanes.

His DSC citation reads: “On March 1918 while leading a patrol of three, Captain Hall attacked a group of five enemy fighters and three enemy two-seaters, himself destroying one and forcing down two others in a fight lasting more than twenty minutes”. He was also awarded several other French military awards before he returned to the US where he was discharged in March of 1919.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1914

1st Lt. Charles Warner Plummer US Army (88th Aero Squadron)

Distinguished Service Cross [*Killed in Action*]



He was born in New Bedford, MA in 1890 and grew up in nearby Dartmouth, MA as the oldest of 4 brothers whose father graduated from Harvard in 1888. His great uncle was Harvard class of 1884 who died in France 2 weeks after the armistice as the 3rd oldest Harvard alumnus to die in the World War. Part of his preparation for college was at the Morristown School in NJ under the tutelage of his father's Harvard classmate. After graduating from Harvard, he worked for the Northwest Mutual Life Insurance Company in Boston and simultaneously served in Battery A of the Massachusetts Field Artillery. He was activated for service on the Mexican Border and was federalized and commissioned as a 2nd Lt. in July 1917 and sailed for France 2 months later. He was transferred to the aviation service in January 1918 and was trained in several French aviation schools as an aerial observer. He was awarded the Croix de Guerre by Marshall Petain who wrote in the citation: "July 24, 1918, while protecting a group of aviators over the enemy line, he (i.e. engaged in a combat with several German planes. During the combat, he received more than 30 bullets in his plane but continued to fire and succeeded in beating off his adversaries." He participated in the Vesle sector (Fismes) where he was **Killed in Action** on 11 August 1918 in a hazardous photographic mission with other planes in his squadron over the

enemy's line. He aided in driving off the over a dozen German planes and was materially responsible for the successful execution of the photographic mission. However, he was shot down and killed when attacked by 5 German planes. His DSC citation signed by General John Pershing USA states: "2nd Lt. Charles W. Plummer, Observer 101st F.A. distinguished himself by extraordinary heroism in connection with military operations against an armed enemy of the United States at Fismes, France on 11th August 1918 and in recognition of his gallant conduct, I have awarded him in the name of the President, the Distinguished Service Cross."

1915

Col. Charles R. Codman US Army (96th Aero-WWI & 3rd Army-WWII)– **Silver Star, Croix de Guerre & Purple Heart**



Charles was born in Boston in 1893 to an old and wealthy New England family. His father was an Army colonel, commanding officer of the Mass 45th Infantry during the Civil War, a US congressman for Massachusetts & President of the Harvard Board of Overseers. After College, he enlisted as an ambulance driver in the American Field service section for a year with the French Army on the fronts at Alsace, Voeges and Verdun. In April of 1917 when the US entered WWI, Charles enlisted into the US Army and then was appointed as a sergeant in the Aviation section of the Signal corps. After flight training at MIT, he sailed for France in October 1917 and was commissioned as 1st LT. After further light training he was assigned to the 1st Day Bombardment Group of the 96th Area Squadron where he was involved in extensive aviation combat operations in the Saint-Mihiel offensive and was credited with the destruction of 3 German planes. Charles was a prisoner of war for 3 months until the end of hostilities before returning to the US in December 1918 and was released from active duty the following month.

After World War I, Charles split his time between Boston

as a real estate manager and in France as a wine buyer. Charles was in France on a wine buying trip when Nazi German invaded. And he escaped to Lisbon buy getting the last plane out of Bordeaux. In 1942, he again volunteered to serve in the US Army and was called back to active service as a major. Since he was fluent in French, he was assigned as translator in headquarters unit for Operation Torch which was the Anglo-American invasion of French North Africa. In the latter stages of this campaign, he met General Patton who asked Charles to serve as his aide-de camp which he did for the rest of the war. He was promoted to full colonel and released from active duty for the 2nd time in late 1945 when he returned to his real estate business in Boston. His only child, 1st Lt Charles Codman USA was also a combat veteran of Normandy who married the great, great, grandniece of Napoleon Bonaparte in July 1946 before he mysteriously died in Paris a month later. Lt. Codman was cited follows by General Pershing "For gallantry in action near Conflans, France while on a bombing expedition" His Croix de Guerre citation reads: "Belonging to a bomber squadron that was entirely slaughtered on September 17th, 1918 in the German lines, (he) was wounded and (later) taken prisoner. Distaught and the lone survivor of a squadron of six planes, (he had) succeeded with his mechanic to kill in the course of his perilous mission three German planes and before crashing in the vicinity of Conflans"

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1916

Captain Ralph B. Bagby US Army (88th Aero Squadron, 1st Army)

Distinguished Service Cross.

He previously was in Field artillery and attached for several months with the 4th French Army. He later joined the 3rd Corps Observation Group and participated in the following engagements: Champaign- Marne defensive, Marne-Aisne, Aisne-Oise, Saint-Mihiel and Meuse –Argonne offensive. He is credited with the destruction of one enemy airplane. His DSC citation reads: *“For extraordinary heroism in action near Tilly, France on 2 November 1918. Lt. Bagby with 1st Lt. Louis Bernheimer, pilot, on their own initiative, went on a reconnaissance mission, flying 50 kilometers behind German lines, securing valuable information as to the condition of bridges across the Meuse River and enemy activity in the back areas and also harassing enemy troops”*. He returned to the US in 1919 and remained on active duty for several more years.



2nd Lt. William K. Emerson US Army (12th Aero Squadron)

Croix de Guerre & Purple Heart **[Killed in Action]**



He was born in New York City in 1894 and prepared for Harvard at the Middlesex School. At Harvard, he was on the football team and crew as well a member of the Hasty Pudding Institute of 1770 & the Spee Club. In the summer of his junior year, he served with the American Field Service on the front lines in France. In January 1916, Bill returned to Harvard and graduated with his class but returned to France in January 1917 and reenlisted in the American Field Service where he received the *Croix de Guerre* for conspicuous bravery while evacuating wounded under fire near Monastir, France. At the end of the 1917, he was in Serbia and then returned to France where he was successful in getting commissioned as a 2nd Lt. in the US Army Field Artillery. After artillery training and a brief time in 15th Field Artillery, he transferred to the 12th Aero Squadron as an artillery observer. On his first flight near Toulon (France), Lt. Emerson was shot down and died as a result.

Lt. (j.g.) David Edward Judd US Navy (Naval Aviation - Attached to the Northern Bombing Group)

Navy Cross

He was an ambulance driver in the American Field Service with French Army on Argonne and Champagne fronts from January to July 1917. He then enlisted as a private in the French Foreign Legion in July 1917. He subsequently was transferred to French Aviation Service and trained at the aviation schools of Avord, Pau, and Le Plessis-Belleville. Upon graduation in October 1917, David was brevetted as a pilot and assigned to Squadron Spa 73 (Lafayette Flying Corps). He was honorably discharged from French Army in January 1918 and immediately commissioned as an ensign in the US Naval Reserve and assigned to US Naval Air Station, Dunkerque, France. A month later, again transferred to the Northern Bombing Group. His Navy Cross citation reads: *“For distinguished and heroic services as an aviator in an aeroplane engaged in active operations with the Allied Armies on the Belgian Front during September, October and November 1918, bombing enemy bases. Aerodromes, submarine bases, ammunition dumps, railroad junctions etc.”* His combat engagements were in the Aisne and Verdun fronts. He then returned United States in September 1918 and served as flight instructor until he was released from in February 1919.

Lt. David Percy Morgan US Navy (Northern Bombing Group)

Navy Cross

He enlisted in the NY Naval Militia and was activated at the start of the war and assigned to the USS Ohio. In January of 1918, he transferred to Naval aviation and was commissioned an ensign. His Navy Cross citation reads: *“Far distinguished and heroic service as an aviator in an aeroplane in active operation cooperating with the Allied Armies on the Belgian Front during September, October and November 1918, bombing enemy bases, aerodromes, submarine bases, ammunition dumps, railroad junctions, etc. attached to Northern Bombing Group”*. He returned to the US and was released from active duty early in 1919.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1917 (continued)

Lt. Charles Gray Little US Navy (Navy Aviator- dirigibles)

Navy Cross

He enlisted into the U. S. Naval Reserve in 9 May 1917 and was later promoted to 1st class Quartermaster (E-6). He was commissioned as an ensign on 31 October 1917 and then stationed at Naval Air Station, Akron, Ohio. He then sailed for overseas service on 13 November and assigned to Naval Air Stations at Rochefort and later Paimboeuf in France. On 5 January 1918, he was promoted to Lieutenant (junior grade) and transferred to U. S. Naval Air Station, Guipavas, France a few months later. On 1 October 1918, he was promoted to Lieutenant and posted to the U. S. Naval Aviation Office in Paris. He returned to United States on 5 January 1919 and assigned to Naval Air Station, Cape May, N.J. Two months later he returned to Europe to fit out U. S. Navy Airship R-38. His Navy Cross citation reads: *“For distinguished service in the line of his profession as Commanding Officer of a dirigible engaged in patrol and convoy flights in the War Zone, in which operations he did exceptional work, and pushed his flights to the limits of physical and material endurance”* He returned to the US and was released from active duty at the end of 1920.

1917

1st Lt. Thomas James Abemethy US Army (147th Aero Squadron, 1st Pursuit Group)

Distinguished Service Cross

He sailed for France in March 1917 and his engagements included: Champagne-Marne offensive, Marne-Aisne, Saint-Mihiel and Meuse-Argonne offensives. His DSC citation reads: *“For extraordinary heroism in action near Voubin, France on 15 July 1918. Lt. Thomas J. Abemethy, while on patrol duty attacked an enemy plane at close range, firing 100 rounds at a distance of 200 yards. He followed the Germans ship down and saw it fall out of control and as he turned he found enemy planes diving at him. Without hesitation he took the offensive and fired 200 rounds into the enemy ships at not more than 15 to 20 yards. He observed tracer bullets entering the bodies of the enemy aircraft but owing to the violence of combat he did not have time to observe if any of his foes were shot down. Fighting vigorously, he succeeded in dispersing the enemy shops and making a safe landing within his own lines, although his own engine and plane were almost shot to pieces”*. He also received the **Croix de Guerre**. In the middle of 1919, Tom returned to the US and was discharged from active duty.

1st Lt. Arthur Hadden Alexander US Army (96th Aero Squadron, 1st Day Bombardment)

Distinguished Service Cross

He sailed for France in August 1917 and was officially credited with the destruction of one enemy airplane. His DSC citation reads: *“For extraordinary heroism in action on 4 September 1918. While on a bombing expedition with other planes from his squadron, Lt. Alexander engaged in a running fight over hostile territory with a superior number of enemy battle planes from Friaerville to Lamorville, France. He was seriously wounded in the abdomen by machine gun bullets, and his observer was shot through the legs. Although weak from pain and loss of blood, Lt. Alexander piloted his plane back to his own airdrome and concealed the fact of his own injury until after his observer had been cared for.”* He returned to the US and was discharged from active duty in the February 1919.

1st Lt. Walter Lindsay Avery US Army (95th Aero Squadron, 1st Pursuit Group)

Distinguished Service Cross

He sailed for France in September 1917 and participated in the following engagements: Marne-Aisne offensive, Chateau-Thierry, Saint-Mihiel and Meuse-Argonne offensives. He was initially assigned to French Squadron No. 471 is credited with the destruction of 2 enemy airplanes and one balloon. His DSC citation reads: *“For extraordinary heroism in action north of Chateau-Thierry, France on 25 July 1918. While on his first patrol over the enemy’s lines, Lt. Avery attacked an enemy 2 seater biplane. While thus occupied, he was vigorously attacked by another enemy plane but with a quick turn, skillful maneuvering and accurate shooting, he drove the second plane to the American side of the line, where it crashed into the woods. Lt. Avery’s motor had been badly damaged by bullets but he made a successful landing in back of our line, where he learned that the enemy pilot who had been made a prisoner was a German ace credited with 16 victories. Lt. Avery’s conduct was especially commendable because his plane had been seriously damaged at the beginning of the combat.”* Lt. Avery was discharged from active duty in 1919 after his return to the US.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1917 (continued)

Major Charles Bassett Jr. US Navy (WW I: Dunkerque, France) & US Army Air Corps (WWII: Europe) **Navy Cross**



Charles was born in 1896 Washington, DC where he went to Central High School before entering Harvard. In May 1917, he enlisted in the US Army Aviation Section of the Signal Corps and was appointed a sergeant. A month later, he was honorable discharged by the Army and enlisted as private in the French Foreign Legion. After completing Legionnaire boot camp, he went to French flight school and subsequently was assigned to the Lafayette Escadrille Squadron as a corporal. In January 1918, he was released by the French Army to accept a commission as an ensign as a US Navy aviator and assigned to NAS Dunkerque (France). Six month later, he was sent to the Royal Air Force for the day bombing of German submarine bases at Ostende, Zeebrugge & Bruges. In September 1918, Cliff became an instructor at the Marine flying Field in Miami (FL) until his release from active duty in March 1919. In the civilian world, he was in the textile business as president of the Rayon Institute of America as well as assistant to the general manager of Fairfield Aircraft Corporation.

Four months before the outbreak of World War II, Charlie returned to active duty as a captain in the US Army Air Corps. He initially was assigned to the Ferrying Command and the 93rd Bombardment Group in Wright Field in Dayton (OH) until he flew to England in September 1941 as part of the 1st & 2nd Bombardment Wings of the 8th Air Force. He piloted numerous sorties in the European Theater of operation until November 1943 when he returned to the USA and received a medical discharge. Charlie's Navy Cross citation reads: *"The President of the United States of America takes pleasure in presenting the Navy Cross to Lieutenant Charles C. Bassett United States Navy(Reserve Force) for distinguished and heroic service as an Aviator of land planes attached to the Northern Bombing Group in active operations co-operating with the Allied Armies on the Belgium front during September, October and November 1918 bombing, enemy bases, aerodromes, submarine basis, ammunition dumps and railway junctions.*

Captain John Mitchell US Army (95th Aero Squadron- Commanding Officer)

Distinguished Service Cross

He participated in the following engagements: Toulon front, Chateau-Thierry; Saint-Mihiel and Meuse- Argonne offensives. He is credited with the destruction of one enemy airplane. His DSC citation reads: *"For extraordinary heroism in action near Beaumont, France on 27 May 1918. Seeing three enemy planes flying east of Apremant at 2,500 meters, Captain Mitchell unhesitatingly attacked the three machines, which were in close formation, despite the fact that a fourth hovering above threatened to close in and join the enemy formation. He succeeded in shooting down the enemy machine, which proved to be a biplane returning from an important mission".* He was also awarded the **Croix de Guerre** and returned to the US where he was released from active duty in February 1919.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1917 (continued)

Captain Doug Campbell US Army (94th Aero Squadron) **5 Distinguished Service Crosses** & the **Croix de Guerre**.



He was born in San Francisco, CA and initially sailed for France in July 1917. He participated in many engagements on the Toulon front & was wounded in June 1918. Doug returned to the US for recuperation and again returned to France in November 1918. Captain Doug Campbell was an Ace in World War I and officially credited with the destruction of 6 enemy planes. He was in the same squadron as Medal of Honor recipient and top American Ace, Captain Eddie Rickenbacker. His DSC citation is: *"For extraordinary heroism in action on 19 May 1918. He attacked an enemy biplane at an altitude of 4,500 meters, east of Flirey, France. He rushed to attack, but after shooting a few rounds his gun jammed. Undeterred by this accident, he maneuvered so as to protect himself, corrected the jam in mid air and returned to the assault. After a short, violent action, the enemy plane took fire and crashed to the earth."* In addition, one bronze oak leaf is awarded Lt. Campbell for the additional DSC citation for each of the following acts of heroism in action. On 17 May 1918, he encountered 3 monoplanes at the altitude of 3,000 meters over Montsec, France. Despite superior strength of the enemy, he promptly attacked and fighting a brilliant battle, shot down one German machine, which fell in 3 pieces and drove the others well within enemy lines. On 28 May 1918, he saw 6 German Albatross aeroplanes

On 28 May 1918, he saw 6 German Albatros aeroplanes flying towards him at an altitude of 3,000 meters near Bois Rata, France. Regardless of personal danger he immediately attacked and by skillful maneuvering and accurate operation of his machine gun, he brought one plane down in flames and drove the other 5 back to their own line. On 31 May 1918, he took the offensive against 2 German planes at an altitude of 2,500 meters over Lironville, France, shot down one of them and pursued the other far behind German lines. On 5 June 1918, accompanied by another pilot, he attacked 2 enemy battle planes at the altitude of 5,700 meters over Elpy, France. After a spirited combat, he was shot through the back by a machine gun bullet, but in spite of his injury he kept on fighting until he had forced one of the enemy planes to the ground where it was destroyed by artillery fire and had driven the other plane back into its own territory". He returned to the US in 1919 and was then discharged from active duty.

Lt. (j.g.) George Thomas Roe US Navy (Naval Aviation - Attached to the (British Royal Flying Corps) **Navy Cross**
He enlisted as a seaman 2nd class in May 1917 and assigned to the Naval Aviation attachment at MIT. After flight school at Pensacola (FL), he received his wings of gold as a Navy aviator and commissioned as ensign. After sailing to Europe in January 1918, he was assigned to fly with the Royal Air Force in the UK. He was shot down and was a prisoner of war from May to December 1918. After the war, he was transferred to the US Naval Air station near Cork, Ireland for a few months before returning to the US in February 1919. He finished his Harvard degree in 1920 but died while on active duty in San Diego (CA) in May 1921. His Navy Cross citation reads: *"For distinguished service and extraordinary heroism as an Aviator attached to the British Royal Air force. Participated in many offensive patrols over the North Sea. On May 30th, 1918, the sea plane in which Ensign Roe was second pilot made a forced landing in the North Sea, owing to engine trouble. While the crew was engaged in making temporary repairs, five enemy sea planes appeared and opened fire. Ensign Roe and his companions heroically returned the fire and continued the fight until two of the crew had been killed and three were knocked overboard. After destroying their machine, the remaining survivors were picked up by the German sea planes and taken to the enemy base at Barken, where they were made prisoners of war."*

1st Lt. William James R. Taylor US Army (6th Balloon Company) **Distinguished Service Cross**
He sailed for France in August 1917 and was attached to the 26th Balloon Company of the French Army. He was later transferred to the 6th Balloon Company. He participated in the following engagements: Toulon front, Saint-Mihiel and Meuse- Argonne offensives. His DSC citation reads: *"For repeated acts of extraordinary heroism in action near Malancourt and Montfaucon, France from 26 September to 10 October 1918. On September 26th, while conducting an important observation, Lt. Taylor was twice attacked by enemy planes. He would not jump from his balloon because of the valuable work he was doing for the infantry, although he was at all times in danger of losing his life from incendiary bullets. On 3 October near Montfaucon, Lt. Taylor was attacked but refused to leave until his balloon caught fire. Again on 6 October, he was attacked and forced down in his parachute. On 10 October, while he was conducting an important observation, an enemy patrol hovered over his balloon; he refused to jump until attacked at close quarters. His heroic devotion to duty was an inspiration to the officers and men of his company"*. He returned to the US and released from active duty in January 1919.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1918

Lt. (j.g.) Alfred Gardner US Navy (Naval Dirigible Squadron)

Navy Cross

He sailed overseas on October 1917 and was attached to the Royal Naval Air station in Cranwell, England. His citation reads: "*For distinguished service in the line of his profession as Commanding Officer of a dirigible engaged in patrol and convoy flights in the War zone, in which operations he did exceptional work, pushing his flights to the limit of physical and material endurance and upon one occasion broke all records for the length of flight for this type of aircraft*". He returned to the US and was discharged from active duty after the end of the war in late 1918.

Captain James Knowles Jr. US Army (95th Aero Squadron, 1st Pursuit Group)

Distinguished Service Cross

He sailed for France on July 1917 where his combat engagements included: Toulon front, Chateau-Thierry; Saint-Mihiel and Meuse-Argonne offensives. He was an Ace and officially credited with the destruction of five enemy airplanes. His DSC citation reads: "*For extraordinary heroism in action near Montfaucon, France on 9 October 1918. While on a voluntary patrol over the enemy's lines Lt. Knowles observed three enemy Fokkers attacking one of our balloons. He unhesitatingly attacked and in a bitter combat that lasted for five minutes and he succeeded in bringing down one of the enemy planes in flames and driving off the others.*" He returned to the US and was released from active duty in June 1919.

Captain John Holme Lambert US Army (91st Aero Squadron)

Distinguished Service Cross

He was an ambulance driver in the American Field Service with French Army on Verdun and Champagne fronts from 19 March to 14 August 1917. While in France, he enlisted in the Aviation Section of the US Army Signal Corps and was later commissioned 1st LT in December 1917 and attached to 91st Aero Squadron. He is officially credited with the destruction of three enemy airplanes. His DSC citation reads: "*For extraordinary heroism in action near Stenay, France on 30 October 1918. While on a photographic mission in the vicinity of Stenay, his work being seriously interfered with by the fire of a formation of enemy planes, he temporarily discontinued his mission, attacked the formation and dispersed it, destroying one plane and seriously damaging another. He then returned to his objective, completed his mission, and returned with information of great military value.*"

Lt. Moseley Taylor US Navy (Naval Aviation - Attached to the Northern Bombing Group)

Navy Cross

He was commissioned as an ensign in the US Naval Reserve in October 1917 and sailed for France the following month where he was assigned to US Naval Air Station, Dunkerque, France. He was then transferred to Night Bombing School in Stonehenge, England & a few weeks later was detailed to 214th Squadron of the Royal Air Force (British), and later the US Northern Bombing Group in France. His Navy Cross citation reads: "*For distinguished and heroic service as an aviator in an aeroplane engaged in active operations operating with the Allied Armies on the Belgian Front while attached to Northern Bombing Group during September, October, and November, 1918, bombing enemy bases, aerodromes, submarine bases, ammunition dumps, railroads, etc.*" He then returned to the United States in December 1918 and served as flight instructor until he was released from active duty in January 1919

1st Lt. Chester Ellis Wright US Army (93rd Aero Squadron, 3rd Pursuit Group)

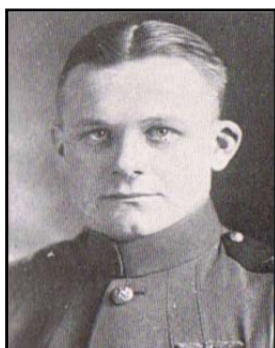
2 Distinguished Service Crosses

He sailed for France in November 1917, His combat engagements included: Toulon front, Marne offensive, Saint-Mihiel and Meuse-Argonne offensives. He was an aviation Ace and officially credited with the destruction of eight enemy air planes and one balloon. He also received the **Croix de Guerre** from France. His DSC citation reads: "*For extraordinary heroism in action near Beffu, France on 10 October 1918. He attacked an enemy observation balloon protected by four enemy planes and despite numerical superiority he forced the planes to withdraw and destroyed the enemy balloon.*" The citation for his 2nd DSC reads: "*A bronze oak leaf for extraordinary heroism in action near Bantheville, France on 23 October 1918. Accompanied by one other machine, he attacked and sent down in flames an enemy plane (Fokker type) that was attacking an allied plane. He was in turn attacked by three enemy plants. His companion was forced to withdraw on account of motor trouble. He continued the combat and succeeded in bringing down one of the enemy planes and forced the remaining two into their own territory*". He returned to the US and was discharged from active duty in the middle of 1919.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1919

Lt. Commander Arthur D. Brewer US Navy (various Dirigible [lighter than air] Squadrons)



Art was born in 1896 in Medford (MA) and graduated from Phillips Exeter before attending Harvard. As a college sophomore in May 1917, he also enlisted into the Navy. After boot camp, he reported to the Naval Aviation Detachment in Akron (OH). Art was commissioned as an ensign in June 1917 and 4 months later he sailed for France for duty at the US Naval Air Station at Paimbœuf (France) as a Naval aviator blimp pilot. In October 1918, he was transferred to the US Naval Air Station at Guipavas (France). After the end of the war, Art returned to the USA for duty in Naval Air Stations initially in Chatham (MA) and later Rockaway (NY) as a dirigible officer. After his release from active duty in May 1920, he went in the advertising business and later was the advertising manager for Ciba Pharmaceutical. Art was recalled to active duty as Lt. Commander in July 1942 as a blimp pilot in anti-submarine patrol based in Lakehurst (NJ) and later the Naval Air Station in Elizabeth City (NC).

1st Lt. Hugh Bridgman US Army (49th Aero Squadron, 2nd Pursuit Group)



Hugh was born in 1897 in Salem (MA) where he went to the local high school before Harvard. After his college sophomore year, he volunteered to be an ambulance driver in the America Field Service and worked with the French Army on the Argonne front. He then enlisted as a private 1st class in the US Army and was assigned to the Aviation Section of the Signal corps in September 1917. After flight school in France, he was commissioned as a 1st Lieutenant and in June 1918 he was initially assigned to the Lafayette Escadrille Spad 98, 21st Group in Chartres (France) and a few months later to the 49th Aero Squadron. Hugh participated in the following combat engagements: Château-Thierry, Champagne-Marne defensive, Marne-Aisne, Saint-Mihiel and the Meuse-Argonne offensives. He was credited with the destruction of 1 German airplane and received an official citation from General Pershing which read: "For distinguished and exceptional gallantry at Aincreville, France". He was returned to the USA and was released from active duty in March 1919 and became a Wall Street financial investor and advisor.

Lt. (j.g.) Addison Center Burnham Jr. US Navy (Naval Dirigible Squadron)

Navy Cross

He sailed overseas in August 1917. His Navy Cross citation reads:

"For distinguished service in the line of his profession as Commanding Officer of a dirigible engaged in patrol and convoy flights in the War zone, in which operations he did exceptional work, pushing his flights to the limit of physical and material endurance." He returned to the US and was released from active duty early in 1919.

Captain Hamilton Collidge US Army (94th Aero Squadron, 1st Pursuit group)

Distinguished Service Cross [KIA]



He was born in Chestnut Hill, MA in 1883 as one of 8 children of Joseph Randolph Collidge (H-1883) who had 4 of 5 sons on active duty in the war. His family had lived in Boston area for 10 generations. His great grandfather had married the granddaughter of Thomas Jefferson and many of his ancestors were Harvard graduates & clergymen. He prepped at Groton for Harvard where he was on the football and baseball teams. He belonged to the Hasty Pudding, Institute of 1770, DKE, AD and the Harvard Yacht clubs. He received his pilot license in the summer of 1916 after civilian training in Buffalo, NY. He enlisted in March 1917 and sailed to France in July 1917 on the same ship as his close friend of Quentin Roosevelt. He was commissioned a 1st LT on September 1918 and tested planes for a few months before joining a combat unit. He was designated an Ace with the official credited destruction of 5 enemy airplanes and 3 balloons. He participated in the following engagements: Marne-Aisne offensive, Champagne-Marne defensive, Vesle sector, Toulon, St. Mihiel offensive (Verdun) and the Meuse-Argonne offensive. As noted by General Pershing in

Captain Collidge's DSC citation. *"For extraordinary heroism in action near Grandpre, France on 27 October 1918. Leading a protection patrol, Captain Collidge went to the assistance of 2 observer planes which was being attacked by 6 German machines. Observing this maneuver, the enemy sent up a terrific barrage of anti-aircraft guns on the ground. Disregarding the extreme danger, Captain Coolidge dived straight into the barrage and his plane was struck and sent down in flames".*

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1919 (continued)

Lt. (j.g.) William Gaston US Navy (Northern Bombing Squadron) –

Navy Cross



Bill was born in Boston (MA) in 1896 and prepped at St Marks for Harvard. Bill's grandfather was a former mayor of Boston and governor of Massachusetts. His father (H-88) was a classmate of President Teddy Roosevelt at Harvard and a partner of the family law firm of Gaston & Snow. Bill was called to active duty in May 1917 and initially assigned to NAS Squantum (MA) before reporting to Hampton Roads (VA) where he commissioned as an ensign and later qualified as a Naval Aviator. After aerial gunnery school on Fort Worth (TX), Bill sailed for Europe in March 1918 with orders for duty with the Royal Naval Air Force (RNAS) at the Hornsea base (England). He was subsequently sent to the RNAS School of Navigation and Bomb Dropping in Stonehenge (England) where he later became an instructor. His next assignment in June 1918 was with the US *Northern Bombing Squadron* in France. From this duty station, he had temporary duty with the US Air Service in Milan (Italy) and the RAF Squadron 214 in France.

After Bill returned to the US in December 1918 and was released from active duty in February 1919, he then entered Harvard Law School where he received his LLB degree in 1923. After passing the Massachusetts Bar he became an assistant DA in the Boston area. He later worked with Lehman Brothers as well as a trial examiner for the Textile Labor Board and the Petroleum Labor Policy Board. In 1942, he was appointed the United States Commissioner of Conciliation. Based his bravery with actions flying with the British Navy, Bill's Navy Cross citation reads: "*The President of the United States of America takes pleasure in presenting the Navy Cross to Lieutenant Junior Grade Gaston United States Navy (Reserve Force) for distinguished and heroic service as an Aviator operating with the U. S. Naval Aviation Forces Foreign Service and with the British School of Night Bombing. Lieutenant Gaston made several raids over enemy line.*"

Lt. (j.g.) Charles Edward Hodges Jr. US Navy (5th Squadron, US Marine Corps) –

Navy Cross

After going overseas in March 1918, he initially was at US Naval Air Station, Moutchic, France and detailed to US Army Bombing School in Clermont-Ferrand. He then was attached to Royal Air Force (218th Squadron) in Hornsea, England and then reported to Royal Naval Air Force School of Navigation and Bomb Dropping at Stonehenge. He was later transferred to 5th Squadron, US Marine Corps, US Naval Region Base, in Eastleigh, England. His Navy Cross citation reads: "*For distinguished and heroic service as an aviator in an aeroplane engaged in active operations cooperating with the Allied Armies on the Belgian Front during September, October, and November 1918, bombing enemy bases, aerodromes, submarine bases, ammunition dumps, railroad junctions, etc. Attached to Northern Bombing Group*" He was released from active duty in December of 1919.

2nd Lt. Edward H. Hooper US Army (50th Aero Squadron)

Purple Heart [Killed in Action]



Ed was born in 1896 in Boston and graduated from the Berkshire School (MA) prior to entering Harvard. He went to the 1st official Officer Training Camp in Plattsburg (NY) and was commissioned into the Cavalry. In December 1917, he sailed for France where he graduated from Aerial Observers School. He was sent immediately to the Front where his combat engagements included: Chemin des Dames and Saint-Mihiel offensive. In September 1918, he and his pilot were far over German lines on a foggy morning when they were attacked by 3 German fighter planes. Although they put up a stiff fight, Ed and his pilot were shot down and killed.

1st Lt Theodore R. Hostetter Royal Flying Corps (British Aero Squadron 3)

Purple Heart [Killed in Action]



Ted was born in 1897 in Allegheny (PA) and prepped for Harvard at the Pomfret School (CT). August 1917, he enlisted as an aviation cadet in the Royal Flying Corps which was the initial name for the RAF. After flight training in Canada, he was commissioned and sailed to England in January 1918. After completing Aerial gunnery school, he was posted to British Aero Squadron 54 until he was wounded in action in April 1918. After a 4 month invalid recuperation leave in England, he returned to the front with Aero Squadron 3. His combat engagements included the Lys Defensive and Cambri. Ted was fatally shot down on a patrol in September 1918 near Masnières (France)

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1919 (continued)

Lt. Chester Wright US Army (93rd Aero Squadron) –

2 Distinguished Service Crosses

He was World War I flying ace credited with nine confirmed aerial victories. He was the top scoring Ace for his squadron. Wright finished three years at Harvard before joining the U.S. Army Air Service in March 1917. In 1917, he was appointed adjutant to the 19th Aero Squadron. He transferred overseas in November 1917 where completed his pilot's training and then ferried planes to France. On July 1918, he was posted to the 93rd Aero Squadron and where he began combat operations and later served as a Flight Commander. During September & October 1918, Wright shot down a German observation balloon, an unidentified enemy airplane, a Rumpler, and six Fokker D VIIIs. His DSC citation reads: *"For extraordinary heroism in action near Bantheville, France, 23 October 1918. Lt. Wright, accompanied by one other machine, took on and sent down in flames an enemy plane (Fokker type) that was attacking an Allied plane. He was in turn attacked by three enemy planes. His companion was forced to withdraw on account of motor trouble. Lt. Wright continued the combat and succeeded in bringing down one of the enemy planes and forced the remaining two into their own territory"* Lt. Wright returned home in March 1919.

1st Lt. Delmar Leighton US Marine Corps (7th Squadron, Northern Bombing Group)



Del was born in 1897 in Tunkhannock (PA) as the son of a truck farmer. After Phillips Exeter, he entered Harvard College following his older brother (H-14). In 1917, he interrupted his college studies by enlisting as seaman in the Navy. After boot camp in Cape May (NJ), Del transferred to the Naval Aviation Detachment at MIT where he was promoted to quartermaster chief. In February 1918, Chief Leighton was sent to the Naval Air Station in Pensacola (FL) for flight school. Upon graduation and earning his wings of gold as a Naval aviator in June 1918, he elected to be commissioned as 2nd Lt. in the US Marine Corps and immediately shipped out for France to join the 1st Squadron of the 1st Marine Aviation Force but was attached to the 7th Squadron of the Northern Bombing Group. The prime mission of his aviation unit was to attack German held ports & submarine pens and Del was involved in several combat sorties.

After his release from active duty in January 1919, Del returned to Harvard to complete his undergraduate degree. Upon his college graduation, he worked for a cotton finishing manufacturer for a year until the mill closed due to a down swing of a business cycle. He took the advice of his boss and returned to Cambridge to earn his MBA from Harvard Business School. In 1926, he accepted a position on the staff of the assistant dean of Harvard College and also began teaching the introductory economics course for undergraduates. He simultaneously continued his academic studies and earned his PHD in 1930 and accepted the position as the first Dean of freshmen in 1931. As Dean of the Harvard College in the 1950's, Del revitalized the Harvard House system by installing "senior tutors" to live in the upper-class Houses as do Oxford & Cambridge Universities. Delmar finished his Harvard Career as House Master of Dudley where he was a positive role model for many students from the local Boston area including the author. In his own words: "I backed into deaning after trying the textile business and teaching economics". The author will forever remember House Master Leighton's following words congratulating undergraduate attending an extra curricula evening sherry party featuring a speaker discussing philosophy: "Don't let your studies interfere with your education" Dean Leighton died in 1965.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1919 (continued)

1st Lt. Samuel Pierce Mandell US Army (20th Aero Squadron, 1st Day Bomber Group) **Purple Heart** [*Killed in Action*]



Sam was born in Boston in 1897 and went to St. Mark's School prior to Harvard where he was followed by his 2 younger brothers (H-24 & H-29). Just prior to the US entry into World War I, Sam enlisted as a Private 1st class with the Aviation Section of the Army Signal Corps in Newport News (VA). 2 months later he was sent to the School of Military Aeronautics at MIT from which he was commissioned as a 1st Lt. in July 1917. Sam sailed for France in December 1917 and had several months of further aviation training before joining the 20th Aero Squadron where he participated in the following combat engagements: Saint-Mihiel offensive, Toul Sector and the Meuse-Argonne offensive. He participated in over 17 raids over enemy territory and received credit for shooting down a German airplane. On 7 November 1918, Sam participated in the last American sortie of the war which was a successful raid on the enemy lines. On his return from this mission, he was attacked at 12,000 feet over Martincourt (France) by a German plane.

Despite a hopelessly shot up plane, Sam was able to maintain enough control of his falling aircraft to break the severity of crash and his flight observer was able to walk away uninjured but Sam was hurt badly. German troops left him alone for a while but Sam was later shot in cold blood as he lay helplessly wounded by a German infantry captain. His body was eventually returned to the USA for reburial in Mt. Auburn cemetery in Cambridge (MA). The following citation is noted in the general orders of the Headquarters Army Air Corps Service: *"For exceptional devotion to duty, 1st Lt. S.P. Mandell, Air Service, US Army, as pilot of the 20th Aero Squadron, 1st Day Bomber Group, participated in every raid made by the Squadron in the Argonne-Meuse sector during October 1918"*

Major George Tiffany US Army Air Corps (Aviation Section of Signal Corps–WW I; Africa Middle East Wing–WWII)



George was born in New York City (NY) in 1896 and graduated from St. Mark's School for Harvard College. In 1917, he enlisted as a private in 1st Massachusetts Calvary which was soon federalized as the 101st Machine Gun Battalion of the 26th Division and sailed for France in October 1917. He was soon commissioned as a 2nd LT and pilot in the Aviation Section of the Signal Corps. The following year, his plane was shot down and George was taken prisoner but escaped soon after. After the WWI, he founded and airline delivering overseas mail but 2 years later went to work for General Motors. In 1938, he started his own export company but again signed up for the Army Air Corps after Pearl Harbor. After serving with the Air Transport Command in the Caribbean, he shipped out to Africa and later was involved in the European Theater of operations. After his second release from active duty, George lived in NYC where he was a member of the NY Athletic Club.



Commander George H. Tilghman US Navy (WWII: Carrier Aircraft Service Unit 16a –WWI: USArmy) **Purple Heart**



George was born in Johannesburg, South Africa in 1896 where he father was a mining engineer working for Cecil Rhodes. He transferred from a prestigious prep school in Switzerland to The Morristown School (NJ) where prepared for Harvard where he continued playing hockey, soccer and cross country track. In 1917, he was commissioned as 2nd Lt. in the Army Coast Artillery and sailed for France in 1918 where he was involved in railroad troop operations. After returning to the US in July 1919, he received a master degree from Columbia and then for the next 19 years was the headmaster at The Morristown School. With War clouds on the horizon, He accepted a commission as Lt. Commander in the US Navy. He was accidentally killed in July 1944 at Tarawa in the Gilbert Islands when a damaged returning bomber crashed into his jeep on the runway. His oldest son Henry (H-43) was an ensign on a nearby destroyer at the time.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1919 (continued)

Lt. Colonel Bryant Woods US Army Air Corps (28th Aero Squadron – WW I; 12th Air Support – WWII)



Bryant was born in Winchester (MA) in 1896 and prepared for Harvard at Noble & Greenough. In May 1917, he enlisted into the Army's Aviation Section and sailed for France in August 1917. He completed and then instructed various aviation training courses in Italy and France. In May 1918, he was injured in an airplane accident and hospitalized for 3 months. He then joined the 28th Aero Squadron in the 3rd Pursuit Group. 1st Lt Woods was shot down in combat and taken to Germany as a POW until his release on 29 November 1918. His combat engagements included: Toulon sector and the Saint-Mihiel offensive. He returned to the US in January 1919 and went into the securities business. He had risen to be a Vice President of Fidelity Trust in NY when He returned to active duty as a major in the Army Air Corps in 1940 and served as an intelligence officer in the Liberator Bomber Group based in England. He was subsequently involved in both the North African and Sicily campaigns.

2nd Lt. George R. Young US Army (185th Aero Pursuit Squadron)



George was born in Bozeman (MT) in 1896 and prepared at Phillips Exeter for Harvard. In 1917, he enlisted into the Aviation Section of the Army Signal Corps and was sent to France in January 1918. Over the next 9 months, he was involved in various aviator combat assignments. George returned to the US in March 1919 and was released from active duty in the following month. After then completing his undergraduate degree at Harvard, he went into the securities business and later founded his own firm in Pittsburg (PA), Young & Company, which he served as president and chairman of the Board of Directors.

Major General Pierpont Morgan Hamilton US Air Force (CINCEUR: USAF)

Medal of Honor



He was born in the Tuxedo Park, New York in 1898 as the great, great grandson of Alexander Hamilton and grandson of John Pierpont Morgan. After his commissioning as an aviator in the Army Signal Corps in May 1918 & served as an instructor pilot in Ellington Field, Texas during World War I. After his discharge, he completed his undergraduate studies at Harvard where he also received his MA. Pierpont then became an international banker in France for several years before returning to the US in 1938 as of President of Dufay Color Inc. He was voluntarily recalled to active duty in March 1942 and helped plan the ill-fated Dieppe Raid while serving on the staff of General Lord Louis Mountbatten. During Operation Torch (i.e. the Allied invasion of French North Africa), he was a major & volunteered to act as an interpreter just prior to the invasion to meet with the Vichy French commander near Port Lyautey, French Morocco to broker a cease fire. After landing on the beach under hostile fire, Hamilton and his companion Col. Demas Craw USA approached the French HQ in a light truck. They came under machine gun fire & Craw was killed. General Hamilton was wounded and captured but succeeded in persuading the French general to surrender. His Medal of Honor citation reads:

"For conspicuous gallantry and intrepidity in action above and beyond the call of duty. On 8 November 1942, near Port Lyautey, French Morocco, Lt. Col. Hamilton volunteered to accompany Col. Demas Craw on a dangerous mission to the French commander, designed to bring about a cessation of hostilities. Driven away from the mouth of the Sebou River by heavy shelling from all sides, the landing boat was finally beached at Mehdiya Plage despite continuous machinegun fire from 3 low-flying hostile planes. Driven in a light truck toward French headquarters, this courageous mission encountered intermittent firing, and as it neared Port Lyautey a heavy burst of machinegun fire was delivered upon the truck from pointblank range, killing Col. Craw instantly. Although captured immediately after this incident, Lt. Col. Hamilton completed the mission".

General Hamilton was subsequently Operations & Intel officer for HQ North Africa Tactical AF and then released from active duty in November 1945. However in 1947, he was recalled to active duty and appointed the Commander US Air Forces Europe in 1951. In the following year, he retired from the Air Force and 30 years died later in Los Angeles at age 83.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1920

1st Lt. David Putnam US Army (139th Pursuit Squadron)

Distinguished Service Cross **[Killed in Action]**



He was born in Jamaica Plains, MA in 1898 and was a direct descendent of General Israel Putnam who fought in the American Army during the Revolutionary War. Lt. Putnam's father was a wool merchant who died when his son was in grammar school. His mother was an immigrant from England who later moved to Newton where David graduated from high school. After his Harvard freshman year, he passed the exams for aviation service but was rejected for being too young. David took a job on a cattle ship to Europe and went to Paris & enlisted as private in the French Foreign Legion on May 1917. He then was sent to French flight training. After graduation as a brevetted pilot, he was assigned to Escadrille Spad 94 at the front and later transferred to the Lafayette Escadrille. He was honorably discharged as a sergeant in the French Army in June 1918 and then immediately commissioned a 1st Lt in the US Army Aviation Service. He again served on the front as commanding officer of the 134th Pursuit squadron and later flight commander of the 134th squadron, 2nd Pursuit Group. In his year of active duty in both the French & US aviation services, he became the America "Ace of Aces" who is officially credited with 14 kills but unofficially shot down 20 German planes. He is the only American to shoot down 5 enemy German planes in one day which is a feat matched only by 1 English & one French pilot.

He was **Killed in Action** just over 16 months after enlisting in the French Foreign Legion and 4 months after his commissioning into the US Army. His combat engagements in US Army included: Champagne front and Toulon sector. His DSC citation reads: *"For extraordinary heroism in action near La Chaussée, France on 12 September 1918. After destroying one of the 8 German planes which had attacked him, he was turning to our lines when he saw 7 Fokkers attack an allied biplane. He attacked the Germans and saved the biplane but was driven down, shot through the heart."* Lt. Putnam also received 6 awards for valor from the French Republic including: the order of the Chevalier in the **Légion d'Honneur**, the **Médaille Militaire** and the **Croix de Guerre**.

Captain Sumner Sewall US Army (95th Aero Squadron)

2 Distinguished Service Crosses & Legion d'Honneur



Captain Sewall was born in Bath, ME in 1897. He dropped out of Yale to serve to initially serve in the American Field Ambulance Service during World War I. He later transferred to the US Army Signal Corps as a fighter pilot where he was an ace with seven official kills (5 airplanes and 2 balloons). After his release from active duty, the war he attended Harvard where he received his degree in 1920. Following his college graduation, he worked in a variety of jobs including being an executive with Colonial Air Service and a director of United Airlines. In 1940, he was elected governor of Maine and served two terms. Sewall's administration was notable for cleaning up scandals in state government and passing a minimum wage law for state teachers. After stepping down as governor, Sewall became president of American Overseas Airlines for a year and served as the military governor of Württemberg-Baden from 1946 to 1947. Sumner was also awarded the Croix de Guerre & the Order of the Crown (Belgium). His DSC citation reads: *"The President of the United States of America, authorized by Act of Congress. July 9, 1918. takes pleasure in presenting the Distinguished Service*

Cross to First Lieutenant (Air Service) Sumner Sewall, United States Army Air Service, for repeated acts of extraordinary heroism in action while serving with 95th Aero Squadron, 1st Pursuit Group, U.S. Army Air Service, A.E.F., near Menil-la-Tour, France, 3 June 1918, and near Landres-St.-Georges, France, 13 October 1918. On 3 June Lieutenant Sewall with two other pilots attacked a formation of six hostile planes. Through his companions were forced to withdraw because of jammed guns, he continued in the fight for 15 minutes and succeeded in sending one of his adversaries down in flames. On 18 October while on a voluntary patrol, this officer saw an American observation plane being attacked by a German machine (Fokker type), accompanied by eight other hostile planes. He immediately attacked and destroyed the Fokker and was in turn attacked by the eight planes. By skillful maneuvering he evaded them and escorted the observation plane back to our lines". 2nd DSC citation reads: *"The President of the United States of America, authorized by Act of Congress, July 9, 1918, takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Distinguished Service Cross to First Lieutenant (Air Service) Sumner Sewall, United States Army Air Service, for extraordinary heroism in action while serving with 95th Aero Squadron, 1st Pursuit Group, U.S. Army Air Service, A.E.F., near Rocourt, France, 7 July 1918. Lieutenant Sewall fearlessly attacked a formation of five enemy planes (type K Fokker) and separated one from the group, pursued it far behind the enemy's lines and sent it down in crash, following it within 30 meters of the ground in spite of severe fire from a machine-gun, rifles and anti-aircraft guns from which bullets passed through his clothing".*

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1927

LT. Commander Archibald. C. Collidge US Navy (Carrier Division 6)

Purple Heart



Archie was born in Cambridge (MA) in 1905 and went to the Montezuma School in Los Gatos (CA) prior to entering Harvard. After college, he received a literature degree from Oxford which was by a PHD from Trinity College in Dublin (Eire). For the following 5 years, he taught at the Hotchkiss School until his commissioning as a Navy Lieutenant in July 1942. After Navy Communications School, Archie had communications billets at US air stations until reporting on board the *USS Kitkun Bay* (CVE 71) as the staff comm officer of Car Div 26 when he took part in the Marianas campaign (i.e. Guam, Tinian & Saipan). In August 1944, Archie became the flag comm officer of Car Div 6 where he served aboard the *USS Wasp* (CV18), *USS Enterprise* (CV6), *Hornet* (CV18) & the *USS Ticonderoga* (CVA14). He received 6 battle stars for his Pacific ribbon. January 1945, Archie was wounded in action and returned to the US where he was released from active duty in April 1945. In CivLant, he returned to teaching at Hotchkiss and he later became headmaster at the Manlius School. Archie was also a member of the Harvard Club of NY.

1935

1st Lt. William F. Rogers US Army Air Corps (5th Army Air Force)

Distinguished Flying Cross & Air Medal

Bill was from Rockport (MA) and he enlisted in the Army Air Corps in May 1942 but was commissioned and received his wings in September 1943. He flew 46 combat missions in B-24-s delivering heavy bombardment to Italy, the Balkans, Germany France and Rumania. For his service and bravery, Bill was awarded the Distinguished Flying Cross, Air Medal with 4 Oak Leaf Clusters, 2 Distinguished Unit Citations and the African-European Campaign Medal with 3 battle stars.

Captain Harry C. Roff US Army Air Corps (78th Fighter Group, 83rd Squad) **Distinguished Flying Cross & Air Medal**

Harry was from Naugatuck (CT). He enlisted as an aviation cadet in US Army Air Corps in January 1942. He received his wings and commission after his pilot training at Maxwell Field (AL), Sumter (SC), Moultrie (GA) & St. Petersburg (FL). In January 1943, He sailed aboard the Queen Elizabeth to the UK where he was based near Cambridge (UK) at Duxford Air Base. Harry flew the P-47 Thunderbolt in over 80 missions across the Channel to France, Belgium, Netherlands and Germany. In his combat sorties, he shot down 3 German Luftwaffe aircraft for which he received the DFC with 2 clusters (i.e. 2 awards) and the Air Medal with 3 clusters planes. He returned to the US in November 1944 and was assigned to a combat flight instructor at Dover Army Air Base (DE). After his release from active duty, Harry accepted a position as a sales representative in Connecticut with the National Cash Register Company.

Colonel Henry S. Miller US Marine Corps (214th Squadron- AKA "The Black Sheep") **Distinguished Flying Cross**

Henry was born in Jenkintown (PA) in 1914. He prepared for Harvard at the William Penn Charter School and a year at Phillips Exeter. After college, Henry graduated from Harvard Law School in 1939 and passed the Pennsylvania Bar later that year. In February 1941, he enlisted in the Royal Canadian Air Force since he was too old for flight training in the US military. After earning his wings and commission, Henry was assigned as a flight instructor in the RCAF.

In May 1942, he was able to transfer his commission to the US Marine Corps and deployed to the South Pacific in January 1943 where he joined the famed "Black Sheep Squadron" as a fighter pilot under the command of Medal of Honor recipient, Major Greg Boyington USMC. Over the next 19 months, Henry flew over 90 combat sorties mostly in the Solomon Islands and took as the commanding officer of the 214th Squadron after Major Boyington was shot down and presumed missing. Henry was then order to take over and train a new fighter Squadron in Cherry Point (NC) which was schedule to sail back to the Western Pacific when the war with Japan ended as a result of dropping atomic bombs on Hiroshima and Nagasaki. Henry was released from active duty in the Marine Corps in November 1945 and returned to his law practice in Jenkintown but continued his service in the active Marine Corps Reserve. He was recalled to active duty during the Korean War and was appointed as the commanding officer a Marine attack squadron. After the Korean armistice, he again returned to Jenkintown to practice law. In addition, Henry taught literacy to prisoners at a local State Correctional Institute and later taught evening classes on the Civil War at the Montgomery County Community College. Despite his busy schedule, Henry was member of the Harvard Club of Philadelphia, the Sons of the Revolution, the Society of Colonial Wars and Rotary International. Henry died from complications of a stroke in Philadelphia at age 85 in April 1999

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1936

Lt. Commander Theodore Roosevelt III US Navy (Air Wing 2)



Air Medal



Ted is grandson of President Theodore Roosevelt (H- 1880) and the son of General Theodore Roosevelt Jr. USA (H-1909), who were both Medal of Honor recipients. As traditional in his family, he attended the Groton School before attending and graduating from Harvard College where he was a member of the Owl Club. Prior to World War II, Ted worked for the DuPont Company until he joined the US military in wartime as did his father and grandfather. After his commissioning in the US Navy as an ensign, he was sent to flight school to become a Naval Aviator. He served in the South Pacific on the staff of Admiral John Dale Price USN and was awarded the Air Medal for his vital role in a successful intelligence mission flying in combat over a Japanese held island. Following his release from active duty after the victory over Japan, he became a partner in a brokerage firm in Philadelphia and later served for 2 years as the Secretary of Commerce for PA. After serving as president of a nonprofit group, he died in 2001.

1937

Captain Brice A. Frey Jr. US Army Air Corps (501st Bombardment Group) **Distinguish Flying Cross & Air Medal**



After Harvard where he was a member of the Hasty Pudding Club, Brice spent a couple of years in theatrical productions and stage design. In 1942, he enlisted into the Army infantry and was later transferred to the US Army Air Corps where he was commissioned and earned his wings as a pursuit pilot. In the Pacific campaign, he flew over 2,000 hours in both single and multi-engine planes.

After the war, Brice moved to New York City where he was a special risk underwriter in the insurance business and became a member of the Tuxedo club

1938

Colonel David Emerson US Air Force (2nd fighter squadron, 52nd fighter group)



David, the great-grandson of Ralph Waldo Emerson [H-1821], was born and raised in Concord MA. He graduated from the Belmont Hill School prior to entering Harvard. After college, he became a member of the Civil Air Patrol and worked for Pratt & Whitney Aircraft in CT. After Pearl Harbor, he was commissioned into the US Army Air Corps and received his wings as a fighter pilot. He flew P-51 fighters in numerous combat actions both in North Africa and across Europe from D Day until the German surrender. After the war, Dave went into investment banking and continued in the active Air Force Reserve until his military retirement in 1971. His oldest son, Bing [H-1964], was killed in action in Vietnam and awarded the Silver Star as a Marine helicopter pilot which is described in the 1964 class section of this paper. David served on numerous civic boards before his death in Concord in 1998.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1938 (continued)

Lt. Joseph Kennedy US Navy – Bombing Squadron 110 (VB-110)

Navy Cross [Killed in Action]



Joe Kennedy was born in Hull, MA as the oldest son of Joseph Patrick Kennedy (H-12) and the brother of President John F. Kennedy (H-40), former Attorney General Bobby Kennedy (H-48), Ted Kennedy (H-56) and 6 sisters. Joe was educated at Choate. After a gap year in the UK at the London School of Economics, he entered Harvard where he played football, rugby and earned his “H” on the sailing team. At Harvard, he lived in Winthrop House and was a member of Pi Eta, the Hasty Pudding Institute of 1779, the Iroquois Club and the St. Paul’s Catholic Club. He graduated cum laude from Harvard and then traveled around Europe for a year prior to entering Harvard Law School. Before his final year of Law school, he was accepted at Navy OCS and then went to flight school where he earned his wings of gold as a Naval Aviator in May 1942. Lt.(j.g.) Kennedy was then sent to a patrol squadron in the Caribbean before being reassigned to England with the first US Naval squadron to fly B24’s under the Coast Command of the Royal Air Force. He participated in 25 combat missions operating against German submarines which sneaked out of the Bay of Biscay to attack allied shipping in the North Atlantic. During May 1944, he had flown enough missions to be transferred back to the US but he volunteered to remain with his squadron.

Joe was promoted to LT. in July 1944. He volunteered for a very dangerous mission to fly a drone Liberator bomber loaded with 21,170 pounds of high explosives until 2 “mother” planes achieved complete radio control over the drone to crash it into a high value Nazi V-2 rocket launching target after he parachuted out. The plane with Lt Kennedy in the cock pit took off from the Winfarthing (Fersfield) air base on schedule on 12 August 1944. Unfortunately, the plane exploded while still over England with Lt. Kennedy and his flight navigator still on board. No final conclusion was ever reached on the cause of the explosion. However, experiments with these drones continued and a 2nd drone was later successfully flown against the German submarine pens at Helgoland. The distant ancestors of these original drones are now a key weapon in the current world wide war on Islamic fundamentalism. .

Lt. Kennedy’s Navy **Cross citation** reads as follows: *The President of the United States of America takes pride in presenting the Navy Cross (Posthumously) to Lieutenant Joseph P. Kennedy, United States Naval Reserve, for extraordinary heroism in operations against the enemy while serving as Commander of a Navy Liberator Patrol Plane in Bombing Squadron ONE HUNDRED TEN (VB-110), Special Air Unit ONE (Europe), during a special air mission directed at Mimoyecques, France, on 12 August 1944. Well knowing the extreme dangers involved and totally unconcerned for his own safety, Lieutenant Kennedy unhesitatingly volunteered to conduct an exceptionally hazardous and special operational mission. Intrepid and daring in his tactics and with unwavering confidence in the vital importance of his task, he willingly risked his life in the supreme measure of service, and, by his great personal valor and fortitude in carrying out a perilous undertaking, sustained and enhanced the finest traditions of the United States Naval Service.*

1939

Major DeWitt L. Alexandre US Army Air Corps (13th Ari Force)

3 Distinguished Flying Crosses & 4 Air Medals

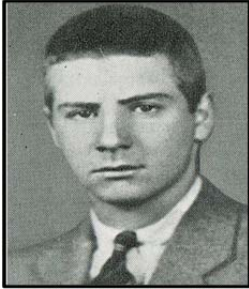


DeWitt prepped at the Pomfort School prior to Harvard. After college, he worked in the manufacturing business until 1941 when he joined the Army Air Corps as a cadet. He was commissioned as a 2nd LT and subsequently flew bombing missions from Guadalcanal over Japan and elsewhere in the Pacific. After his deployment, he was assigned to Langley Air base in Virginia until his release from active duty in August 1945. DeWitt eventually went into the precious metals business in New Jersey where he was the Senior Vice President of Engelhard Industries.

1. HARVARD COLLEGE AVIATORS by CLASS (continued) **1939 (continued)**

Captain Matthew J. Crehan USAAC (fighter pilot)

Silver Star, 3 Air Medals & Purple Heart



Matt was born in Dorchester (MA) in 1917 and went to Boston Latin School prior to Harvard. During World War II, he had a brilliant record as a fighter pilot. In 1944, his plane crashed in the sea off of Hong Kong but he was rescued by Chinese fishermen for whom he personally helped to raise \$10,000 in 1953. After the war, Matt became a control operator for the Civil Aeronautics Authority but died in Dorchester in 1958 and was survived by his wife and son.

2nd Lt. John G. Brackett US Army Air Corps (US Army Air Corps flight school)

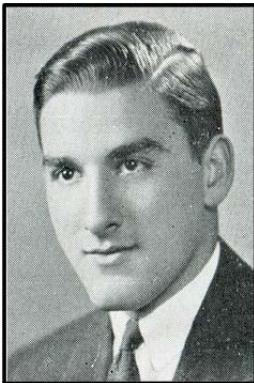


John prepared at Deerfield Academy prior to Harvard. After college, he entered Harvard Law School and joined the Army in his senior year. After completing OCS, He entered flight school but was killed in a night time crash during his flight training.



Captain Royce Diener US Army Air Corps (7th Air Force)

2 Distinguished Flying Crosses



Royce was from Baltimore and attended the Baltimore City College before going to Harvard. After college, he worked for a couple of major corporations including Remington Rand before entering the Army Air Corps. After flight school, he participated in 35 bombing missions in the Central Pacific for which he was awarded 2 Distinguished Flying Crosses. In August 1945, Royce was the “eyes only” operations duty officer for the Hiroshima atomic bomb drop. After the surrender of Japan, he acted the liaison officer to the Department of Commerce & War Assets Administration for the Army Air Corps.

After the war, Royce became the chief executive of several companies in the manufacturing mining and financial fields. He later went into investment banking focusing on Merger & Acquisition activities in both the US and Europe.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1943

Lt. (j.g.) Fredrick Cole Talbot USNR – VB-15

Navy Cross



Fred was born in 1920 in Portland, ME and prepared for Harvard at the Belmont Hill School. He worked briefly in retailing at Filenes in Boston before enlisted in the Navy as an aviation cadet. After his commissioning and receipt of his Naval aviator wings of gold, he joined an air group as a bomber pilot on the USS Essex. He was in action over the Marianas, Iwo Jima and the Philippines and was also the recipient of the Distinguished Flying Cross and several Air Medals. After the war, he went into the retail end of the automobile business in New England. His Navy Cross citation reads: *The President of the United States takes pleasure in presenting the Navy Cross to Frederick Cole Talbot, Lieutenant, Junior Grade, U.S. Navy (Reserve), for extraordinary heroism in operations against the enemy while serving as Pilot of a carrier-based Navy Dive Bomber in Bombing Squadron FIFTEEN (VB-15, embarked from the U.S.S. ESSEX (CV-9), in action against enemy Japanese surface forces over the Sibuyan Sea during the Battle for Leyte Gulf in the Philippine Islands on 24 October 1944.*

In the face of intense and accurate antiaircraft fire from the whole enemy formation, under extremely hazardous combat conditions, Lieutenant, Junior Grade, Talbot participated in a bombing attack on an enemy ship. Fearlessly maneuvering through withering hostile fire of all calibers, he pressed home his attack. Lieutenant, Junior Grade, Talbot's outstanding courage and determined skill were at all times inspiring and in keeping with the highest traditions of the United States Naval Service.

1945

Lt. (j.g.) Frank Shaughnessy USNR (Naval aviator)

Navy Cross

He was from Massachusetts. He protected a down wing mate and kept the enemy at bay. His Navy Cross citation reads: *The President of the United States takes pleasure in presenting the Navy Cross to Francis Shaughnessy, Ensign, U.S. Navy (Reserve), for extraordinary heroism in operations against the enemy while serving as Pilot of a carrier-based Navy Combat Plane, in action on 28 July 1945, while deployed over Kure, Japan. His outstanding courage and determined skill were at all times inspiring and in keeping with the highest traditions of the United States Naval Service.*

1948

Lt. (j.g.) Charles D. Farmer USNR (VF 10 – “The grim reaper squadron”)

Navy Cross



He was born in Alabama where he lived until his family moved to New Jersey when he was a teenager. He graduated from Carteret Military Academy before joining the Navy during World War II and eventually earned his wings of gold as a naval aviator. He was deployed on carriers in Pacific on both the USS Enterprise (CV 6) and USS Intrepid (CV 11). In addition to the Navy Cross, Lt. Farmer was twice awarded the Distinguished Flying Cross as well as two Navy Air Medals. After the war, Charles entered Harvard where he majored in government and was a member of Eliot House. After graduation from college, he worked as a congressional clerk in Washington DC. Subsequently, he returned to Massachusetts where he owned automobile dealerships and served on the Boards of several hospitals and banks.

His Navy Cross citation reads: *The President of the United States of America takes pleasure in presenting the Navy Cross to Lt. (j.g.) Charles Davis Farmer USNR for extraordinary heroism in the operations against the enemy while serving as pilot of a carrier based navy fighter plane in Fighting Squadron Ten (VF-1) attached to the USS Intrepid (CV 11) in action against enemy Japanese forces in the vicinity of Okinawa in the Ryukyu Chain on 16 April 1945. When his four plane fighter patrol division was attacked by an outnumbering force of enemy aircraft, Lt. (j.g.) Farmer led his flight in an aggressive counter attack and fighting a gallant battle despite the enemy's altitude advantage, personally blasted four of the hostile planes from the sky and materially assisted his division in destroying seven during this fierce action. By this indomitable fighting spirit, cool courage and forceful leadership, Lt. (j.g.) Farmer contributed essentially to the breaking up of a concentrated enemy attack on our surface forces and upheld the highest traditions of the US Naval service”.*

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1947

Captain Stanley Harold Wald USA (Air Corps)

2 Silver Stars

He was born in Boston. As a flight navigator and radioman, he flew on more than 35 supply missions over the "Hump" between Burma & China during World War II. He was awarded the Silver Star on 2 occasions in each case he had to take the controls of a crippled plane and piloted both crews back to safety. In 1945, he was selected to be the navigator for Chaing Kai-shek to meet Mao Zedong who was located deep in the uncharted interior of China in a futile effort to avert the Chinese civil war. He was also awarded the Cloisonne Honor Medal from Nationalist China. After World War II, he was founder and president of a wholesale meat business in Oregon.

1950

Lt. Col. William M. Blakeslee USAF (fighter pilot)

2 Silver Stars & 4 Distinguished Flying Crosses



He was born in Virginia and went to John Marshall High School in Richmond, VA. After graduating from Harvard, he enlisted in the Air Force and became a flight line mechanic. In the following year, he was accepted into cadet training from which he graduated and was commissioned as a 2nd LT. He then was selected for flight school and later received his wings. In late 1952, he was deployed to Korea where he flew F-86's in a tactical bomber wing. He then served as a forward air controller with the 23rd Infantry Regiment. He returned to the US and then flew F 84's before becoming an instructor in AFROTC at St. Michaels College in VT. He later was assigned to NORAD in Labrador and subsequently went to Washington and then off to Holland flying F-105 fighter bombers. In July 1967, he deployed to Southeast Asia which included 100 missions over North Vietnam. After a year he returned to the SAC at March AFB flying KC-135 tankers before retiring from Offutt AFB in NE. Lt. Blakeslee's other major decorations include: the Meritorious Service Medal, 12 Air Medals and the Air Force Commendation Medal.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1964

Captain William F. Emerson USMC (HMM-265, MAG-36, III MAF) – Silver Star & Purple Heart [Killed in Action]



William (Bing) Emerson was born in Concord, MA, the son of David (H-1938) and Mary Emerson and the great-great grandson of Ralph Waldo Emerson (H-1841). At Harvard, Bing was a government major and a member of varsity lacrosse, freshman football team as well as the Delphic Club. After college, Bing applied to Marine OCS at Quantico, VA and later earned his wings at Naval Flight School at Pensacola, FL. After helicopter training, he went to Vietnam in February 1968 and was **Killed in Action** when his CH 46 helicopter was hit by hostile fire on 20 November 1968 in Quan Nam, South Vietnam. Including Bing's helo, 3 CH46 troop carriers, were lost that day while transporting troops of 3/5 into a hot LZ during the Mead River Operation in an area SE of Danang. The mission was to transport infantry to support Marines there who were greatly outnumbered by the North Vietnam Army. The CH 46's were exposed to heavy ground fire and were hit with an RPG and small arms fire while going about 50 MPH about 50 feet off the deck. **Captain Emerson's Silver Star citation reads as follows:** *"The President takes pride in presenting the Silver Star (Posthumously) to Captain William Emerson, United States Marine Corps, for conspicuous gallantry and intrepidity in action while serving as a Pilot with Marine Medium Helicopter Squadron (HMM) 265, Marine Aircraft Group (MAG) 36, in connection with operations against the enemy in the Republic of Vietnam."*

On the morning of 4 November 1968, Captain Emerson launched as Section Leader of a flight of 2 CH-46 transport helicopters assigned the emergency extraction of a USMC recon team that had captured an enemy soldier and was being pursued by a large North Vietnamese Army force southwest of Danang. Arriving over the designated area, he was requested to attempt a hoist extraction of the prisoner, and as he entered the zone and commenced a hover, his aircraft came under a heavy volume of hostile automatic weapons fire, forcing him to abort the extraction attempt. After refueling and rearming at An Hoa, Capt. Emerson returned to the hazardous area and, observing a potential landing zone, guided the ground unit to the designated position while calmly providing the patrol with words of encouragement. When the Marines arrived at the site, they informed Capt. Emerson that the zone was unsuitable for landing. Realizing the seriousness of the situation, he unhesitatingly elected to attempt the extraction and, skillfully maneuvering his aircraft in an evasive approach to avoid detection by the enemy, fearlessly entered the area and hovered with the loading ramp resting on an abandoned hostile bunker. As the patrol embarked, the aircraft came under intense enemy automatic weapons fire supporting an assault by a large North Vietnamese Army force. Disregarding his own safety, Capt. Emerson steadfastly maintained his dangerously exposed position while directing armed helicopters in attacking the advancing enemy, forcing them to withdraw. When the hostile force delivered anti-tank rocket fire at his aircraft, he ignored the rounds impacting nearby and calmly waited until all the team members were on board, and then rapidly departed the hazardous area. By his courage, superior aeronautical ability and unwavering devotion to duty, Capt. Emerson inspired all who observed him and upheld the highest traditions of the Marine Corps and of the United States Naval Service.

1964

LT. Colonel Fredrick Stearns US Air Force (125th TAC Fighter Squadron)



Rick graduated from the local high school in Osage, Iowa prior to entering Harvard College where he was a member of Winthrop House and the Hasty Pudding Institute of 1770. After graduating Magna cum Laude in Social Relations, Rick went to Baylor University Medical School. After earning his MD in 1968 and then interning at Rochester (NY) General Hospital, he was commissioned as a medical doctor into the US Air Force. Following flight medical training, Rick served with the 348th TAC Airlift Squadron at Dyess AFB (TX) for a year. After a subsequent year of residency in internal medicine and later dermatology at SUNY Buffalo, he was transferred to the 136th fighter Squadron of the OK Air National Guard. As a reserve officer, Rick joined the faculty of the School of Aerospace Medicine and was recalled to active duty to Wilford Hall USAF medical Center during Desert Storm in 1991. Dr. Stearns was rated by the Air Force as a Chief Flight Surgeon and Chief Physician and retired from the Air Force in 2003 with over 34 years of commissioned service.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1968

Captain Philip A. Keith US Navy (Ret.) (FLTCORGRU-1)



Bronze Star & Purple Heart



Philip was born in Springfield, MA in 1946 as the oldest of the four children of a father who worked as a civilian comptroller with the Department of the Army. He went to public schools in central MA and graduated from East Longmeadow High School where Phil was the first graduate to attend Harvard. At Harvard, Phil played squash and football and was a member of the Crimson Key Society as well as the NROTC battalion as a Navy scholarship recipient. Phil graduated from Harvard as a history major and as a Distinguished Naval Graduate. After his commissioning as an Ensign in the Regular Navy, he reported to Flight School in Pensacola, FL. where he earned his wings of gold as a Naval aviator. After Phil cross-trained as a Legal Officer at the Naval Justice School in Newport, he joined 1st fighter squadron in Vietnam in 1969 and flew off the *USS Constellation* (CV 64) and from Cam Rahn Bay, Vietnam. After being wounded on his 2nd tour in Vietnam, he was re-assigned to MACV Staff in Saigon & served on the Phoenix Program during the waning days of the war.

After end of the Vietnam War, Phil successfully applied for a Naval officer designator change and became an Intelligence Officer. He subsequently served in a variety of Intel billets including another tour aboard the *USS Constellation* as well as afloat assignments on the *USS New Orleans* (LPH 11) and *USS Blue Ridge* (LCC 19). His other billets included working in the Office of Naval Intelligence, a liaison assignment with the CIA and as Commanding Officer of FLTCORGRU-1 at NAB Coronado, CA. Phil's scheduled retirement from the Navy was delayed when Desert Storm erupted during which he later earned the Bronze Star Medal for his actions in Desert One. Over the course of his Naval career, Phil also earned the Air Medal, the Navy Commendation Medal, Combat Action Ribbon and the Vietnamese Cross of Gallantry.

After retirement from the Navy, Phil began working primarily in the educational technology and software development where he has served as: Chief Operating Officer of a joint venture between the US State Department & the Israeli Defense Ministry, Vice President of Berlitz Publishing; Senior Vice President of Simon & Schuster. Phil started his own sales and marketing consulting company and has taught a variety of undergrad and graduate business courses at Long Island University and the Rhode Island School of Design (RISD). He has also become a published author of two fictional novels, sales textbook and a non-fiction book on Vietnam for St. Martin's Press titled "Blackhorse Riders," and recently completed a commemorative book entitled "Crimson Valor" which chronicles the lives and exploits of the seventeen Harvard alumni who have been awarded the Medal of Honor. He is now working on a "Blackhorse Riders" sequel which is scheduled for release in late 2013. Phil now lives on Long Island, NY, where he serves on the Southampton Planning Board and writes an opinion column for the Southampton Press.

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1999



Commander Will Moynahan US Navy (VFA-25 & CAW-25) **Air Medal; Navy & Marine Combat Action Ribbon**



Will Moynahan was raised in London, Kentucky and attended South Laurel High School where he graduated as valedictorian. He matriculated at Harvard University and lived in Eliot House. While at Harvard, he served as a Senior Editor for The Harvard Crimson and was the Vice-Chair of the Student Advisory Committee (SAC) at the Institute of Politics (IOP). 3 months after he received his A.B. magna cum laude in Economics, he enlisted in the Navy and earned his Commission through Officer Candidate School. Will completed his primary aviation training in Corpus Christi (TX) as part of the VT-28 Rangers. He was then selected for the strike syllabus and assigned to the VT-21 Redhawks of Naval Air Station Kingsville (TX). In January 2002, Will earned his Wings of Gold and was assigned to VMFAT-101 in Miramar (CA) for follow-on training in the F-18. Upon completion of his initial training in the Hornet in 2003, Will joined Strike-Fighter Squadron Two-Five (VFA-25), the Fist of the Fleet, at NAS Lemoore (CA).

While with the Fists, Will completed two full deployments with Carrier Air Wing 14 – aboard the *USS John C. Stennis* (CVN 74) in 2004 & the *USS Ronald Reagan* (CVN 76) during 2006. During the latter deployment, he flew 40 combat missions in support of Operation Iraqi Freedom. During his time as a Fist, Will served as Legal Officer, Line Division Officer and NATOPS Officer. He also earned his section lead and division lead qualifications as well as his F-18 functional check pilot qualification. In 2006, Will accepted orders to serve as an instructor pilot with VT-21 and returned to Kingsville (TX). During his instructor tour, he served as Production Officer and taught Tactical Formation and Basic Fighter Maneuvering. In 2009, Will left active-duty, transitioned to the Navy Reserve, and affiliated with the VT-21 Squadron Augmentation Unit (SAU). As a member of the SAU, he has served as Admin Officer, Operations Officer and currently serves as Executive Officer.

After his release from active duty, Will attended the George Washington University Law School while working as a law clerk at the U.S. Court of Appeals for the Armed Forces. He graduated with high honors in January 2013 and became a member of the Kentucky Bar in May 2013. After serving as a law clerk to the Honorable Eugene Siler, Jr. on the Sixth Circuit U.S. Court of Appeals, Will accepted a Trial Attorney position in the Antitrust Division at the U.S. Department of Justice and currently lives in Alexandria, Virginia.

Will's decorations include the Air Medal (2), the Navy Commendation Medal and the Navy Achievement Medal (2) along with other squadron and theater awards. He has more than 2,900 hours in Navy jet aircraft, including 1,000 hours in the F-18. He also has more than 300 arrested landings aboard seven different aircraft carriers.

2007

LT. Danielle Thiriot USN (VFA-81 fighter squadron)



Danielle is a native of Salt Lake City (UT) and was commissioned through the NROTC program at MIT which serves Harvard midshipmen. At Harvard, she was a resident of Quincy House & a member of the Radcliffe crew. Thiriot was commissioned as a Navy Ensign on the steps of Memorial Church in June 2007 and then reported to the US Navy Aviation Pre-flight Indoctrination in Pensacola, Fla. She subsequently completed Primary flight training in the T-34C at NAS Corpus Christi (TX) before moving to Kingsville (TX) for advanced jet training in the T-45C Goshawk. After completing her 1st carrier qualification, Danielle earned her "wings of gold" as a Naval aviator in May 2010. Lt. Thiriot then stayed at NAS Kingsville for an additional year as an instructor pilot in the T-45 before flying the F/A-18 Super Hornet in May of 2011 and joining the VFA-81 SUNLINERS which deployed the following month to the Persian Gulf in support of Operation Enduring Freedom (Afghanistan) on board the *USS John C. Stennis* (CVN 74). After this Middle East deployment, Danielle returned to the SUNLINER'S home base at Oceania Naval Air Station in Virginia Beach (VA) where she lived with her husband, Matthew Huber, who is a graduate of the US Air Force Academy and a C-130 pilot.

At the start of 129th Harvard–Yale game in November 2012, Lt. Thiriot was one of 2 fighter pilots which swooped down from closed end of Soldiers Field in Navy F/A-18E Super Hornets. Probably as result of this unique flyover, Harvard beat Yale: 34 to 24.

2. HARVARD LAW SCHOOL AVIATORS by CLASS

1914

Major Charles Biddle US Army (13th Aero Squadron, 4th Pursuit Group: CO)

Distinguished Service Cross



He was born in PA and received his undergraduate degree from Princeton. He was a lawyer in Pennsylvania before joining the French Foreign Legion in April 1917. He was later transferred to the French Air Service before being commissioned as a captain in the US Army in January 1918. His combat engagements were: Flanders offensive 1917 (i.e. Passchendaele), Aisne (Chemin des Dames) & Champagne from Flanders defensive 1918 (Mont Kemmel), Saint-Mihiel and Meuse-Argonne offensives. He was wounded near Dunqueque in May 1918 but returned to flying status in June 1918. Major Biddle is an Ace credited with the destruction of 8 enemy aeroplanes. His DSC citation reads: *"For extraordinary heroism in action in the region of Damvillers, France on 26 September 1918. During an engagement between 11 Spads and 12 enemy Fokkers, Capt. Biddle, perceiving his comrade in distress from the attack of two plane, dived upon them and by his fire forced them to withdraw. His prompt action saved the life of his comrade, who was in imminent danger of being shot down"*. He returned to the US and was discharged from active duty in 1919 and died in 1972.

1917

Major Benjamin Porter Harwood US Army (12th Aero Squadron)

Distinguished Service Cross

He sailed for France in September 1917 and was detailed to French observation squadrons. He transferred to the 12th Aero Squadron in May 1918 and was wounded a few months later. He was reassigned to several other units after he recovered. He participated in the following engagements: Champagne-Marne defensive, Marne-Aisne, Saint-Mihiel and Meuse-Argonne offensives. He also received **Croix de Guerre** His DSC citation reads: *"For extraordinary heroism in action near Chateau-Thierry, France on 5 July 1918. Lieutenant Harwood volunteered with another plane to protect a photographic plane. In the course of their mission they were attacked by seven enemy planes (Fokker type). Lieutenant Harwood accepted the combat and kept the enemy engaged while the photographic plane completed its mission. His guns jammed and he himself was seriously wounded. After skillfully clearing his guns, with his plane badly damaged, he fought off the hostile planes and enabled the photographic plane to return' to our lines with valuable information."* He returned to United States and was discharged in July 1919.

Ensign Albert Dillon Sturtevant US Navy (Navy Aviator- Royal Naval Air Station.UK) **Navy Cross** **[Killed in Action]**



He was born in Washington DC as the son of a lawyer from an old New England family. Al was the direct descendent of James Chilton who signed the Mayflower Compact. His maternal grandfather received the Medal of Honor for gallantry twice during the Civil War. He prepared at Phillips Academy for Yale, where he was captain of the 1915 undefeated Yale Crew team. In 1916, he learned to fly in anticipation of a possible war with Mexico. After Yale, he entered Harvard Law School when he joined a Naval Reserve unit. After receiving his Naval aviator wings, he sailed for France in September 1917. He flew large British sea planes which protected convoys between the UK and the European continent from German submarines. On 15 February 1918, he was the first American aviator Killed in Action while on convoy duty after overwhelmed and shot down by 10 German fighter planes. His Navy Cross citation reads:

"For distinguished and heroic service as an aviator attached to the Royal Air Force Station at Felixstowe, England, making a great many offensive patrol flights over the North Sea and was shot down when engaged gallantly in combat with a number of enemy planes."

2. HARVARD LAW SCHOOL AVIATORS by CLASS

1921

1st Lt. Donald G. Graham US Army (HQ Air Service, AEF, Paris)

Distinguished Service Cross

For heroism in the World War I and the **Silver Star** Medal for World War II. He returned to US and discharged in 1919 and became a US District Attorney in Seattle, Washington and later senior partner of the largest law firms in the state. During World War II, He rejoined the US Army Air Corps and trained an air wing and took it to England. He later served on the Staff of General Curtis LeMay.

1st Lt. Howard Clayton Knotts US Army (17th Pursuit Squadron)

Distinguished Service Cross.



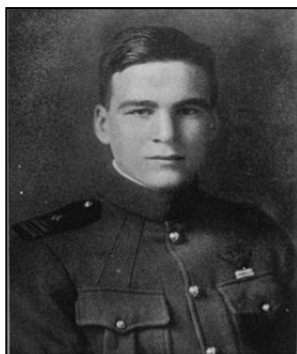
He born in Girard, IL and initially trained in Canada with the Royal Flying Corps (British). After commissioning in the US Army (Aviation Section, Signal Corps), he sailed for France with the 182nd Aero Squadron. In the 17th Pursuit Squadron, he was attached to the 13th Wing of Royal Air Force. He was wounded in August 1918 and again in October 1918 when he was then taken as a prisoner of war by the Germans. He participated in the following engagements: Flanders, Cambrai and the Somme offensives. He is officially credited with the destruction of eight enemy airplanes. His DSC citation reads: "*For extraordinary heroism in action near Arleux, France on 17 September 1918. During a patrol flight five American planes were attacked by twenty enemy Fokkers. During the combat, when Lt. Knotts saw one of his comrades attacked by seven enemy planes and in imminent danger of being shot down, he, although himself engaged with the enemy, went to the assistance of his comrade and attacked two of his immediate pursuers. In the fight which ensued, he shot one of the enemy down in flames and*

forced the other out of control. His prompt act enabled his comrade to escape destruction, although his comrade's plane was so disabled that he made the allied lines with difficulty, crashing as he landed". Lt. Knotts was also awarded the British **Distinguished Flying Cross** by the UK which cites: "*In August 1918, he shot down from two thousand feet, over the Bapaume-Cambrai Road, one Fokker biplane. On 13 September 1918, he shot down from four thousand feet, near Inchyen- Artois, northeast of Bapaume, one Fokker biplane. On 17 September 1918, with Lieutenant William T. Clements, he shot down from four thousand feet, near Arleux, a Fokker biplane. On 22 September 1918, he shot down from six thousand feet, near Marquion (east by south of Arras), a Fokker biplane. On 24 September 1918, he shot down from six thousand feet, just north of Bourlon Wood, two Fokker biplanes, while flying alone on the afternoon of the same date, trying to confirm and locate an enemy aeroplane shot down by Lt. Campbell in the forenoon, he saw a detachment of enemy troops on the Bapaume-Cambrai Road and at once attacked them; as he dived upon them he noticed at the side of the road past which the troops were marching a large ammunition dump, into which he fired incendiary tracer bullets which started several fires and in a few moments the dump blew up. The explosion was seen by many pilots who were in the air at that time, and by observers on the ground some fifteen miles away. On 18 October 1918, having completed a low bombing attack on enemy troops in Awoingt on which his flight had been sent out, Lt. Knotts saw a closed German staff car passing along the road through the villages of Naves. Of his own accord and although subjected to heavy machine-gun fire from nests along the road, he followed and attacked the car from just above the tree tops as it rushed through the village until it left the road and turned over. He then noticed two enemy officers roll out of the car, one of whom lay where he fell, and returning shot the other officer who had started to run away. Lt. Knotts' flying showed the greatest disregard of danger, and over and over again he did not hesitate to fly very low in spite of the fire from the ground, thereby bringing back valuable reconnaissance material and seriously harassing the enemy's movements during their retreat. Whilst so flying on 4 October 1918, his engine was put out of action by ground fire, east of Saulzoir, and he was made a prisoner. Whilst a prisoner in Germany he was subjected to great exposure and his physical condition has been such that he has been in hospital ever since his return."* He returned to the US in December 1918 and was discharged in April 1919.

2. HARVARD LAW SCHOOL AVIATORS by CLASS

1923

Rear Admiral David S. Ingalls US Navy (Northern Bombing Group) **Distinguished Service Medal & Legion d'Honneur**



David was born in January 1899 in Cleveland (OH) as the grandnephew of President William Howard Taft and the grandson of railroad executive Melville E. Ingalls. He was educated at the University School in Cleveland and later St. Paul's prior to entering Yale where he played hockey and joined the First Yale Navy ROTC Unit and became a member of the US Naval Reserve Flying Corps in which he obtained his pilot's license in 1917. He shipped out to France in October of 1917. After flight training in Paris for a few months, David joined Squadron 217 of the British Royal Naval Flying Corp based near Dunkirk (France) to sharpen his aviator skills. In May of 1918, he trained with the US Army for a few months to learn how to fly bombers for a Navy / Marine Corps unit that eventually was to be called the Northern Bombing Group. At his request, he returned to flying Sopwith Camel fighters in British Squadron 213 which was stationed in Flanders and made regular raids on German installations.

In the less than 6 weeks, he shot down 5 German Fokker planes and 1 aerial observation balloon which made him the first ace in U. S. Navy history and Navy's only flying ace of World War I. In October 1918, David was reassigned as the chief pilot and acceptance officer at the Northern Bombing based near Southampton (UK). For his heroics with the Brits, he was also awarded the British Distinguished Flying Cross which in part included the following citation: *"His keenness, courage and disregards of danger are exceptional and are an example to all. He is one of the finest men 213 Squadron ever had."* After the war, David returned to Yale where he graduated in 1920 with a BA in English and then entered HLS where he received his LLB in 1923 and began a career in politics and business. During President Hoover's administration, he served as the assistant Secretary of the Navy for Air during which his personal leadership resulted great strides in aviation research and development. World War II, David voluntarily returned to active duty as commander and was later promoted to Captain who served as a staff officer and Naval Air Station commander in the thick of the Navy's war in the Pacific. During this time, Captain Ingalls was awarded the Legion of Merit as well as the Bronze Star for his valor in combat. After World War II, David retired from the US Navy as a Rear Admiral. His World War I service was the subject of the book *"Hero of the Angry Sky"* by Geoffrey Rossano. His Distinguished Service Medal citation reads: *"For exceptionally meritorious service in a duty of great responsibility as a chase pilot operating with RAF Squadron 213, while attached to the Northern Bombing Group, Northern France, where as a result of his brilliant and courageous work he was made an Acting Flight Commander by the British authorities over their own pilots."*

1973



Captain Paul Patrick Daley US Navy (Fighter Squadron 96) **DFC & Navy Commendation Medal & Navy combat ribbon**



Paul grew up in Newton (MA) as the son of immigrants from Ireland. After graduating from St. Sebastian's Country Day School, he was accepted into Harvard College with the class of 1963 but elected to be educated by the Jesuits at Boston College where he was a member of the varsity hockey team. After college, he entered the Navy through the Aviation Officer Candidate School at Pensacola (FL). He earned his wings as a Naval aviator upon graduating and was assigned to Fighter Squadron 121 at Miramar Naval Air Station (CA). From 1965 through 1967, Paul made two combat tours to Vietnam aboard the *USS Enterprise* (CVN 67) with Fighter Squadron 96 (i.e. the Fighting Falcons). After returning from his Vietnam deployments, Paul taught Naval History for two years as a NROTC Assistant Professor of Naval Science at Yale University and also served on the staff of Commander of the Sixth Fleet's staff aboard the *USS Little Rock* (CL 92) in the Mediterranean. In 1969, Paul left active duty and joined to the Naval Air Reserves at NAS South Weymouth (MA).

In the an active Naval Reserve, Paul served as Commanding Officer of the Naval Reserve units supporting the *USS John F. Kennedy* (CV 67), the NS ROTA on two occasions as well as VTU-9191. During his military service, Paul flew 212 combat missions in Vietnam for which he was awarded the Distinguished Flying Cross, the Vietnamese, Air Gallantry Cross, 16 Air Medals, and the Navy Commendation Medal with Combat V, Vietnam Service Medal and the Navy Unit Commendation and also received his parachutist wings from the Army Airborne School at Fort Benning (GA). Paul graduated from Harvard University in 1973 with a joint JD degree from the Law School and an MBA from HBS. He joined the prestigious Boston law firm of Hale and Dorr as an associate and eventually became a senior partner. His legal practice focuses on bankruptcy and commercial law and he is a Trustee of St. Sebastian's School.

3. HARVARD BUSINESS SCHOOL AVIATORS by CLASS

1917

1st Lt. Lloyd Andrews Hamilton US Army (17th Aero Squadron, A.E.F) – **Distinguished Service Cross** **[Killed in Action]**



He was born in Troy, NY in 1894 as the son of minister and great, great, grandson of Ebenezer Andrews who an officer in the Vermont Militia under Ethan Allen during the Revolutionary War. He graduated from Pittsburg High School (MA) and the Tome School in Maryland before entering Syracuse University where he was on the varsity football and track teams and graduated magna cum laude & Phi Beta Kappa in 1916. Later that year, he entered Harvard Business School and then joined the ROTC unit & attended the camp at Plattsburg in May 1917. Two months later, he signed up for aviation and was sent to England for flight training in September 1917. He was sent to the front attached to the British 3rd Aero Squadron in March 1918 as the 1st American in the Royal Flying Corps. He participated in the following engagements: Cambrai, Flanders, Armentieres, Somme defensive and then the Somme offensive. He is an Ace who is officially credited with the destruction of eight enemy airplanes & six balloons before he was **Killed in Action** 2 days after he fought the Red Baron Von Richthofen.

His DSC citation reads: “*For extraordinary heroism in action at Varssenaere, Belgium on August 13, 1918. Leading a low bombing attack on a German aerodrome thirty miles behind the lines, he destroyed the hangars on the north side of the aerodrome, and then attacked a row of enemy machines flying as low as twenty feet from the ground, despite intense machine gun fire, and setting fire to three German planes. He then turned and fired burst through the windows of the chateau in which the German pilots were quartered, twenty-six of whom were afterwards reported killed.*” Lt. Hamilton was killed in action on 24 August 1918 in France. He also received the **Distinguished Flying Cross (UK)**.

1948 (AMP)

General John Gerhart USAF (NADC; Commander)



3 Silver Stars & Bronze Star



He was born in Saginaw (MI) in 1907 and graduated from the University of Chicago in 1928 with an AB in philosophy. In the following year, he was commissioned a 2nd Lt. in the Air Corps Reserve after graduating from Advanced Flying School at Kelly Field (TX). His various assignments included Mitchell Field (NY) and several years as a flight test pilot in both powered aircraft and gliders. After Pearl Harbor, John joined the 8th Air Force and was sent to England in July 1942. He assumed command of the 95th Bomb Group in June 1943 and later became commander of the 93rd Combat Bomb Wing with four groups of B-17 Flying Fortresses. For a year after the war, John returned to London & Paris as air adviser to the American Delegation drafting the Balkan and Italian peace treaties. In January 1947, he served as the director of the Legislative & Liaison Division and then Chief of statistical services in the Comptroller office in Washington. During this time, he graduated from the Harvard Business School (AMP-13). His subsequent billets included:

Chief of the Military Assistance Advisory Group to the UK, CO of 12th Air Force in Germany, Deputy chief of staff at USAF HQ, CO of the North American Air Defense Command. He retired from the US Air Force on March 1965 and died in January 1981. His other military awards include: Distinguished Flying Cross, Legion of Merit, Air Medal with 2 oak clusters, French Croix de Guerre, Belgium Croix de Guerre with Palm.

3. HARVARD BUSINESS SCHOOL AVIATORS by CLASS (cont.)

1968 (AMP)

Brigadier General Robert F. Titus USAF (NORAD Command; Inspector General)


Air Force Cross



General Titus was born in 1926, in Orange, N.J. He attended secondary schools in Maryland and Virginia, and studied mining engineering at Virginia Polytechnic Institute before enlisting in the U.S. Army in 1945 where serving as a squad leader in the 82nd Airborne Division until August 1946. He was commissioned as a 2nd LT in the U.S. Air Force in September 1949 and he flew 101 combat missions in F-51 and F-86 aircraft during the Korean War as a flight commander and assistant operations officer. He was then transferred to Dover Air Force Base (DE) and ferried F-84 and F-86 fighters to Europe via the arctic route. In March 1954, he was transferred to Edwards Force Base (CA) for test pilot training. At Edwards, he participates in the flight test and development of all the century series of fighter aircraft through the F-107. During this period, he accomplished the F-100 zero launch tests, representing the U.S. Air Force as a pilot in the North Atlantic Treaty organization fighter trials in France in 1957. Bob piloted none of the two F-100s that made the first flight of single-engine jet fighters the North Pole in 1950 for which he was awarded the Distinguished Flying Cross.

Bob also qualified as a test jumper and jump master with the 6511th Parachute Test Group at the Air Force Flight Test Center. He entered Graduate School at the University of Chicago under the Air Force Institute of Technology program in October 1959 where he received his MBA. In August 1961, he went to Germany where he served as operations officer of the 53rd Tactical Fighter Squadron at Ramstein and Bitburg Air Bases and in February 1963 became an F-105 flight safety officer in the Directorate of Flight Safety, Headquarters U.S. Air Forces in Europe, at Lindsey Air Station. General Titus was subsequently assigned to Headquarters Tactical Air Command at Langley Air Force Base (VA) from August 1964 until May 1966, as chief, Fighter Operations Branch, in the Office of the Deputy Chief of Staff for Operations.

In May 1966, he went to Bien Hoa Air Base in the Republic of Vietnam where he assumed command of the "Skoshi Tigers," which was the only F-5 squadron in the U.S. Air Force. In January 1967 he became commander of the F-4-equipped 389th Tactical Fighter Squadron at Da Nang Air Base. He flew 400 combat missions in North and South Vietnam and destroyed three Mig-21s in aerial combat. In September 1967 General Titus was assigned to Headquarters U.S. Air Force, where he was project officer for the F-15 and chief of Advanced Tactical Systems in the Office of the Deputy Chief of Staff, Research and Development. He graduated from the Harvard Business School Advanced Management Program in 1968 and entered the National War College in August 1969. In June 1970, he went to MacDill Air Force Base, Fla., as vice commander, 15th Tactical Fighter Wing and later became commander. In May 1971 General Titus was transferred to Okinawa and assumed command of the 18th Tactical Fighter Wing of the Pacific Air Forces at Kadena Air Base and later became commander of the 313th Air Division. He was appointed deputy chief of staff, operations, Air Force Systems Command, with headquarters at Andrews Air Force Base (MD) in August 1973. General Titus assumed duty as the U.S. deputy chief of staff, LIVE OAK, with headquarters collocated with Supreme Headquarters Allied Powers Europe at Shape, Belgium, in September 1974. He moved to NORAD/ADCOM, Peterson Air Force Base (CO) as the assistant deputy chief of staff for plans and requirements (J-5) and the assistant deputy chief of staff for plans and requirements. He served in this dual capacity from 21 June 1976 until 1 February 1977 when he became the NORAD/ADCOM inspector general. General Titus's other military awards include: Silver Star, Distinguished Flying Cross with 3 oak leaf clusters, Bronze Star, Air Medal with 24 oak clusters and the Air Force Commendation Medal.

Veritas,

 Paul E. Mawn (H-63)
 Captain USN (Ret.)

The above listing of **Crimson** aviators is a work in progress which is periodically updated when added information and time permit. Please contact Captain Paul E. Mawn USN (Ret.) at 1-978-443-9532 or by e-mail at pemusnr@hotmail.com, if you know of anyone who has been inadvertently left off this listing of **Crimson** aviator warriors and heroes.

Sources: “*Harvard Military Record in the World War*” by Fredrick Sumner Mead by Harvard University Press – 28 June 1921; “*Memoirs of the Harvard Dead in the War against Germany*” by M.A. DeWolfe Howe – Harvard University Press 1924; Harvard Alumni Magazine and various Harvard reunion reports plus information from various veterans and their families.