

Advocates for Harvard ROTC

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

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

The US Air Force as well as Naval & Army Aviation owe a generally unrecognized debt of gratitude to the alumni of Ivy League colleges, particularly Harvard, for their key role in the initial development of US fighter pilots. A graduate of both Harvard College and Harvard Law School (Sous LT Norman Prince *Armée de l'Air*) was an **Ace** and **co-founder** of the famed *Lafayette Escadrille*. The **first & only Navy Ace** during World War I was an alumnus of Harvard Law School (i.e. Rear Admiral David S. Ingalls USN with 5 kills during WW1). Furthermore, the **first** aviator in the US Marine Corps to be awarded for valor graduated from Harvard College (i.e. 1st LT Ken Culbert USMC, a recipient of the Silver Star and Croix de Guerre, who was killed in action during World War I).

Harvard College is the oldest US University that was founded in 1636 by the General Court of the Massachusetts Bay Colony. From the American Revolution until the present day, many Harvard veterans have paid a price in time, blood and restricted earnings for the freedoms now enjoyed in our great country. 20 Harvard alumni have been awarded the Medal of Honor (including 1 aviator who served in both World War I & II), which is the highest number of alumni recipients for any university in the world except for West Point & the Naval Academy. After more than 107 years since the initial US participation in World War I, a long overdue debt of thanks to Ivy League aviators should be formally celebrated and acknowledged and not completely lost or fade into the unread footnotes of history. These airborne heroes and all other Harvard veterans obviously heeded the advice chiseled above the Dexter Gate entrance to the Harvard Yard: “*Enter to grow in wisdom! Depart to better serve thy country and thy kind!*”

The daring young men in those flying machines

In addition to the 20 Medal of Honor recipients, at least 152 Harvard veterans have been awarded the 2nd highest awards for valor of which 50 were aviators (i.e. the Distinguished Service Cross for Army & Army Air Corps, the Navy Cross for the USN & USMC and the Air Force Cross which was only established by the US Congress in 1960 so previously Army Air Corps aviators received the Distinguished Service Cross). These 2nd tier valor awards are for extreme gallantry and risk of life in actual combat with an enemy force representing heroism above all other US combat decorations but not meeting the requirement for the Medal of Honor. The Legion d'Honneur was established by Napoleon as the highest award in France for both military and civil service to France has been awarded to at least 18 Harvard Alumni including 3 aviators (i.e. considered by some to be almost the equivalent of the US Medal of Honor). The Silver Star is the third highest award for valor (for extraordinary heroism while engaged in military operations with an enemy of the US) was presented to 95 Harvard alumni of which 13 were aviators. During World War I, aviators with 5+ aviation “kills” were designated as Aces and are often considered to have merited the Silver Star. From World War I through the Vietnam War, a grand total of 1,352 Harvard alumni from all military branches and designators made the supreme sacrifice in the military service of our country of whom at least 14 were aviators. As noted on the walls of Memorial Church in the Harvard Yard: “*While a bright future beckoned, they freely gave their lives and fondest hopes for us and our allies that we might learn from them courage in peace to spend our lives making a better world for others*”. Based on information gathered to date, a summary of Crimson aviator military awards for valor includes:

<u>Harvard aviators recipients</u>	<u>Σ # of aviators</u>	<u>Aviator % of the Σ Harvard recipients</u>	<u>Added note</u>
Medal of Honor	1	6%	
Legion d'Honneur (France)	3	17%	
DSC, NC & AFC *	50	33%	
Silver Star	13	14%	

* DNC, NC, AFC = Distinguished Service Cross, the Navy Cross & the Air Force Cross

The genesis of US military aviation might

In the years leading up to 1903, Professor Samuel Langley of the Harvard College Observatory and later the US Naval Academy had failed to achieve powered flight after thousands of glider flights. An aviation pioneer Gustave Whitehead (originally Weisskopf) emigrated from Germany to the US where he had designed and built several gliders, flying machines and engines between 1897 and 1915. He claimed that he flew a powered aero machine successfully several times in 1901 and 1902. However, Whitehead was not well known and highly doubted. Thus, two unknown amateur brothers who owned a bicycle shop in Dayton (OH) electrified the world in 1903 by demonstrating that powered, heavier-than-air flight from a level take-off was possible. At once there was an almost magical attraction to this exciting, but extremely dangerous, adventure; which in particular appealed to many young men in the US elite colleges during the first years of flight. After only a decade from the 1st flight of the Wright brothers in 1903, there were several undergraduates and alumni from Harvard and a few other Ivy League colleges who wanted to fly aeroplanes among whom were several qualified pilots and members of the college aero clubs with regular access to their own or club airplanes.



Scientific American 17 September 17, 1910 – “The Harvard aviation meeting is the most important thus far held in the US”

War clouds on the horizon

After the start of World War I in August 1914, the war clouds on the European horizon motivated over 565 adventurous young men in the United States to volunteer to serve as military aviators for the British and French of which over 11% were from Harvard alone. At this time, there were several undergraduates and alumni from Harvard and a few other Ivy League colleges who wanted to fly aeroplanes among whom were several qualified pilots and members of the college aero clubs with regular access to their own or club airplanes. Since Canada hardly had an Air Force in 1914, flying for Canada was not a viable option plus most Canadians wished to fly by joining the UK *Royal Flying Corps* or the *Royal Naval Air Service* (i.e. later consolidated in 1918 and known as the *Royal Air Force*). By the end of the World War I, about 25% of the *RAF* pilots were Canadians. On the other hand, the Brits eventually evolved a formidable Air Force from initially only 36 to over 3,000 planes before the cessation of hostilities in 1918. Americans could possibly join the *RFC* by going to Canada to enlist but the potential loss of their US citizenship was at risk. However, this prohibition of foreign military service by US citizens has rarely been enforced except during World War II for those who joined the Axis Powers fighting against the United States. Furthermore during World War I, the *RFC* was able to draw the majority of their pilots from the UK and Commonwealth countries, especially Canada and Australia. However there were 2 “*Eagle Squadrons*” in the *RFC* maned primarily by American pilots.

The French connection

On the other hand, France had significantly more planes and aero squadrons at the start of and during World War I which required many more imported pilots than the *RFC*. Thus, the French welcomed the American volunteers with open arms since they lacked the same degree of quality and quantity of colonial aviation recruits as the Brits. Prior to the US entry into World War I during April 1917, the surest way for current and prospective US aviators to join the fight was to cross the Atlantic Ocean by steamship to France and enlist into the **French Foreign Legion**. The US Code prohibited US citizens from joining foreign militaries which may lead to the loss of their US citizenship. However, service in **French Foreign Legion** by US citizens was specifically allowed by the US government. After successfully completing the **French Foreign Legion** boot camp in Marseilles, those adventurous Ivy League heroes could petition their French chain of command to send them to one of the flight schools of the French Air Service (i.e. *Armée de l'Air*), especially since many of them were already qualified pilots. Financially subsidizing this effort for US volunteers to fight for the French via the **French Foreign Legion** were some US industrialists including: William Vanderbilt (a Harvard alumnus and future Naval officer) & John Pierpont Morgan (whose grandson was a Harvard graduate) as well as a future aviator and Medal of Honor recipient. Among the first American pilots in the *Armée de l'Air* was Norman Prince who was from an old Yankee



Sous Lt. Norman Prince-Armée de l'Air

family on the Massachusetts North Shore and graduated from Harvard College in 1908 and Harvard Law School in 1911. While at HLS, he also took flight training under an alias and became the 55th American to be licensed to fly an aeroplane. In March 1915, Norm crossed the Atlantic by ship to enlist in **French Foreign Legion (FFL)**. After completing FFL boot camp in Marseille, he convinced the French to send him to flight school since he was a licensed pilot and fluent in French as a result of his family owned an estate in France. Norm served in 2 French aero squadrons (i.e. VB 108 & 113) and noticed many Americans pilots serving in various French Squadrons. Using his lawyer skills in July 1916, he convinced the French to activate a squadron of all American pilots called the "American Escadrille" (i.e. French for squadron) which was later changed to the "*Lafayette Escadrille*" after pressure from Germany since the USA was supposed to be neutral at the time. Norm was later promoted to the rank of sergeant & and flew 122 aerial combat engagements & designated as an Ace since he was officially credited with shooting 5 enemy planes plus had 4 addition non-confirmed kills. On 12 October 1916, Norm flew as an escort for a bombing raid on the Mauser rifle works at Oberndorf, Germany during which he shot down an enemy plane. Returning to base,

his landing wheels hit telegraph cables near his air base and his plane flipped over and crashed. Norm was severely injured and died 3 days later. On his death bed he was promoted to sous lieutenant and awarded the **Legion d'Honneur**. Previously, Norm had also been awarded the **Médaille Militaire** & the **Croix de Guerre** by the French government.

Among the 13 Aces in the *Lafayette Escadrille* was 1st Lt. David Putnam USA (HC -1920), the American "Ace of Aces", who was officially credited with 14 kills but unofficially shot down 20 German planes. He is also the only American to shoot down 5 enemy German planes in one day which is a feat matched only by 1 English & 1 French pilot. David was a direct descendent of General Israel Putnam of the Continental Army, who in turn was a key leader at the Battle of Bunker Hill. As noted below, 1st Lt. Putnam received the **Distinguished Service Cross** and was killed in action 4 months after leaving the *Lafayette Escadrille* and joining the US Army Aero Service in the Signal Corps. 1st 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.

The "*Lafayette Escadrille*" (i.e. French squadron N.124) originally had 38 pilots who had the following profile:

- Average age = 26 years
- Sons of millionaires = 11
- Home of record = 23 from the Eastern states of the USA
- Number with a college degree = 30 of whom 13 were from Harvard College (34% of the Σ pilots in N.124)
- Number from the Naval Academy or West Point = 0
- Number of qualified pilots before joining the French Foreign Legion = 9
- Squadron pets = 2 young lions named whiskey and soda



1st Lt. David Putnam USA

The French connection (continued)

Harvard members of the “*Lafayette Escadrille*” (i.e. N.124 squadron) included:

1. Private Frazier Curtis *Armée de l’Air* (HC-98) – Medically discharged due to 2 accidents
2. 1st Lt. Walter Lovell USA (HC-05) – Awarded the Croix de Guerre
3. 1st Lt. Fredrick Prince USA (HC-06) – Later transferred to the US 16th Infantry Brigade, 8th Division
4. Major Elliott Christopher Cowdin USA (HC-07) – Awarded Croix de Guerre & later attached to RAF
5. Sous Lt. Norman Prince *Armée de l’Air* (HC-08) – Co-founder of N.124; Legion of Honor Ace (5 kills) - **KIA**⁺
6. 1st Lt. Laurence Rumsey Jr. USA (HC-08) – later transferred to the US 83rd Field Artillery
7. Sergeant Harold Willis *Armée de l’Air* (HC-08) – Shot down & POW but escaped in 6 months – Croix de Guerre
8. Capt. James N. Hall USA (HC-11) – Distinguished Service Cross, Legion d’Honneur, POW twice & 3 kills
9. Sergeant Harold B. Willis *Armée de l’Air* (HC-12) – Croix de Guerre; shot down & POW but escaped
10. Sergeant Victor Chapman *Armée de l’Air* (HC-13) – **KIA**⁺
11. Major Charles Bassett Jr. USAAC (HC-17) later attached to RAF – Navy Cross, USN in WWI & USAAC in WWII
12. 1st Lt. Hugh Bridgman USA (HC-19) – later to 49th Aero Squadron & 1 confirmed kill
13. 1st Lt. David Putnam USA (HC-20) – Distinguished Service Cross, “**Ace of Aces**” (20 kills -14 confirmed) - **KIA**⁺



SPAD VI

Lafayette Escadrille aircraft



Nieuport*

(Nieuport* = a French aircraft company & the “N.” in *N.124 squadron* or “*Lafayette Escadrille*”)

Harvard aviators during World War I – an introspection

Prior to April of 1917 when the USA formally joined the Allies in World War I, the flow of US volunteers who were trained and qualified as pilots in the French Air Force exceeded the need of the “*Lafayette Escadrille*” (*LE*) and were sent to other French aero squadrons which along with “*Lafayette Escadrille*” became part of the “*Lafayette Flying Corps*” (*LFC*) which included an additional 170 other American aviators of whom at least 9 were from Harvard. In total, over 265 American served as a under the French Aéronautique Militaire (i.e. including 57 who were not in the “*LFC*”).

However during World War I, 300 Americans also served and were also trained as pilots with the *Royal Flying Corps* (*RFC*) in the British military. Thus, it was the graduates of Ivy League Colleges and not West Point or Annapolis who served in aviation units of the British and French armed forces who were the initial airborne pillars of US national security. These “*daring young men*” almost immediately provided the US with a significant number of combat tested pilots on day one after the US joined in the Allies to defeat the Central Powers in April 1917. The aero squadrons of the US Army Signal Corps during World War I morphed into the US Army Air Corps prior to World War II and prior to the Korean War evolved into the US Air Force. The initial combat foundation for Navy and Marine Corps “*airdales*” (i.e. aviators) was the Northern Bomber Group in World War I which was initially based in the UK and later in France.

Among the 28 American Aces in World War I, 22 flew with the *RFC* and 13 of the total Aces in World War I were from Harvard (46%). A mere glance at the above illustrative list of Crimson aviators should suffice to indicate the importance of their unique contribution in the initial development of the US military aviation capabilities during World War I. During the current 100th anniversary of the US entry into “*The War to end all Wars*”, a formal recognition of the significant role played by Ivy League alumni in military aviation is long overdue. Besides Medal of Honor recipient Major General Pierpont Morgan Hamilton USAF (HC-1920), an illustrative list of other notable Harvard aviators in World War I includes:

World War I Aces (i.e. 5 or more kills)

1. Captain Leonard Hammond USA (HC-01) 91st Aero Squad. – DFC* & **Ace** (6 kills)
2. Sous Lt. Norman Prince *Armée de l’Air* (HC-08) – Co-founder of “*LE*”; Legion of Honor **Ace** (5 kills) - **KIA**⁺
3. Major Charles Biddle USA (HLS-14) “*LFC*” & 13th Aero Squad. – DSC* & **Ace** (8 kills)
4. Major Lloyd Hamilton USA (HC-16) 17th Aero Squad. – DSC* & **Ace** (8 kills) – **KIA**⁺
5. Captain Doug Campbell USA (HC-17) 94th Aero Squadron – 5 DSC* awards & **Ace** (6 kills)
6. Captain James Knowles Jr. (H-18) USA 95th Aero Squadron – DSC* & **Ace** (5 kills)
7. 1st Lt. Chester Wright (H-18) USA 93rd Aero Squadron – DSC* & **Ace** (8 kills)
8. Capt. Hamilton Collidge USA (H-19) 94th Aero Squad. – DSC* & **Ace** (8 kills) – **KIA**⁺
9. 1st Lt. David Putnam USA(H-20) *Lafayette Escadrille* – DSC*, “**Ace of Aces**” (20 kills -14 confirmed) - **KIA**⁺
10. Capt. Sumner Sewall USA (H-20) 95th Aero Squad. –2 DSC* & **Ace** (8 kills)
11. RADM David Ingalls USN (HLS-23) “*NBG*” – DSM** & only Navy **Ace** in WWI (5 kills) + WWII service

Advocates for Harvard ROTC

DSC* = Distinguished Service Cross; KIA⁺ = Killed in Action; DSM** = Distinguished Service Medal;

Aviator military awards for valor



Medal of Honor



Distinguished Service Cross



Navy Cross



Legion d'Honneur



Distinguished Service Order

The President, in the name of Congress, awards the Medal of Honor to the individual who, while as an active member of the US Armed Forces distinguishes himself or herself conspicuously, at the risk of his or her life above and beyond the call of duty, by courage and intrepidity. This highest military award for heroism must have required a risk of life where the individual displayed personal bravery or self-sacrifice so extraordinary as to set the individual apart from his comrades.

The 2nd highest US military decorations for valor have a different name and date of origination by service. For the US Army, this award is the Distinguished Service Cross and was established by the US congress in 1918. The equivalent award for the Navy and US Marine Corps is the Navy Cross, which was first awarded in 1917 and formally approved by the US congress in 1931 (note: the Navy Cross may also be awarded to deserving US Coast Guard personnel during a formal war when the USCG is operating as part of the USN). The Air Force Cross was established by the US congress in 1960 (note: previously deserving personnel in the US Army Aero Squadrons of the Signal Corps (WW I), US Army Air Corps (1920's to 1947) or US Air Force (1947 to 1960) were awarded the Distinguished Service Cross). These awards are made for extreme gallantry and risk of life in actual combat with an enemy force for heroism of such a high degree to above those required for all other US combat decorations but not meeting the requirement for the Medal of Honor.

The Legion d'Honneur was established by Napoleon and is the highest award in France for both military and civil service for France. A military based induction into the Order of the Legion d'Honneur is almost the equivalent to the Victoria Cross (UK) and the Medal of Honor (US). The British equivalents of the US Distinguished Service Cross are the Distinguished Service Order (DSO) for senior officers and the Distinguished Service Cross (**DSC**) for lower ranks (i.e. Lt. Commanders/ majors and below) were awarded the **DSC**. The Croix de Guerre may either be awarded as an individual or unit award to those soldiers and sailors in the French or allied armed forces who distinguish themselves by acts of heroism involving combat with the enemy. The medal is also awarded to those who have been "mentioned in dispatches", meaning a heroic deed or deeds were performed meriting a citation from an individual's headquarters unit. In all US military services, the Distinguished Flying Cross is a military decoration awarded to any officer or enlisted member of the United States Armed Forces who distinguishes himself or herself in support of operations by "heroism or extraordinary achievement while participating in an aerial flight after the end of World War I.

During World War I, at least 11,319 Harvard men from almost every class from 1887 to 1921 served our country in the US or allied military. Many of these men were sent overseas to France with over 22 awarded the Legion of Honor from France and 7 were Medal of Honor recipients (including 2 earned in WWI). In addition during World War I, over 102 Harvard men were awarded 113 the Distinguished Service Cross, Navy Cross or foreign comparable medals (i.e. the 2nd highest military medal for valor) and at least 23 of who were killed in action. In total, 372 Harvard alumni died in the allied military during the "War to end all Wars" from 1914 to 1918, including 3 from Radcliffe College. Harvard undergraduates in particular as well as others should be aware and appreciate that many Harvard alumni before them paid a price in time, blood and restricted earning for our national security and liberty.

The below Harvard alumni and all military veterans at one point of their life wrote a blank check made payable to the USA for an amount up to and including their own life. **All gave some and some gave all!** At this point, the below gallery of Crimson aviators is an illustrative profile of Harvard alumni who were military aviator veterans which reflects a work in progress that is not intended to be exhaustive. If you know if anyone has been inadvertently left out, please contact Captain Paul E. Mawn USN (Ret.) at 1-978-443-9532.

Harvard aviator Distinguished Service Cross (DFC) / Navy Cross & Legion d'Honneur recipients

1. Colonel Raynal Bolling USA (HC-00) *AEF-HQ* – Legion d'Honneur **KIA**⁺
2. Captain Leonard Hammond USA (HC-01) 91st *Aero Squad.* – DSC* & **Ace** (6 kills)
3. Major Stephen Noyes USA (HC-03) 1st *Aero Squadron* DCS*
4. Lt. (j.g.) Ralph Loomis USN (HC-08) "*Lafayette Flying Corps*" & *Northern Bombing Group* – Navy Cross
5. Capt. James N. Hall USA (HC-11) *Lafayette Escadrille* –DSC*, Legion d'Honneur, POW twice & 3 kills
6. Major Charles Biddle USA (HLS-14) "*LFC*" & 13th *Aero Squadron* – DSC* & **Ace** (8 kills)
7. 1st Lt. Charles Plummer USA (HC-14) "*Lafayette Flying Corp*" & 88th *Aero Squad.* – DSC **KIA**⁺
8. Major Lloyd Hamilton USA (HBS-17) 17th *Aero Squad.* –DSC* & **Ace** (8 kills) **KIA**⁺
9. Lt. (j.g.) David Judd USN (HC-16) "*Lafayette Flying Corps*" & *Northern Bombing Group* – Navy Cross
10. Captain Ralph Bagby USA (HC-16) 88th *Aero Squadron* – DSC*
11. Lt. Charles Gray Little USN (HC-16) *Naval Dirigible Squadron* – Navy Cross
12. Lt. David Morgan USN (HC-16) *Northern Bombing Group* – Navy Cross
13. 1st Lt. Thomas Abemethy USA (HC-17) 147th *Aero Squadron* – DSC*
14. 1st Lt. Arthur Alexander USA (HC-17) 96th *Aero Squadron* & 1st *Day Bombardment* – DSC*
15. 1st Lt. Walter Avery USA (HC-17) 95th *Aero Squadron* – DSC*
16. Major Charles Bassett Jr. USAAC (HC-17) *Lafayette Escadrille* & *RAF* – Navy Cross; WWI & WWII
17. Captain John Mitchell USA (HC-17) 95th *Aero Squadron* – DSC*
18. Captain Doug Campbell USA (HC-17) 94th *Aero Squadron* – 5 DSC* medals; **Ace** (6 kills)
19. 1st Lt. Lloyd A. Hamilton USA (HBS-17) 17th *Aero Squadron* – DSC* & **Ace** (14 kills) **KIA**⁺
20. Lt. (j.g.) George Roe USN (HC-17) *Royal Naval Air Service* – Navy Cross & POW for 7 months
21. 1st Lt. William Taylor USA (HC-17) 6th *Balloon Company* – DSC*
22. Lt. (j.g.) Alfred Gardner (HC-18) USN (NBG & *Royal Naval Air Service*) – Navy Cross
23. Captain James Knowles Jr. (HC-18) USA 95th *Aero Squadron* – DSC* & **Ace** (5 kills)
24. Captain John Lambert USA (HC-18) 91st *Aero Squadron* – DSC*
25. 1st Lt. Chester Wright (HC-18) USA 93rd *Aero Squadron* – DSC* & **Ace** (8 kills)
26. Lt. (j.g.) Addison Center Burnham Jr. USN (HC-19) *Naval Dirigible Squadron* – Navy Cross
27. Capt. Hamilton Coolidge USA (HC-19) 94th *Aero Squad.* – DSC* & **Ace** (8 kills) **KIA**⁺
28. Lt. (j.g.) William Gaston USN (HC-19) *Northern Bombing Squadron* – Navy Cross
29. Lt. (j.g.) Charles Edward Hodges Jr. USN (HC-19) 5th *Squadron* USMC – Navy Cross
30. 1st Lt. David Putnam USA(H-20) *Lafayette Escadrille* – DSC*; "**Ace of Aces**" (20 kills -14 confirmed) **KIA**⁺
31. Capt. Sumner Sewall USA (H-20) 95th *Aero Squad.* –2 DSC* & **Ace** (8 kills)
32. Major Benjamin Harwood USA (HLS-17) 12th *Aero Squadron* – DSC
33. Ensign Albert Dillon Sturtevant USN (HLS-17) (attached to: *Royal Naval Air Service*) – Navy Cross **KIA**⁺
34. Rear AML David S. Ingalls USN (HLS-23) *Northern Bombing Group*– DSM*, Legion d'Honneur & **Ace** (6 kills)
35. 1st Lt. Howard Knotts USA (HLS-21) 17th *Pursuit Squadron* – DSC*
36. Lt. Joseph Kennedy US Navy (HC-38) *Bombing Squadron 110* (VB-110) – Navy Cross **KIA**⁺
37. Lt. (j.g.) Fredrick Cole Talbot USNR (HC-43) *VB-15* – Navy Cross
38. Lt. (j.g.) Frank USNR (HC-45) (Naval aviator) – Navy Cross
39. Lt. (j.g.) Charles D. Farmer USNR (HC-47) (*VF 10* – "*The grim reaper squadron*") – Navy Cross
40. Brigadier General Robert F. Titus USAF (HBS-68) NORAD Command; Inspector General) – Air Force Cross

DSC* = Distinguished Service Cross; KIA⁺ = Killed in Action; DSM** = Distinguished Service Medal;

1. HARVARD COLLEGE by CLASS

1898

Private Frazier Curtis French Army (**French Foreign Legion & Lafayette Escadrille N124**) [AM-1899]

Frazier enlisted in French Foreign Legion in March 1915. After boot camp in Marseilles (France), he was transferred to the Aviation Service and earned his pilot wings after completing a French flight school at Pau and later Avord. He then reported to the newly established *Lafayette Escadrille* which he helped Norman Prince organize. In August 1918, he was disabled by 2 accidents and was honorable discharged as medically unfit for further aviation service.

1900

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



Raynal was born in Hot Springs, Arkansas in 1887. He attended the Penn Charter School in Philadelphia prior to Harvard College. After graduating from Harvard Law School in 1902, he worked in New York City as a lawyer and later partner in 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 he was named the General Solicitor a few years later. 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

Army 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."*

1901

Captain Leonard C. Hammond US Army (1st Army Observation Group) **ACE & Distinguished Service Cross**

Len enlisted as a driver in the Harjes Ambulance Corps and served with the French Army on the Oise, Verdun, Aisne and Alsace fronts from November 1915 to November 1916. He was then commissioned in the US Army as a 1st lieutenant (Infantry) & assigned to 1st Group of Observers in the summer of 1917. He sailed for France in December 1917 and was attached to 52nd Squadron of the French Army for a year before shifting to the US Army 91st Aero Squadron and later the 1st Army Observation Group of Observers. He participated in the following engagements: St. Mihiel and Meuse-Argonne offensives and became an aviation Ace and officially credited with the destruction of six enemy airplanes. His DSC citation reads: *"For extraordinary heroism in action in the region of Metz, France on September 15, 1918. While on a photographic mission Lieutenant Hammond's formation was attacked by a superior number of enemy pursuit planes. Notwithstanding that the enemy planes succeeded in driving off the protecting planes, Lieutenant Hammond and his pilot, Lieutenant Dickma, continued on alone. Continually harassed by enemy aircraft, they completed their photographs, and on the return fought their way through an enemy patrol and destroyed one of the machines."* Furthermore, *"On October 31, 1918, Captain Leonard C. Hammond, A.S., U.S.A., Observer, again displayed extraordinary heroism in the vicinity of Longuyon. While on a photographic mission, he and his pilot, Captain Kingman Douglass, with one other ship, were attacked by a superior number of enemy pursuit planes. Notwithstanding the numerical superiority of the enemy and the fact that his mission had been successfully completed and he could have easily reached the lines in safety, Captain Hammond encouraged his pilot to turn and dive at them. The enemy formation was broken, and in the ensuing combat one hostile plane was destroyed."* He was discharged in the in January 1919.

1. HARVARD COLLEGE by CLASS (continued)

1903

Major Stephen Henley Noyes US Army (CO: Corps Observation Group, 1st Army) **Distinguished Service Cross**
 He sailed for France on August 1917 and participated in the following engagements: Aisne defensive (Chateau-Thierry). Saint-Mihiel and Meuse-Argonne offensives. His DSC citation reads: *“For extraordinary heroism in action near Chateau-Thierry, France on 18 October 1918. He volunteered under the most adverse weather conditions to stake the advance lines of the 82nd Division. Disregarding the fact that darkness would set in before he and his observer could complete their mission, and at the extremely low altitude of 150 feet, he proceeded amid heavy anti-aircraft and ground machine-gun fire until the necessary information was secured. On the return, due to darkness, he was forced to land on a shell-torn field and proceeded on foot to headquarters with valuable information”*. He returned to the US & released from active duty in May 1919. He was also awarded the **Croix de Guerre**.

1905

Major Russell W. Bryant US Army (HQ Air Service, Military Aeronautics- London) **Distinguished Service Order (UK)**
 He sailed for France in October 1917. His citations cited by General Pershing stated: *“For exceptionally meritorious and conspicuous service at Bouse section No. 3”*. He returned to the US and was discharged from active duty in the middle of 1919

1906

1st Lt. Fredrick H. Prince Jr. US Army (*Lafayette Escadrille* & US 16th Infantry)
 Fred was born in Winchester (MA) in 1859 as the grandson of the mayor of Boston and the brother of Sous Lt. Norman Prince, co-founder of the *Lafayette Escadrille*. Fred enlisted in the French Foreign Legion in January 1916. After French aviation schools, he joined his brother in the *Lafayette Escadrille*. In September 1917, he was honorably discharged from the French Army and commissioned a 1st LT in the US Army. He returned to the US and was discharged in January 1919. Fred participated in the following engagements: The Somme in 1916, Artois, Champagne and the Somme of 1918. He died in 1962

1907

Major Eliot (Chris) Cowdin US Army (previously: French Army including the *Lafayette Escadrille*) **2 Croix de Guerre**



Chris was born into a wealth family on Long Island (NY) in 1896. In late 1914, he volunteered to serve as a driver in the American Ambulance Field Service. He then enlisted as a private in French Army in February 1915 for 3 months of aviation school training. After receiving his pilot wings, he flew in the French 108th bomber squadron where he was promoted to corporal and then sergeant in August 1915. For the next month, he was trained to fly pursuit aircraft in Paris after which he spent 4 month in a French pursuit squadron before becoming the 7th American pilot in the *Lafayette Escadrille (N 124)* in May 1916 where he flew for 4 months before becoming wounded and sent to a hospital in France for a few months. From October 1917 to January 1918, he was attached to the Royal Flying Corps and to test and deliver French pursuit planes to the British Army. Chris was then discharged from the French Army as physically unfit and was commissioned a major in the Air Service of the US Army Signal Corps. In June 1918, he was sent to France on a special mission to visit and inspect air bases serving all allied fronts. Chris returned to the USA and was released from active duty in December 1918. His combat engagements included: Artois, Champagne, Hartmannsweilerkopf and Verdun. Chris was also awarded **Médaille Militaire** by France.

Lt. (j.g.) Ralph Lane Loomis US Navy (Northern Bombing Group) **Navy Cross**
 Ralph enlisted in the French Foreign Legion in July 1917. After boot camp, he transferred to French Aviation Service for various French Military Aviation schools and was promoted to corporal He was honorably discharged from French Army and was commissioned as a US Navy ensign and aviator based in 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 to the US in June 1919 and demobilized.

1. HARVARD COLLEGE by CLASS (continued)

1908



Sous Lt. Norman Prince French Army (Lafayette Escadrille N.124)

ACE & Legion d'Honneur [KIA]



Norm was from an old Yankee family on the Massachusetts North Shore. After Harvard College, he attended Harvard Law School and simultaneously took flight training under an alias and became the 55th American to be licensed to fly an aeroplane by the Aero Club of America School. After his 1911 HLS graduation, he practiced law for 3 years in Chicago. With “war clouds on the horizon”, Norm crossed the Atlantic to Paris and enlisted in French Foreign Legion (FFL) since his family owned an estate in France & he was fluent in French. As a licensed pilot, lawyer & graduate of FFL boot camp in Marseille, he convinced his French superior officers to send him to flight school. After receiving his French wings, he flew in 2 French aero squadrons and noticed many Americans pilots serving in various French Squadrons. Using his lawyerly skills, he convinced the French authorities to put all Americans in the same squadron which became the “Lafayette Escadrille” (i.e. French for squadron). After 122 aerial combat engagements, Norm was promoted to the rank of

sergeant and designated as an Ace since he was officially credited with shooting 5 enemy planes plus had 4 addition non-confirmed kills. On 12 October 1916 after a bombing raid in Germany, Norm’s landing wheels hit telegraph cables near his air base and his plane flipped over and crashed. Norm was severely injured and he died 3 days later.

1st Lt. Laurence Rumsey Jr. US Army (Lafayette Squadron n124 & the US Field Artillery)



Laurence was born in Buffalo (NY) to wealthy parent in 1886. After Harvard, he played polo professionally until January 1915 when he enlisted as an ambulance driver in the American Field Service serving the French Army in France and Belgium. After 6 months, he joined the French Foreign Legion. After FFL boot camp, Laurence went to a French flight School. In May 1916, he was promoted to corporal & sent to the Lafayette Escadrille as a fighter pilot and was soon promoted to sergeant. In April 1917, he was honorably discharged from the French Army and enlisted as private in the US Army and assigned to 83rd Field Artillery. After Officer Training School at Camp Zachary Taylor (KY), he was commissioned as a 1st LT in March 1918. He was released from active duty in January 1919. His combat engagements included: the Verdun and the Somme as well as various aerial combat sorties.

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 and was later shot down and wounded. He subsequently transferred to the Squadron Spad 11 and Squadron N 124 when he was promoted to sergeant in December 1917. Jim was then honorably discharged from 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. He was again wounded and then taken a prisoner of war for over 8 months before his release after the end of the war. He was 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 by CLASS (continued)

1912

Sergeant Harold B. Buckley French Army (French Lafayette Escadrille n 124)

Croix de Guerre

In February 1915, Harry joined the American Field Service as an ambulance driver for the French Army for 14 months. He enlisted in the French Foreign Legion in June 1916. After boot camp, he was sent to flight school and join the Lafayette Escadrille after he received his French wings. In April 1917, he was shot down and captured as prisoner of war. 14 months later, he escaped from the POW camp and made his way back to the Allied lines. He returned to the US and was demobilized in January 1919. His combat engagements included: the Somme, Saint-Quentin, Aisne Front, Ypres and Verdun.

1913

Sergeant Victor Chapman French Army (French Lafayette Escadrille n 124)

Croix de Guerre [KIA]



Victor was a New York City native born in 1890 to essayist father. After his mother died 8 years later, he and his father moved to France where Victor obtained dual French and US citizenship. In his late teens, Victor returned to the United States to attend the Fay School and then Harvard University, where he was class mate of T.S. Eliot. After his college graduation, he returned to Europe to spend time in France and in Germany. When World War I broke out in August 1914, Victor stayed in France and within the month joined the French Foreign Legion. After boot camp in Marseilles, he served in the 3rd March Regiment and became friendly with several Americans including the poet Alan Seeger (H-1910). Two of his Legion friends, Norman Prince (H-1908) & Elliot Cowdin (H-1908), were given an opportunity to fly fighter aeroplanes. Vic requested a transfer to the Aéronautique Militaire, the air arm of the French army which sent him to flight school where he was qualified as a pilot. He then flew many missions for the 1st Aviation Group and was promoted to sergeant. Victor flew many

missions for the 1st Aviation Group and was promoted to sergeant. He was chosen as one of the founding members of N.124, (i.e. the Lafayette Escadrille). On June 17, 1916, he was flying over the Verdun sector when he was attacked by four German airplanes. Sergeant Chapman suffered a head wound from an attack by then four-victory German flier Walter Höhndorf who erroneously became an Ace as result of this engagement. However, Victor was able to land his airplane safely and sent to a hospital. After his recovery and return to flight status, Victor was killed in action north of Douaumont in June 1916 by the German flying ace Leutnant Kurt Wintgens, a close friend of Höhndorf. He was buried at the Meuse-Argonne American Cemetery and Memorial in France and was awarded the **Medaille Militaire** and **Croix de Guerre** with two Palms by the French Army for his valor.

1914

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

Distinguished Service Cross [Killed in Action]



Charles was born in New Bedford, MA in 1890 and grew up in nearby Dartmouth (MA). His father graduated from Harvard in 1888 and Charles was the oldest of his four sons. His great uncle Thomas (HC-1884) 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 Morristown (NJ) under the tutelage of his father's 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. 2nd Lt. Plummer) 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 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 12 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 11 August 1918 and in recognition of his gallant conduct, I have awarded him in the name of the President, the Distinguished Service Service Cross."

1. HARVARD COLLEGE by CLASS (continued)

1914 (continued)

Captain David W. Lewis US Army (French Aero Squadrons 39 & 79 + US 25th Aero Squadron) **Croix de Guerre**
David volunteered as an ambulance driver with the American Field Service with the French Army on the Alsace Front from June to December 1915. He then transferred to the Norton Harjes Ambulance Corps on the Saint-Quentin front from March to June 1917 when he enlisted in the French Foreign Legion. After completing boot camp, he was sent to the French Military Aviation Scholl at Avord and Pau and promoted to corporal. He was assigned to Escadrille Spad 39 in February 1919 but in the next month he was honorably discharged from the French Army and was commissioned as a 2nd LT in the Aero Service of the US Army's Signal Corps. For the next 7 months, David then was seconded to the French aero service in Escadrille 79. 3 days before the Armistice, he was transferred to the US 25th Aero Squadron. He returned to the US in October 1919. His combat engagements included: Soissons and the Noyon-Montdidier fronts.

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 and commanding officer of the Massachusetts 45th Infantry during the Civil War and later a US Congressman for Massachusetts and President of the Harvard Board of Overseers. After College, Charles 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. 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. 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. Distraught 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 & before crashing in the vicinity of Conflans.*

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 Taily, 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]**



Bill 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, he returned to Harvard and graduated with his class. He 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.

1. HARVARD COLLEGE by CLASS (continued)

1916

Lt. (j.g.) David Edward Judd US Navy (Naval Aviation - Attached to the Northern Bombing Group) **Navy Cross**
David 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 Aviation Service and detailed to Schools of Military Aviation, Avord, Pau, and Le Plessis-Belleville and brevetted as a pilot in October 1917 and assigned to Squadron Spa 73 (Lafayette Flying Corps) in December 1917. He was honorably discharged from French Army in January 1918. His combat engagements were in the Aisne and Verdun fronts. He was 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.*" He then returned United States in September 1918 and served as flight instructor until he was released from in February 1919.

LT. Charles Gray Little US Navy (Navy Aviator- dirigibles) **Navy Cross**
Charles enlisted into the U. S. Naval Reserve in 9 May 1917 and was eventually 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 (OH). He then sailed to France on 13 November and assigned to Naval Air Station, Rochefort and later Paimboeuf. On 5 January 1918, he was promoted to Lieutenant (junior grade) & transferred to US 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 the Naval Air Station, Cape May (NJ) 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.

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

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**. He returned to the US and was discharged from active duty in the middle of 1919.

1. HARVARD COLLEGE by CLASS (continued)

1917 (continued)

1st Lt. Arthur Hadden Alexander US Army (96th Aero Squadron, 1st Day Bombardment) **Distinguished Service Cross**
 Art 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**
 Walt 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.

Major Charles Bassett Jr. USAAC (WW I: NAS- Dunkerque, France) & US Army Air Corps (WWII) **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 honorably discharged by the Army and enlisted as private in the French Foreign Legion. After completing Legionnaire boot camp, he went to flight school in the French Army and 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.*

1. HARVARD COLLEGE by CLASS (continued) **1917 (continued)**

1st Lt. Kenneth Pickens Culbert USMC (US Army 1st Aero Squadron) **Silver Star & Croix de Guerre with palm**



Ken was born in 1896 in Bellevue (PA) to father who had immigrated from Ontario (Canada) and a mother from New York City. He went to East Orange High School (NJ) and was admitted to Harvard College where he won his varsity letter in the 1st boat of the Varsity 8 oar Crew team and was on the staff of the Crimson. Since Ken also was appointed captain in the Harvard ROTC Regiment, he was commissioned as a USMC 2nd LT in August 1917 and ordered to the USMC Battle Training Camp at Quantico (VA).

In the following month, he sailed to France where he served in the aviation section of the US Army as a military observer which sent him to the 1st Corps Aviation School at Gondrecourt (France). Ken was commissioned a Student Naval Aviator on 26 November 1917 and was assigned as an aerial observer to the French Aeronautique Escadrille (i.e. Squadron) Sop 217. He flew in Sopwith 1 A2 aeroplanes to support the French 5th Armée and the 38th Corps

d'Armée operating south of Reims. On 1 April 1918, he was transferred to 1st Aero Squadron of the American Expeditionary Force and was considered by the senior officers in the squadron as being one of the most skillful and daring aerial observers. Although a Marine officer, Ken wore US Army Air Service wings since he never had the opportunity to meet the Navy's qualification requirement of 3 hours in seaplanes. Ken became one of the 1st Marine aviators to see combat in the First World War and an expert aerial map maker since participated in numerous mapping expeditions over German lines

In his communique of 24 May 1918 to the War Department, General Pershing reported the deaths of 2nd LT Kenneth P. Culbert USMC, an aerial observer and his Army pilot 1st LT Barney when their plane crashed in May 1918 after returning from a tour of duty northwest of Toul during the battle for Seicheprey. Both of these men were posthumously awarded the Silver Star and French Croix de Guerre with Palms for "excellent, faithful, and courageous work in numerous former flights. Their valor in operating in Seicheprey on April 20, under heavy fire and under adverse weather conditions was especially mentioned". Ken was the 1st Marine aviator in history to be decorated for valor.

With a mission to provide intelligence for a raid by French Senegalese troops, 1st LT Barney and 2nd LT Culbert flew their Spad XI aeroplane in miserable hailstorm over an important sector of the German lines when bombarded by powerful aircraft guns. Despite flying over the area three times, they could not confirm the alleged concentration or movement of troops. However, this 40-minute sortie out them directly over the over Seicheprey battlefield where they descended to 500 meters which allowed Ken to fire over a 100 rounds into the German 1st & 2nd trenches, despite heavy anti-aircraft and machine-gun fire. After spotting and reporting 20 German trucks on the road, Ken fired another 150 rounds at these vehicles exposing their plane to very heavy and constantly increasing AA fire which hit their plane several times. After completing their mission and successfully photographed enemy second line trenches under heavy fire in the Toul sector, they started back. However, their plane was so badly crippled that it toppled to the ground when just over the Allied lines but the intelligence photographs taken by Ken were intact and proved quite valuable. LT Barney was killed instantly in the crash and Ken died late that night. At that time, his brother of Lieutenant F. Paul Culbert USN was serving under Vice Admiral Sims USN in European waters. Ken participated in the following combat engagements: Champaign sector, St. Mihiel, Mount Sac, Toul sector and Seicheprey. Ken's Croix de Guerre citation reads: "*Young officer with a big heart, animated by the purest sense of duty, having demonstrated composure, courage and determination during several reconnaissance missions against the enemy*"

1st LT Francis B. Foster US Army (139th Pursuit Squadron & 88th Observation Squadron)

Frank enlisted as private 1st class in the Aviation Section of the Signal Corps in July 1917. He was then sent to the School of Military Aeronautics at Princeton University which was followed by the School of Aerial Gunnery of the Royal Air Force in Toronto (Canada). In December 1917, Frank was commissioned as 1st LT in Fort Worth (TX) as an armament and engineering officer. He sailed for France in February and was attached to the 3rd Observation Corps and was officially credited for the destruction of 2 enemy airplanes was involved in the Meuse-Argonne offensive. His citation from General Pershing reads: "*For distinguished and exceptional service, gallantry at Ancreville (France) on October 23, 1918*". Frank returned to the US and was released from active duty in January 1919.

1. HARVARD COLLEGE by CLASS (continued)

1917 (continued)



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



He was born in San Francisco, CA and sailed for France for the first time in 1917 and was wounded in June 1918. He participated in many engagements on the Toulon front. He returned to the US for recuperation and again returned to France in November 1918. Captain Doug Campbell was the 2nd highest American 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 Ace, Captain Eddie Rickenbacker. His DSC citation: “*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 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 Lironvitte, 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.

Major Lloyd A. Hamilton US Army (17th Aero Squadron, RAF) **ACE (Silver Star) & Distinguished Service Cross**

Harold entered the OTS at Plattsburg (NY) in May 1917 but 2 months later transferred to the School of Military Aeronautics at MIT as a private 1st class. He sailed for England in September 1917 and reported to the Grantham Gun School at Oxford. After further training in Scotland, he was commissioned as a 1st LT in Aviation Section of the US Army Signal Corps. He was seconded to the 3rd Aero Squadron of the RAF in France and 17th Squadron as a flight commander of fighter pilots flying combat missions in France. He then participated in the following combat engagements: Cambrai, Flanders, Armentières and both the Somme defensive and offensive. Lloyd was designated as an ACE with the official destruction of 8 enemy planes and 6 balloons. Lloyd was also awarded the Distinguished Flying Cross by the British. His DSC citation notes: “*For extraordinary heroism in action at Varssenaere, Belgium, 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 of the German planes. He then turned and fires bursts through the windows of the château in which German pilots were quartered, twenty six of whom were afterwards reported killed*”.



Captain John Mitchell US Army (95th Aero Squadron- Commanding Officer) **Distinguished Service Cross**

John 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 by CLASS (continued)

1917 (continued)

Lt.(i.g.) George Thomas Roe US Navy (Naval Aviation - Attached to the Royal Flying Corps (British)) **Navy Cross**. George 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 was commissioned as ensign. He sailed overseas in January 1918 where 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.

1st Lt. William James R. Taylor US Army (6th Balloon Company) **Distinguished Service Cross**
Bill 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 was released from active duty in January 1919.

1st Lt. Harvey L. Thomas US Army (104th Aero Squadron)
At Harvard, Harvey was a member of the Pi Eta Club. He entered Officer Training Camp at Plattsburg (NY) in August 1917 & 3 months later was commissioned as a 2nd LT in the Field Artillery. After his initial duty station at Camp Stanley (TX), he was detailed to Aerial Observers School in Fort Sill (OK) in May 1918 and then the School of Aerial Gunnery in Selfridge (MI) in August. In the following month, he sailed for France and reported to the 2nd Corps Artillery School at Châtillon-sur-Seine prior to joining the 104th Aero Squadron. In January 1919, George was transferred to the 3rd Army HQ in Coblenz, Germany. He returned to the US in May 1919 and was released from active duty in the following month.

Lt. William P. Whitehouse USN (Navy HQ-Brest ,France) **Navy Cross**
Bill enlisted in the Navy in April 1917 and 2 months later qualified as a Naval Aviator with his commissioning as an ensign in October 1917. He sailed for France in the following month where he reported to a French airbase in Rochefort (France) for 2 months. Her subsequently reported to the US Dirigible station in France where he flew dirigibles for 6 months before being assigned “special duty” out of England for 5 months. He then returned to France until the end of the war but did not return to the USA until February 1919 & then was released from active duty. His Navy Cross citation reads: *“Far distinguished service in the line of his profession as Commanding Officer of 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. ”*

1918

Lt.(i.g.) Merrill Potter Delano US Navy (USN Dirigible *Captaine Caussin* - Commanding Officer) **Navy Cross**
Merrill was a Massachusetts native who was born in 1896. At Harvard, he was a member of the Pi Eta Club and graduated with the class of 1919. He enlisted in the Navy as a Quartermaster 1st class petty officer and was assigned to the Naval Aviation Detachment in Akron (OH) in April 1917. He qualified as a Naval Aviator and was commissioned as an Ensign in October 1917. Two months later, Merrill was in France at the Palmboeuf US Nava Air Station where he was stationed until transferring to the Dirigible Force at Guipavas (France). He commanded 2 dirigibles used for observational intelligence operation until he returned to the US and was released from active duty in early 1919. His Navy Cross citation reads: *“Far distinguished service in the line of his profession as Commanding Officer of a dirigible engaged in patrol and convoying flights in the War Zone in which operations he did exceptional work and pushed his flights to the limits of physical and material endurance. ”*

1. HARVARD COLLEGE by CLASS (continued)

1918 (continued)

Lt.(j.g.) Alfred Gardner US Navy (Naval Aviation) –

Navy Cross

Al 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) **ACE & Distinguished Service Cross**

Jim was from St. Louis, MA & a member of the Pi Eta Club at Harvard. He enlisted into Army Signal Corp in May 1917 & sailed for France on July 1917. After completing flight school, he was commissioned a 1st LT in November 1917. His combat engagements included: Toulon front, Chateau-Thierry; Saint-Mihiel and Meuse-Argonne offensives. Jim 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.*” Captain Knowles was also awarded the Croix de Guerre & returned to the US and released from active duty in June 1919.

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

Distinguished Service Cross

John was an ambulance driver in the American Field Service with French Army on at the 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 as a 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: “*Far 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

Mosely 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) and a few weeks later detailed to 214th Squadron Royal Air Force (British), 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 during September, October, and November, 1918, bombing enemy bases, aerodromes, submarine bases, ammunition dumps, railroads, etc. Attached to Northern Bombing Group.*” 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) **ACE & Distinguished Service Cross**

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 discharged from active duty in the middle of 1919.

1. HARVARD COLLEGE by CLASS (continued)

1919

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

Navy Cross

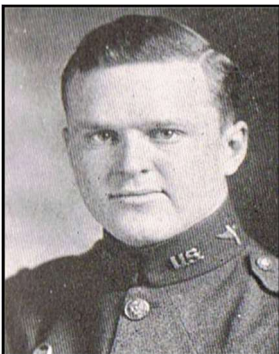
Addison was from Newton, MA and a member of the Pi Eta Club at Harvard. He enlisted into the Navy in June 1917. After boot camp, he was assigned to the Naval Aviation Detachment at MIT. 3 months later, he sailed to England and reported to the Royal Naval Air Station at Cranwell. He earned his wings and was commissioned as an ensign in May 1918 and the sent to a naval Air based in France. He sailed to the US & was released from active duty early in 1919. 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.”*

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



Art was born in 1896 in Medford (MA) and also graduated from Phillips Exeter before attending Harvard. As a college sophomore in May 1917, he 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 Paimboueu (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, Ed 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 duty based in Lakehurst (NJ) and later the Naval Air Station in Elizabeth City (NC).

1st Lt. Hugh Bridgman US Army (Lafayette Escadrille, 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 flying Spad 98z 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.

Major Chester W. Cook US Army Air Corps (26th Infantry Battalion, 1st Division)

Purple Heart



Chet was born in Worcester (MA) in 1896. He prepared for Harvard at Mercersburg Academy (PA). He complete his officer training with the Harvard regiment at Plattsburg (NY) in August 1917 and 3 months later received his commissioned into the 301st Infantry Battalion (76th Division). In July 1918, his unit sailed for France where he was transferred to the 1st Infantry Division. Chester was involved in the Saint-Mihiel offensive and wounded at the battle at Haumont-les-Lachaysesée in September 1918. He returned to the USA in January 1919 when he was released from active duty due to his physical disability resulting from his wounds on the battlefield. After returning to Harvard and graduating with the class of 1920, Chet eventually became a manager in the advertising business until he again volunteered for active duty as a captain in the Army Air Corps in April 1942 and served in the military along with his 2 sons. After serving a commanding officer of a couple of Basic Flying Training Squadron, Chet shipped overseas in January 1944 to the European theater of operations and was attached to the Civil Affairs Division of the British Army. He was member of the Harvard Club of New York.

1. HARVARD COLLEGE by CLASS (continued)

1919 (continued)

Captain Hamilton Collidge US Army (94th Aero Sqd., 1st Pursuit group) **ACE & 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 the 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. Ham 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 & sailed to France in July 1917 with his close friend of Quentin Roosevelt. As a new 1st LT in September 1918, he 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, Champaigne –Marne defensive, Vesle sector, Toulon, St. Mihiel offensive (Verdun) and the Meuse- Argonne offensive.

As noted by General Pershing in Captain Coolidge'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"*. Ham was also awarded the Croix de Guerre from France in July 1918

Major Charles J. Coulter US Army Air Corps (WWI-305th Inf.; WWII-7th Northern Bombing Group) **Purple Heart**



Chuck was born in New York City in 1896 and graduated from the Pomfret School before entering Harvard. He joined the 8th Massachusetts Militia in 1915 and was federalized for active duty and sent to El Paso (TX) for 6 months in 1916 during the hostilities with Pancho Villa. He returned to Harvard and joined the Harvard ROTC regiment. At the personal request of Medal of Honor recipient General Leonard Wood USA, he became an instructor in Fort Riley (KA). Chuck enlisted in the regular Army in January 1918 and was assigned to Officer Training School at Camp Upton on Long Island (NY). However, he instead volunteered as a private to ship out to France with the 305th Infantry (77th Division). He was soon promoted to corporal and then sergeant and sent to the 4th British Army Musketry School in St. Omar (France). Chuck was commissioned as a 2nd Lieutenant in July 1918 and joined the 1st Battalion, 110th Infantry Regiment (28th Division) where he served as company commander and later a battalion

commander. He was wounded in combat and participated in the following engagements: Château-Thierry, Orcq-Vesle, Vesle-Aisne, the Argonne Forest as well as the Thiacourt and Baccarat Sectors. He was released from active duty in the fall of 1919 and briefly was in the paint business before buying a seat on the NY Stock Exchange on Wall Street as an odd lot broker with Ontivia, E.F. Hutton and later his own company.

1. HARVARD COLLEGE 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. Bill received his LLB degree in 1923

from Harvard Law School. After serving as an assistant DA in the Boston, he worked for Lehman Brothers and as a trial examiner for the Textile Labor Board & 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, Charles 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 transferred 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 where 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). In 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)

Advocates for Harvard ROTC

1. HARVARD COLLEGE by CLASS (cont.)

1919 (continued)

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 which involved Del 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

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 the 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 assistant deans in the College and also began teaching an introductory economics course for undergraduates. He simultaneously continued his academic studies and earned his PHD by 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. In his own words: "I backed into deaning after trying the textile business and teaching economics". He died in 1965.

powerful enemy attack 1st Lt. Lippitt led his platoon through heavy artillery and machine gun fire in a counterattack against the enemy which had gained a foothold in our line. The enemy was repulsed and the line reestablished. He assisted in the reorganization and defense of the position against two enemy assaults. The gallantry of this officer was a great aid to his command at a time of unusual danger. He was killed a few days later while advancing to an attack.

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 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*"

2nd Lt. Arthur Perkins US Army (3rd Provisional Aero Regiment)

Art was member of the Pi Eta club at Harvard and enlisted into the Aviation section of the Army Signal Corp in February 1918. After completing the School for Military Aeronautics at Georgia Institute of Technology, he earned his pilot's wings and was commissioned a 2nd LT in May 1918. He sailed for France in October 1918 and was assigned as a flight instructor at the Saint-Maixent Air Base. He returned to the USA in December 1918 and was released from active duty.

1. HARVARD COLLEGE by CLASS (continued)

1919 (continued)

1st Lt. David Putnam US Army (139th Pursuit Squadron **ACE & Distinguished Service Cross** **[Killed in Action]**



David 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 American 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 a 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. However, David unofficially shot down 20 German planes but 6 could not be independently confirmed as kills. He was also the only American to shoot down 5 German planes in one day which is feat matched only by English & one French pilot. David 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 himself 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, Médaille Militaire, Croix de Guerre and Purple Heart.**

1st Lt. Quentin Roosevelt US Army (95th Aero Squadron, 1st Pursuit Group)

Purple Heart [Killed in Action]



The youngest and 4th son of President Theodore Roosevelt, he was born in Washington DC in 1897 when his father was the Assistant Secretary of the Navy in the McKinley administration. He attended public school in Washington and the Episcopal High School in Alexandria, VA before transferring to Groton. At Harvard, Quentin belonged to the DKE, Hasty Pudding Institute of 1770 Clubs and played intramural football. In 1916, he went to Officer training in Plattsburg (NY). With his father's permission in April 1917, he enlisted in the Aviation part of the US Army Signal Corps and later was commissioned as a 1st Lt. and 3 months later he sailed for France with the first detachment of American Aviators. Quentin's knowledge of French made him particularly valuable as his Squadron's supply officer. He was assigned to a Headquarters company as a commanding officer and gunnery instructor of over 40 officers and

600 aviation cadets. In June 1918, he joined the 1st Pursuit Group as a pilot where he squadron mates describe him as an exceptionally good pilot who was perfectly fearless and always eager. Quentin declined the role of Flight Commander which was given to him because of his father. After he was ordered to take this leadership billet, he rotated the prestigious lead position among the more experienced pilots in his squadron. When asked why he was serving the front, he remarked: "Well, you know it's up to us to practice what Father preaches". On an 11 July sortie over the front, Quentin fell behind his squadron since his engine was old and needed work. He spotted 3 planes he thought were American and followed them deep into German territory. When the planes turned, he could see the German marking and he then attacked and shot down the tail plane before escaping back to his line. Quentin was officially credited with the destruction of one enemy airplane for his heroics. 3 days later while on patrol with 3 others in his squadron, he was killed in action when attacked by 3 German fighter planes and was then buried with full military honors by the Imperial German Army. His combat engagements included the Toulon & the Marne-Aisne sectors.

1. HARVARD COLLEGE by CLASS (continued)

1919 (continued)

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 he was taken prisoner but soon after he escaped. After the WWI, he founded an 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. George lived in NYC where he was a member of the NY Athletic Club.



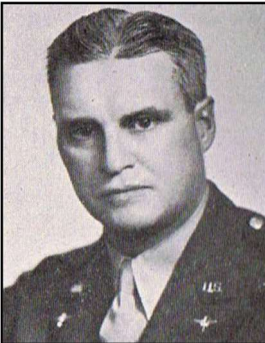
Commander George H. Tilghman US Navy (CO: Carrier Aircraft Service Unit 16)

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.

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 where was completed and 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 take to Germany a prisoner 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.

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

ACE & 2 Distinguished Service Crosses

Chester was a 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 shipped out to France in November 1917 where completed his pilot's training. 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 into their own territory”* Chester returned home in March 1919.

1. HARVARD COLLEGE by CLASS (continued)

1919 (continued)

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.



1920

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

Purple Heart & 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, he served as an instructor pilot in Ellington Field (TX) during World War I. After his discharge, he completed his undergraduate studies at Harvard and also stayed to receive 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 he persuaded the French general to surrender. 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. 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 Mehdia 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*".

1. HARVARD COLLEGE by CLASS (continued)

1920 (continued)

Captain Sumner Sewall US Army (95th Aero Squadron) **ACE & 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 had the wisdom to then attend 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 in part reads: *“Distinguished Service Cross to First Lieutenant (Air Service) Sumner Sewall, United States Army Air Service, for repeated acts of extraordinary heroism in action 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”*. His 2nd DSC citation in part reads: *“...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*

it within 30 meters of the ground in spite of severe fire from a machine-gun, rifles, and anti-aircraft guns, bullets which 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 and a PHD from Trinity College in Dublin (Eire). For the following 5 years, he taught at the Hotchkiss School 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 on board the *USS Wasp* (CV18), *USS Enterprise* (CV6), *USS Hornet* (CV18) & the *USS Ticonderoga* (CVA14). He received 6 battle stars for his Pacific ribbon. In 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 the 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. After his commissioning, he 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 received his wings and commission after 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 for his new duty station at Duxford Air Base (near Cambridge, UK). 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 as 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 as well as 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 was 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 over as the commanding officer of the 214th Squadron after Major Boyington was shot down and presumed missing. Henry was later transferred to command and train a new fighter Squadron in Cherry Point (NC) which was schedule to sail back to the Western Pacific. However, the war with Japan ended as a result of dropping atomic bombs on Hiroshima and Nagasaki. As a result, Henry did not have to return to the Pacific and was released from active duty in the Marine Corps in November 1945. He 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 was grandson and son of Medal of Honor recipients (i.e. President Theodore Roosevelt H-1880 and General Theodore Roosevelt Jr. USA H-1909). 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 combat mission flying 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 was born and raised in Concord (MA) whose great-grandfather of Ralph Waldo Emerson [H-1821]. 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 worked in investment banking in Boston and 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 was born in Hull (MA) as the son of Joseph Patrick Kennedy (H-12). He was the oldest brother of President John F. Kennedy (H-40), former Attorney General Bobby Kennedy (H-48), former Senator Ted Kennedy (H-56) and 6 sisters. Joe was educated at Choate and the London School of Economics (UK) prior to Harvard College where he played football, rugby and earned his “H” on the sailing team. He lived in Winthrop House and was a member of Pi Eta, the Hasty Pudding Institute of 1779, the Iroquois Club and the Harvard Catholic Club. After graduating cum laude from college, he 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, Joe had flown enough missions to be transferred back to the US but he volunteered to remain with his squadron.

After his promotion to LT in July 1944, he volunteered for a very dangerous combat mission. His assignment was to fly a drone Liberator bomber loaded with 21,170 pounds of high explosives to a high value Nazi V-2 rocket launching target. When 2 “mother” planes achieved complete radio control over the drone, Joe would then parachuted and the drone would crash into the V-2 base target. The drone plane with Joe 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 Joe as pilot 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.*

1. HARVARD COLLEGE AVIATORS by CLASS (continued)

1939

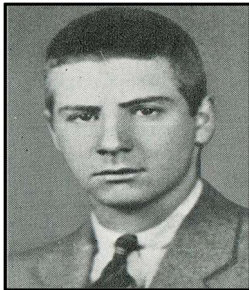
Major DeWitt L. Alexandre US Army Air Corps (13th Ari Force)   **3 Distinguished Flying Crosses & 4 Air Medals**



DeWitt prepped at the Pomfret 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.

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 an outstanding 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.

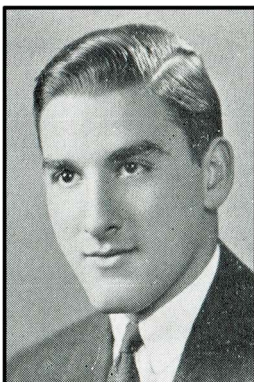
2nd Lt. John G. Brackett US Army Air Corps (US Army Air Corps flight school)



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.

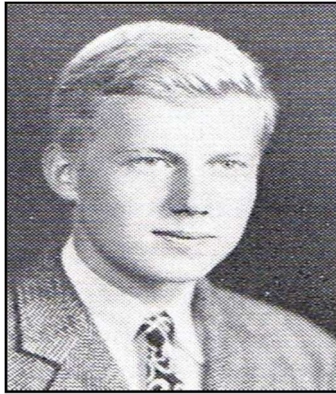
After the war, Royce became the chief executive of several companies in the manufacturing mining and financial fields. He later went into investment banking focusing on Merger & Acquisition activities in both the US and Europe.

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 (CV 9). 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 anti-aircraft 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 US Naval Service.

1945

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

Navy Cross

Frank was from Massachusetts. As a Naval aviator in the Pacific, 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



Charles 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, Charles 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 initially worked as a congressional clerk in Washington DC but later 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 for 2 occasions when he had to take the controls of a crippled plane and felw 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 commission 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.

1964

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



Rick graduated from the local high school in Osage (IA) 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 Strom 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)

1964 (continued)

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. His father, David (H-1938), was a fighter pilot in North Africa and Europe during World War II and his great-great grandfather was 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 Naval wings at Pensacola Naval Flight School (FL). Following training to fly helicopters, he went to Vietnam in February 1968. After receiving his Silver Star, Bing 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 Marine battalion 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 Vietnamese Army. The CH46'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.

1. HARVARD COLLEGE AVIATORS by CLASS (cont.)

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. His father worked as a civilian comptroller with the Department of the Army. He was the first graduate from East Longmeadow High School (MA) to attend Harvard where he played squash and football and was a member of the Crimson Key Society as well as an NROTC midshipman with a Navy scholarship recipient. At college, Phil was 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-training as a Legal Officer at the Naval Justice School in Newport in 1969, he joined the 1st fighter squadron which 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 returning to the US, Phil successfully changed his Naval officer designator to Intelligence Officer. He subsequently served in a variety of Intel billets including another tour aboard the *USS Constellation* (CV 84) 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 worked primarily in educational technology and software development. In these activities, he served as: Chief Operating Officer of a joint venture between the US State Department & the Israeli Defense Ministry, Vice President of Berlitz Publishing and Senior Vice President of Simon & Schuster. Phil subsequently 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 Moynaha



Will was raised in London (KY) and attended South Laurel High School where he graduated as valedictorian. At Harvard University, he lived in Eliot House and 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). After receiving his AB degree magna cum laude in Economics, he enlisted in the Navy and earned his Commission through Officer Candidate School. Will then completed 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). 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 Thriot 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.

Danielle 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. Thriot 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

at Oceania Naval Air Station in Virginia Beach (VA). At the start of 129th Harvard–Yale game in November 2012, Danielle 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 by CLASS

1914

Major Charles Biddle US Army (13th Aero Squadron, 4th Pursuit Group: CO) **ACE & Distinguished Service Cross**



He was born in PA and received his undergraduate degree from Princeton. After Harvard Law, he was a Philadelphia lawyer 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 (Passchendaele), Aisne (Chemin des Dames) & Champagne fronts, 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 planes. Major Biddle was also awarded the Croix de Guerre from France. France. He discharged from active duty in 1919 and died in 1972.

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 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”.*



1917

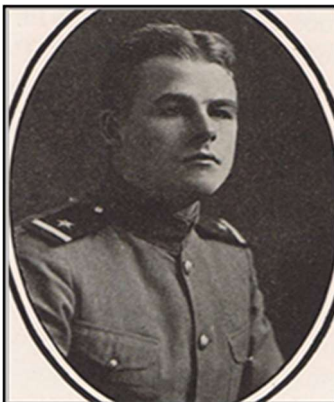
Major Benjamin Porter Harwood US Army (12th Aero Squadron)

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]**



Al was born in Washington DC as the son of a lawyer in an old New England family. He 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 qualifying as a Naval aviator and receiving his aviator wings of gold, Al was stationed at West Palm Beach (FL). Following brief temporary duty at Huntington Naval Air Station (NY), he shipped out to 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 Felixstone, 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 by CLASS (continued)

1918

2nd Lt. Almin Minor Froom Royal Air Force (Beamsville Royal Air Force Base) [***Killed in an airplane accident***]
Almin enlisted as an aviation cadet in the Royal Air Force in December 1917. After boot camp in Camp Rathburne (Ontario), he went to the School of Military Aeronautics at the University of Toronto and was promoted to corporal. He was commissioned a 2nd LT in September and died the same day in an airplane accident in Ontario.

1921

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

Don enlisted in the Army Signal Corps in August 1917. After military aeronautics training at Ohio State, he sailed for France in October 1917 and assigned as an instructor at the Aviation School at Tours (France). In May 1918, he was commissioned as a 1st LT and reported to the AEF HQ in Paris. Don returned to US and was 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 and earned the **Silver Star**.

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

ACE & Distinguished Service Cross



Howard born in Girard (IL) and enlisted as a private 1st class in the US Army Signal Corps (Aviation Section) in July 1917. He then trained with the British Royal Flying Corps in Canada prior to being transferred to Fort Worth (TX) and being commissioned as 2nd LT (Aviation) section). He sailed for France with the 182nd Aero Squadron. Later 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 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".

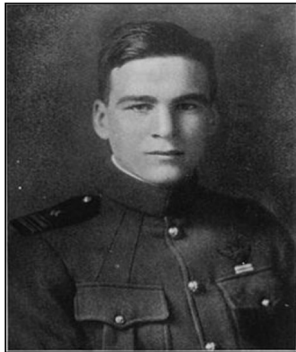
Lt. Knotts was also awarded the British **Distinguished Flying Cross** by the UK which cites: "*In August 1918, he shot down from two thousand feet, over the Bapaume-Cambrai Road, one Fokker biplane. On 13 September 1918, he shot down from four thousand feet, near Inchyen- Artois, northeast of Bapaume, 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 by CLASS

1923

Rear Admiral David S. Ingalls US Navy (Northern Bombing Group)

ACE & DSM & 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 ROTC 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.

5. HARVARD BUSINESS SCHOOL by CLASS

1917

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



Lloyd was born in Troy, NY in 1894 as the son of minister & 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, Lloyd transferred to the School of Military Aeronautics at MIT as a private 1st class and sailed for England in September 1917 with orders to for the Grantham Gun School at Oxford. After further training in Scotland, he was commissioned as a 1st LT in Aviation Section of the US Army Signal Corps. He was seconded to the 3rd Aero Squadron of the RAF in France and 17th Squadron as a flight commander of fighter pilots flying combat missions in France. He then participated in the following combat engagements: Cambrai, Flanders, Armentières and both the Somme defensive

Lloyd was designated as an ACE with the official destruction of 8 enemy planes and 6 balloons before he was **Killed in Action** 2 days after he fought the Red Baron Von Richthofen on in August 1918 in France. Lloyd also earned the **Distinguished Flying Cross (UK)**. His DSC citation reads: *“For extraordinary heroism in action at Varsseenaer, 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.”*

1948 (AMP)

General John Gerhart USAF (NADC; Commander)



3 Silver Stars & Bronze Star



John 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. 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.

5. HARVARD BUSINESS SCHOOL by CLASS

1968 (AMP)

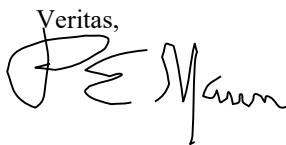
Brigadier General Robert F. Titus USAF (NORAD Command; Inspector General)

Air Force Cross



General Titus was born in 1926, in Orange (NJ) but attended secondary schools in Maryland and Virginia and studied mining engineering at Virginia Polytechnic Institute before enlisting in the U.S. Army in 1945. He served as a squad leader in 82nd Airborne Division until August 1946 when 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 Air 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. After 2 years in US based billets, Bob he went to Vietnam commander of the "Skoshi Tigers," F-5 squadron and later the F-4-equipped 389th Tactical Fighter Squadron at Da Nang in 1967. He flew 400 combat missions in North and South Vietnam and destroyed three Mig-21s in aerial combat. Bon returned to the US and graduated from the Harvard Business School Advanced Management Program in 1968 as well as the National War College. In 1970, he was commander of the 15th Tactical Fighter Wing at MacDill Air Force Base (FL). In May 1971, he became commander of the 18th Tactical Fighter Wing of the Pacific Air Forces at Kadena AFB (Okinawa) and later the 313th Air Division. As deputy chief of staff, operations, Air Force Systems in 1973, he returned to Andrews Air Force Base (MD). 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 NORADADCOM, 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 (HC-63)
 Captain USN (Ret.)

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; “*Crimson Valor*” by Captain Philip Keith USN (Ret.) H-1966; “*The First USMC Aviator in the Pantheon of US Army Air Heroes*” by Colonel Terrence J. Finnegan USAF (Ret.) in Over the Front magazine -Winter 2016; Harvard Alumni Magazine and various Harvard reunion reports plus information from various veterans and their families.