

# Advocates for Harvard ROTC

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

## **The genesis of US military aviation might**

The US Air Force and Naval Aviation owe a generally unacknowledged debt of gratitude to the alumni of Ivy League colleges (especially Harvard) for their key role in the initial development of US military aviation and combat fighter pilots. 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.

## **The daring young men in those flying machines**



Medal of Honor



Distinguished Service Cross



Navy Cross



Air Force Cross



Legion d'Honneur



Silver Star

The highest US military decoration for valor above and beyond the call of duty in combat is the Medal of Honor which has been awarded to 18 Harvard alumni, including one aviator who served in both World War I & II. 123+ Harvard veterans have merited the 2<sup>nd</sup> highest awards for valor which includes the Distinguished Service Cross (Army & Army Air Corps), the Navy Cross (USN & USMC) and the Air Force Cross (note: the Air Force Cross was only established by the US Congress in 1960 so previously Army aviators received the Distinguished Service Cross). These 2<sup>nd</sup> tier 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 does not meet 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 is almost the equivalent of the US Medal of Honor and has been awarded to over 22 Harvard Alumni. The Silver Star is the third highest award for valor for extraordinary heroism while engaged in military operations with an enemy of the US which in total has been presented to 74 Harvard alumni. Furthermore during World War I, aviators who were designated as Aces are often considered to have merited the Silver Star if it had existed the time. From World War I through the Vietnam War, a grand total of 1,352 Harvard alumni from all military branches and designators have made the supreme sacrifice while serving our country in the military. 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** aviators includes:

| <b><u>Harvard alumni aviators</u></b>         | <b><u># Harvard aviators</u></b> | <b><u>% Σ Harvard vets</u></b> | <b><u>Added noted</u></b>                    |
|---|----------------------------------|--------------------------------|--|
| Medal of Honor recipients                     | 1                                | 6%                             |  |
| Legion d'Honneur recipients                   | 5                                | 23%                            | Awarded by France                            |
| DSC, NC & AFC recipients**                    | 23                               | 19%                            |  |
| Silver Star recipients*                       | 11                               | 14%                            |  |
| Members of the "Lafayette Escadrille" (LE)    | 13                               | 100%                           | 39% of Σ LE original + replacements          |
| Members of the "Lafayette Flying Corps" (LFC) | 23                               | 100%                           | 6% of Σ LFC, inc. the "Lafayette Escadrille" |
| Aviation aces                                 | 13                               | 100%                           | Ace = 5 documented kills of enemy aircraft   |
| Died on active duty                           | 16                               | 1%                             | Most were killed in action                   |

\* **Crimson** = Harvard school color and nickname of Harvard varsity sports teams

\*\* DNC, NC, AFC = Distinguished Service Cross, the Navy Cross & the Air Force Cross. Harvard # identified to date.

## The genesis of US military aviation might (continued)

Particularly during the 100<sup>th</sup> anniversary of the US entry in World War I, this long overdue debt to Ivy League aviators should be formally celebrated and acknowledged. After World War II, the USAF evolved from the US Army Air Corps which was preceded by the aero squadrons of the US Army Signal Corps during World War I (WWI). The initial foundation for Navy and Marine Corps airdales (i.e. aviators) was the Northern Bomber Group in WWI which flew initially from the UK and later France. The Navy's only WWI Ace was a graduate of Yale College and Harvard Law School and the first ever decorated Marine aviator was an alumnus of Harvard College and killed in action. After the start of WW 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.

After only a decade from the 1<sup>st</sup> 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. As a result, the US instantly had several squadrons of trained pilots with combat experience after entering the war in April 1917 of whom a significant minority, if any, were from West Point or the Naval Academy.



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

Prior to the US entry into World War I, the surest way for both qualified pilots and other prospective aviators from the US to join the fight in the air was to cross the Atlantic Ocean by steamship to France and enlist into the *French Foreign Legion*. However, the US Code prohibits US citizens from joining foreign militaries which **could** result in the loss of their US citizenship. However, service in *French Foreign Legion* by US citizens was specifically allowed by the US government. Since Canada hardly had any Air Force in 1914, flying for Canada was not a viable option and most Canadians wishing to fly joined the UK *Royal Flying Corps* or the *Royal Naval Air Service* (note: these 2 groups were consolidated in 1918 and became 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 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 or key Commonwealth countries, especially Canada and Australia. However there were 2 “*Eagle Squadrons*” in the *RFC* manned primarily by American pilots. 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.

## The French connection

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 who is a Harvard alumnus and future Naval officer and John Pierpont Morgan whose grandson was a Harvard graduate, aviator and Medal of Honor recipient. Among the first American pilots in the *Armée de l'Air* was Norman



Sous Lt. Norman Prince-Armée de l'Air

Prince who was from an old Yankee 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 55<sup>th</sup> American licensed to fly an aeroplane by the Aero Club of America. After practicing law for 3 years in Chicago, Norm crossed the Atlantic by ship and enlisted in French Foreign Legion (*FFL*). As a licensed pilot, lawyer & graduate of *FFL* boot camp in Marseille, he convinced his French superior officers to send him to flight school. Norm was fluent in French since his family owned an estate in France which he had frequently visited. After receiving his French wings, Norm flew in 2 French aero squadrons (i.e. VB 108 & 113) and noticed many Americans pilots serving in various French Squadrons. Again using his lawyerly skills, he convinced the French authorities of the many benefits of having all Americans in the same squadron. This proposal was approved and resulted in the formation of 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. After 122 aerial combat engagements, Norm was promoted to the rank of a 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, Norm flew as 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 commissioned as a sous lieutenant and awarded the Legion d'Honneur. Previously, Norm had also been awarded the Médaille Militaire as well as the Croix de Guerre from the French government.

Among the 13 Aces in the *Lafayette Escadrille* was 1<sup>st</sup> 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, 1<sup>st</sup> 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. 1<sup>st</sup> 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.



1<sup>st</sup> Lt. David Putnam USA

## Lafayette Escadrille aircraft



SPAD VII



Nieuport 17

## **The French connection (continued)**

Initially there were 38 pilots in the “*Lafayette Escadrille*” (AKA SP# 124) who had the following profile:

- Average age = 26 years
- Home of record = 23 from the Eastern states of the USA
- Number with a college degree = 30
- Sons of millionaires = 11
- Number from Harvard College = 13
- Number of qualified pilots before joining the French Foreign Legion = 9
- Number from the Naval Academy or West Point = 0
- Squadron pets = 2 young lions named Whiskey and Soda.

Prior to April of 1917 when the USA formally joined the Allied side during 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*” and were sent to other French aero squadrons which along with “*Lafayette Escadrille*” became part of the “*Lafayette Flying Corps*” which included an additional 170 other American aviators. In total, over 265 American served as a under the French Aéronautique Militaire (i.e. including 57 who were not in the “*Lafayette Flying Corps*”).

## **Illustrative listing of notable Harvard aviators**

### **Members of the “*Lafayette Escadrille*” (LE) or “*Lafayette Flying Corps*” (LFC)**

- Major Charles Bassett Jr. USAAC (HC-17) “*LE*” attached to RAF – Navy Cross, USN -WWI & USAAC in WWII
- Major Charles Biddle USA (HC-14) “*LFC*” & 103<sup>rd</sup> Aero Squad.–Distinguished Service Cross & **Ace** with 8 kills
- 1<sup>st</sup> Lt. Hugh Bridgman USA (HC-19) “*LE*”– later to 49<sup>th</sup> Aero Squadron & 1 confirmed kill
- Sergeant Harold Buckley FA\* (HC-12) “*LE*”–Croix de Guerre. Shot down, taken prisoner & escaped in 2 months
- Sergeant Victor Chapman FA\* (HC-13) “*LE*”– Killed in action (**KIA**) – Médaille Militaire & Croix de Guerre
- Major Christopher Cowdin USA (HC-07) “*LE*” & 13<sup>th</sup> Aero Squad. – Croix de Guerre
- Private Frazier Curtis FA\* (HC-98; HGA-99) “*LE*”– Assisted Lt. Prince starting LE; 2 accidents & med release
- Lt. (j.g.) David Judd USN (HC-16) “*LFC*” & Northern Bombing Group – Navy Cross
- 2<sup>nd</sup> Lt. Chester Elliott USA (HC-20) “*LFC*” & Military Aeronautics
- Capt. James N. Hall USA (HC-11) “*LE*”– Distinguished Service Cross & Legion d’Honneur, POW twice & 3 kills
- 1<sup>st</sup> Lt. David Lewis USA (HC-15) “*LFC*” & US 25<sup>th</sup> Aero Squadron) – Croix de Guerre
- Lt. (j.g.) Ralph Loomis USN (HC-11) “*LFC*” & Northern Bombing Group) – Navy Cross
- Major Walter Lovell USA (HC-05) “*LE*” – Croix de Guerre
- 1<sup>st</sup> Lt. Charles Nordhoff USA (HC-09) “*LFC*” – Croix de Guerre. 1 kill
- 1<sup>st</sup> Lt. Charles Plummer USA (HC-14) “*LFC*” & 88<sup>th</sup> Aero Squad.–Distinguished Service Cross – **KIA**
- 1<sup>st</sup> Lt. David Putnam USA (HC-20) “*LE*” – DSC, “**Ace of Aces**” (20 kills -14 confirmed) – **KIA**
- 1<sup>st</sup> Lt. Fredrick Prince USA (HC-06) “*LE*” & later 16<sup>th</sup> Infantry Brigade, 8<sup>th</sup> Division
- Sous Lt. Norman Prince FA\* (HC-08 & HLS -11) “*LE*”– Croix de Guerre & Legion d’Honneur. – **KIA**
- 1<sup>st</sup> Laurence Rumsey USA (HC-20) “*LE*” & US 14<sup>th</sup> & later 83<sup>rd</sup> Field Artillery
- Sergeant Harold Willis (HC-08) “*LE*”. Shot down & POW but escaped in 6 months – Croix de Guerre,

\* FA = French Armée de l’Air (Aviation)

Note: HC=Harvard College, HLS=Harvard Law; HMS=Harvard Med; HBS = the B School; HGS= A&S graduate school

## **Other US or UK aviators from Harvard**

Before the US entered World War I, 300 Americans also served and were trained as pilots with the *Royal Flying Corps* (RFC) in the British military. Among the 28 American Aces in World War I, 22 flew with the RFC and 13 of the total Aces were from Harvard (46%). Besides the above noted former pilots in the French Armée de l’Air, other notable Harvard aviators in US Army aero squadrons or the Navy Northern Bomber Group (NBG) in World War I included:

- 1<sup>st</sup> Lt. Thomas Abemethy USA (HC-17) 147<sup>th</sup> Aero Squadron – Distinguished Service Cross
- 1<sup>st</sup> Lt. Arthur Alexander USA (HLS-17) 96<sup>th</sup> Aero Squadron –Distinguished Service Cross; wounded & 1 kill
- 1<sup>st</sup> Lt. Walter Avery USA (HC-17) 95<sup>th</sup> Aero Squadron – Distinguished Service Cross
- Captain Ralph Bagby USA (HC-16) 88<sup>th</sup> Aero Squadron – Distinguished Service Cross.
- Col. Raynal Bolling USA (HC-00) – Distinguished Service Medal, Legion of Merit & Legion d’Honneur - **KIA**
- Lt. (j.g.) Addison Center Burnham Jr. USN (HC-19) USN Naval Dirigible Squadron – Navy Cross
- Captain Doug Campbell USA (HC-17) 94<sup>th</sup> Aero Squadron – 6 Distinguished Service Crosses & **Ace** with 6 kills

## **Illustrative listing of notable Harvard aviators (continued)**

### **Other US or UK aviators from Harvard (continued)**

- Lt. Eliot Chapin RFC (HC-19) *99<sup>th</sup> Bombing Squadron* – KIA
- Capt. Hamilton Collidge USA (HC-19) *94<sup>th</sup> Aero Squad.* – Distinguished Service Cross & **Ace** with 8 kills – KIA
- 1<sup>st</sup> Lt. Kenneth Culbert USMC (HC-18) *1<sup>st</sup> Aero Squadron* – Croix de Guerre; 1<sup>st</sup> decorated Marine aviator in WWI
- Lt. (j.g.) Merrill Delano USN (HC-19) *Dirigible Captaine Caussin* – Navy Cross
- LTC Oliver Filley USA (HC-06) “RFC” & later *US Night Bomber Group* – Military Cross (UK)
- Lt. (j.g.) Alfred Gardner USN (HC-18) USN (attached to: *Royal Naval Air Service*) – Navy Cross
- 1<sup>st</sup> Lt. Donald G. Graham USA (HLS-17) *Air HQ - AEF* – Distinguished Service Cross (WWI & WWII service)
- Lt. (j.g.) William Gaston USN (HC-19) *Northern Bombing Squadron* – Navy Cross
- Lt. Edmund Graves RFC (HC-13) *Kosciusko Aerial Squadron* – Killed in airplane accident
- Captain Leonard Hammond USA (HC-01) *91<sup>st</sup> Aero Squad.* – Distinguished Service Cross & **Ace** with 6 kills
- Major Lloyd Hamilton USA (HC-16) *17<sup>th</sup> Aero Squad.* – Distinguished Service Cross & **Ace** with 8 kills – KIA
- Major General Pierpont M. Hamilton USAF (HC-20) (WWI– TX & WWII – CINCEUR) – Medal of Honor
- 1<sup>st</sup> Lt. George Hanson RFC (HGS-16) *131<sup>st</sup> RAF Squadron* & later an instructor and test pilot
- Major Benjamin Harwood USA (HLC-17) *12<sup>th</sup> Aero Squadron.* – Distinguished Service Cross
- Ensign Charles Hodges USN (HC-19) *5<sup>th</sup> USMC Squadron* – Navy Cross
- 1<sup>st</sup> Lt. Howard Knotts USA (HLS-21) *17<sup>th</sup> Pursuit Squadron* – Distinguished Service Cross & **Ace** with 8 kills
- Captain James Knowles USA (HC-20) *95<sup>th</sup> Pursuit Squadron* – Distinguished Service Cross & **Ace** with 5 kills
- 1<sup>st</sup> Lt. Lloyd Andrews Hamilton USA (HC-17) *17<sup>th</sup> Aero Squad* – Distinguished Service Cross – **Ace** with 14 kills – KIA
- Major Benjamin Harwood USA (HBS-17) *12<sup>th</sup> Aero Squadron* – Distinguished Service Cross
- Lt. (j.g.) Charles Edward Hodges Jr. USN (HC-19) *5<sup>th</sup> Squadron USMC* – Navy Cross
- RADM David Ingalls USN (HLS-23) “NBG” – DSM & only Navy Ace in WWI with 5 kills + WWII service
- Captain James Knowles Jr. (HC-18 ) USA *95<sup>th</sup> Aero Squadron* – Distinguished Service Cross & **Ace** with 5 kills
- Captain John Lambert USA (HC-18) *91<sup>st</sup> Aero Squadron* – Distinguished Service Cross with 3 kills
- Lt. Charles Gray Little USN (HC-16) *Naval Dirigible Squadron* – Navy Cross
- Captain John Mitchell USA (HC-17) *95<sup>th</sup> Aero Squadron* – Distinguished Service Cross & Croix de Guerre
- Lt. David Morgan US Navy (HC-16) *Northern Bombing Group* – Navy Cross
- Major Stephen Noyes USA (HC-03) *1<sup>st</sup> Aero Squadron* – Distinguished Service Cross
- 2<sup>nd</sup> Lt. Donald G. Graham USA (HLS-17) *Air HQ - AEF* – Distinguished Service Cross (WWI & WWII service)
- Lt. (j.g.) George Roe USN (HC-17) (attached to: *Royal Naval Air Service*) – Navy Cross & POW for 7 months
- Capt. Sumner Sewall USA (HC-20) *95<sup>th</sup> Aero Squad.* – 2 Distinguished Service Crosses & **Ace** with 8 kills
- Ensign Albert Dillon Sturtevant USN (HLS-17) attached to: *Royal Naval Air Service* – Navy Cross – KIA
- Lt. Moseley Taylor USN (HC-19) *RAF 214<sup>th</sup> Squadron* – Navy Cross
- 1<sup>st</sup> Lt. William Taylor USA (HC-17) *6th Balloon Company* – Distinguished Service Cross
- Lt. William Whitehouse USN (HLS-17; HLS18) *Naval HQ, Brest, France* – Navy Cross; Killed in Action (KIA)
- 1<sup>st</sup> Lt. Chester Wright (HC-18) USA *93<sup>rd</sup> Aero Squadron* – Distinguished Service Cross & **Ace** with 8 kills
- 2<sup>nd</sup> Lt. George Young USA (HC-20) *185<sup>th</sup> Pursuit Squadron*

### **Harvard aviators – an introspection**

Harvard College, the oldest US university, was established by the General Court of the Massachusetts Bay Colony in 1636. Since the American Revolution, many Harvard military veterans have paid a price in time, blood and restricted earnings for the freedoms now enjoyed in our great country. 18 Harvard alumni have been awarded the Medal of Honor, which is highest number of alumni recipients for any university in the world except for West Point & the Naval Academy. 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 100<sup>th</sup> 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 particularly since these “daring young men” were the basis of a significant number of combat tested pilots on day one when the US joined in the Allies to defeat the Central Powers. The unique military and patriotic history of Harvard alumni should be acknowledged and not completely lost or fade into the unread footnotes of its history. These airborne heroes and all other Harvard vets 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!**”

## Illustrative faces of Harvard aviator warriors



Top Row From Left: COL Raynal Bolling, CPT James N. Hall, 1LT Charles W. Plumer, 2LT William K. Emerson, MAJ Charles Bassett, Jr.  
Second Row From Left: CPT Doug Campbell, LCDR Arthur D. Brewer, 1LT Hugh Bridgman, CPT Hamilton Coolidge, LT (j.g.) William Gaston  
Third Row From Left: 2LT Edward H. Hooper, 1LT Theodore R. Hostettler, 1LT Delmar Leighton, 1LT Samuel P. Mandell, MAJ George Tiffany  
Bottom Row From Left: CDR George H. Tilghman, LTC Bryant Woods, 2LT George R. Young, 1LT David Putnam, CPT Sumner Sewall

## About the author



**Capt. Paul E. Mawn USN (Ret.)**

Captain Paul E. Mawn US Navy (Ret.) grew up in Lynn (MA) as the oldest of 7 children of a truck driver father who was a 2<sup>nd</sup> class Navy petty officer in the Pacific during World War II. At Harvard, he was a member of the House Committee, Winthrop House hockey team, Harvard Band, Pi Eta Club, Hasty Pudding Institute of 1770 as well as serving as a midshipman in the NROTC unit for 4 years. Paul graduated cum laude in Geology from Harvard and in the same week was also commissioned as a US Navy line officer. After communications and intelligence training, he qualified as a surface warfare officer initially on the *USS Spiegel Grove* (LSD 32) later on the *USS Thaddeus Parker* (DE 369) and the *USS Albert T. Harris* (DE 447). Upon release from active duty, Paul was in the active Navy Reserve for 2 decades in a variety of surface warfare assignments as well as industrial security and petroleum logistics billets. During his last 5 years in the active Navy Reserve, Captain Mawn served with the CNO Executive Panel (Op OOK) which is an active duty staff directly reporting to the Chief of Naval Operations where he focused on Navy Petroleum related strategy & issues as well as other assigned tasks from the CNO. After briefly serving on active duty during Desert Storm, he was awarded the Navy Commendation Medal by the Secretary of the Navy. Captain Mawn retired from the Navy on the main deck of the *USS Constitution* in Boston harbor at the end of 1991.

Paul received his MBA from Rutgers University and his subsequent civilian career has been in various aspects of the oil industry in senior line management positions with Exxon and Hess Oil as well as managing petroleum consulting projects with Arthur D. Little and as a partner with Mercer Management Consulting. Paul is currently the president of Concord Consulting Group LLC as well as the Chairman of the Advocates for Harvard ROTC. He is a member of the East India Club in London (UK), Harvard Club of Boston, Concord Band, Harwich Town Band, Wardroom Club in Boston as well as the Military Order of the World Wars, which recently awarded him the Patrick Henry Silver Medal for patriotic service. After many moves since their marriage, Captain Mawn and his wife, June, live in Sudbury, MA and in Harwichport on Cape Cod during the summer. Their adult 2 sons and daughter live in Connecticut, Texas and Florida.