

# Advocates for Harvard ROTC

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

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

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 Navy Ace** and **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 in WW1). Furthermore, the **first** aviator in the US Marine Corps to be ever awarded for valor graduated from Harvard College (i.e. 1<sup>st</sup> LT Ken Culbert USMC, a recipient of the Silver Star and Croix de Guerre, who was killed in action). 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. 18 Harvard alumni have been awarded the Medal of Honor (including 1 aviator), which is highest number of alumni recipients for any university in the world except for West Point & the Naval Academy. Particularly during the 100<sup>th</sup> anniversary of the US participation in World War I, the long overdue debt 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**

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. Based on information to date, at least 152 Harvard veterans were awarded the 2<sup>nd</sup> 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 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 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 and is considered by some to be almost the equivalent of the Medal of Honor (US). 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 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:

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

\* **Crimson** = Harvard school color

\*\* 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 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.



*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 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* (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 1 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 does prohibit 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 who is a Harvard alumnus and future Naval officer and 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 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

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  $\Sigma$  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

## **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. 1<sup>st</sup> Lt. Walter Lovell USA (HC-05) – Croix de Guerre
3. 1<sup>st</sup> Lt. Fredrick Prince USA (HC-06) – later transferred to the US 16<sup>th</sup> Infantry Brigade, 8<sup>th</sup> Division
4. Major Elliott Christopher Cowdin USA (HC-07) later attached to RAF– Croix de Guerre
5. Sous Lt. Norman Prince *Armée de l’Air* (HC-08) –Co-founder of N.124; Legion of Honor Ace (5 kills) - KIA
6. 1<sup>st</sup> Lt. Laurence Rumsey Jr. USA (HC-08) – later transferred to the US 83<sup>rd</sup> 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) – Killed in action (KIA)
11. Major Charles Bassett Jr. USAAC (HC-17) later attached to RAF – Navy Cross, USN in WWI & USAAC in WWII
12. 1<sup>st</sup> Lt. Hugh Bridgman USA (HC-19) – later to 49<sup>th</sup> Aero Squadron & 1 confirmed kill
13. 1<sup>st</sup> 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*” 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 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. Besides Medal of Honor recipient Major General Pierpont Morgan Hamilton UAS (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) 91<sup>st</sup> Aero Squad.– DFC & **Ace** (6 kills)
2. Sous Lt. Norman Prince *Armée de l’Air* (HC-08) –Co-founder of “*LFC*”; Legion of Honor Ace (5 kills) - KIA
3. Major Charles Biddle USA (HLS-14) “*LFC*” & 13<sup>th</sup> Aero Squad. – DSC & **Ace** with 8 kills
4. Major Lloyd Hamilton USA (HC-16) 17<sup>th</sup> Aero Squad.–DSC & **Ace** (8 kills) – KIA
5. Captain Doug Campbell USA (HC-17) 94<sup>th</sup> Aero Squadron – 5 DSC & **Ace** (6 kills)
6. Captain James Knowles Jr. (H-18 ) USA 95<sup>th</sup> Aero Squadron – DSC & **Ace** (5 kills)
7. 1<sup>st</sup> Lt. Chester Wright (H-18) USA 93<sup>rd</sup> Aero Squadron – DSC & **Ace** (8 kills)
8. Capt. Hamilton Collidge USA (H-19) 94<sup>th</sup> Aero Squad. – DSC & **Ace** (8 kills) – KIA
9. 1<sup>st</sup> Lt. David Putnam USA(H-20) *Lafayette Escadrille* – DSC, “**Ace of Aces**” (20 kills -14 confirmed) - KIA
10. Capt. Sumner Sewall USA (H-20) 95<sup>th</sup> 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

## 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 2<sup>nd</sup> 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 2<sup>nd</sup> 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 US A (HC-00) *AEF-HQ* – Legion d'Honneur **Killed in Action (KIA)**
2. Captain Leonard Hammond USA (HC-01) 91<sup>st</sup> Aero Squad. – DSC & **Ace** (6 kills)
3. Major Stephen Noyes USA (HC-03) 1<sup>st</sup> 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*" & 13<sup>th</sup> Aero Squadron – DSC & **Ace** (8 kills)
7. 1<sup>st</sup> Lt. Charles Plummer USA (HC-14) "*Lafayette Flying Corp*" & 88<sup>th</sup> Aero Squad.–DSC **KIA**
8. Major Lloyd Hamilton USA (HBS-17) 17<sup>th</sup> 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) 88<sup>th</sup> 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* (NBG)– Navy Cross
13. 1<sup>st</sup> Lt. Thomas Abemethy USA (HC-17) 147<sup>th</sup> Aero Squadron – DSC
14. 1<sup>st</sup> Lt. Arthur Alexander USA (HC-17) 96<sup>th</sup> Aero Squadron & 1<sup>st</sup> Day Bombardment –DSC
15. 1<sup>st</sup> Lt. Walter Avery USA (HC-17) 95<sup>th</sup> 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) 95<sup>th</sup> Aero Squadron – DSC
18. Captain Doug Campbell USA (HC-17) 94<sup>th</sup> Aero Squadron – 5 DSC & **Ace** (6 kills)
19. 1<sup>st</sup> Lt. Lloyd A. Hamilton USA (HBS-17) 17<sup>th</sup> 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. 1<sup>st</sup> Lt. William Taylor USA (H-17) 6<sup>th</sup> Balloon Company – DSC
22. Lt. (j.g.) Alfred Gardner (H-18 ) USN (NBG & *Royal Naval Air Service*) – Navy Cross
23. Captain James Knowles Jr. (H-18 ) USA 95<sup>th</sup> Aero Squadron – DSC & **Ace** (5 kills)
24. Captain John Lambert USA (H-18) 91<sup>st</sup> Aero Squadron – DSC
25. 1<sup>st</sup> Lt. Chester Wright (H-18) USA 93<sup>rd</sup> Aero Squadron – DSC & **Ace** (8 kills)
26. Lt. (j.g.) Addison Center Burnham Jr. (H-19) USN *Naval Dirigible Squadron* – Navy Cross
27. Capt. Hamilton Collidge USA (H-19) 94<sup>th</sup> Aero Squad. – DSC & **Ace** (8 kills) **KIA**
28. Lt. (j.g.) William Gaston USN (H-19) *Northern Bombing Squadron* – Navy Cross
29. Lt. (j.g.) Charles Edward Hodges Jr. USN (H-19) 5<sup>th</sup> Squadron USMC – Navy Cross
30. 1<sup>st</sup> Lt. David Putnam USA(H-20) *Lafayette Escadrille* – DSC, "**Ace of Aces**" (20 kills -14 confirmed) **KIA**
31. Capt. Sumner Sewall USA (H-20) 95<sup>th</sup> Aero Squad. –2 DSC & **Ace** (8 kills)
32. Major Benjamin Harwood USA (HLS-17) 12<sup>th</sup> Aero Squadron – DSC
33. Ensign Albert Dillon Sturtevant USN (HLS-17) (attached to: *Royal Naval Air Service*) – Navy Cross **KIA**
34. Rear ADM David S. Ingalls USN (HLS-23) *Northern Bombing Group*– DSM, Legion d'Honneur & **Ace** (6 kills)
35. 1st Lt. Howard Knotts USA (HLS-21) 17<sup>th</sup> 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 Shaughnessy USNR (Naval aviator) – Navy Cross
39. Lt. (j.g.) Charles D. Farmer USNR (*VF 10* – "*The grim reaper squadron*") – Navy Cross
40. Brigadier General Robert F. Titus USAF (HBS-68) NORAD Command; Inspector General) – Air Force Cross

## 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, Minnesota and Florida.