

SPRING 2016 BANNER RECIPIENTS

(Listed in Alphabetical Order by Last Name)

Click on name to view biography.

Render Crayton	Page 2
John Downey	Page 3
John Galvin	Page 4
Jonathan S. Gibson	Page 5
Irving T. Gumb	Page 6
Thomas B. Hayward	Page 7
R. G. Head	Page 8
Landon Jones	Page 9
Charles Keating, IV	Page 10
Fred J. Lukomski	Page 11
John McCants	Page 12
Paul F. McCarthy	Page 13
Andy Mills	Page 14
J. Moorhouse	Page 15
Harold "Nate" Murphy	Page 16
Pete Oswald	Page 17
John "Jimmy" Thach	Page 18

Render Crayton

Render Crayton
Written by Kevin Vienna

US NAVY



**CAPTAIN
R. CRAYTON**

**POW
Vietnam 1973**

In early 1966, while flying a combat mission over North Vietnam, Captain Render Crayton's A4E Skyhawk was struck by anti-aircraft fire. The plane suffered crippling damage, with a resulting fire and explosion. Unable to maintain flight, Captain Crayton ejected over enemy territory. What happened next, though, demonstrates his character and heroism. While enemy troops quickly closed on his position, a search and rescue helicopter with armed escort arrived to attempt a pick up. Despite repeated efforts to clear the area of hostile fire, they were unsuccessful, and fuel ran low. Aware of this, and despite the grave personal danger, Captain Crayton selflessly directed them to depart, leading to his inevitable capture by the enemy.

So began seven years of captivity as a prisoner of war. During this period, Captain Crayton provided superb leadership and guidance to fellow prisoners at several POW locations. Under the most adverse conditions, he resisted his captor's efforts to break him, and he helped others maintain their resistance.

On release in 1973, Captain Crayton's injuries from mistreatment required seven months of hospitalization in San Diego. Still, the harrowing ordeal's most significant effect was this: Captain Crayton came to appreciate his country more and was more grateful for its gifts.

Follow-on assignments led to serving as Chief of Staff to fellow POW Vice Admiral James Stockdale at the Naval

War College and included two years as Executive Officer at NAS North Island. While living there, Captain Crayton, his wife, and small son developed a lifetime affection for Coronado.

MARINE CORPS



LT COLONEL JOHN DOWNEY

**Gulf War
1991**

Gulf War veteran John Downey, who'd served 20 years as a Harrier pilot in the Marine Corps, knew he needed to answer the call to duty again after the terrorist attacks of September 11, 2001. The Pennsylvania native, who'd flown 42 combat missions during Operation Desert Storm, couldn't sit on the sidelines as his Marines went back in to harm's way. Downey was recalled from retirement and served for two years, from 2003 until 2005; using the expertise he'd gained during the first Gulf War to help prepare Marines for fighting in Iraq to liberate the country from the murderous rule of Saddam Hussein.

Downey first moved to Coronado in 1992, serving on the Naval Air Force Pacific staff. He returned to stay in 1999. During Operation Desert Storm, Downey flew strike missions early in the conflict, hitting strategic targets to disable the Iraqi military. Later in the war he flew close air support missions, keeping Marines and other allied combat troops safe as they advanced towards Baghdad. In the war's final days he flew multiple sorties attacking the Iraqi Army on what became known as the "Highway of Death," which led to the defeat of the Iraqi Army and the end of first Gulf War.

John Galvin

US NAVY



**LIEUTENANT
JOHN GALVIN**

**WWII Ace
1944**

*John Galvin
Written by Brendan Doud*

Trial by fire and water - appropriate for a naval aviator. Such was the crucible that Burlington, Iowa native Ensign John Galvin experienced as a U.S. Navy F6F Hellcat fighter pilot April 1, 1944, as he flew his 5th combat mission from the U.S.S. Bunker Hill during WWII. Struck by anti-aircraft artillery while attacking a Japanese 'Betty' bomber on Woleai Atoll, the fiery, crippled aircraft compelled Galvin to bail out five miles north of Taugalap Island.

As he jumped from the plane, he hit the tail of the Hellcat, causing both his Mae West life preserver and pilot's life raft to malfunction - useless gear which he quickly jettisoned. Incapacitated on one side of his body and left to his own devices, Galvin fought fifteen foot seas, twenty knot winds and an increasingly heavy G-suit whose bladders were filling with water, forcing him into a life and death struggle against the inexorable current and tide. Incredibly, he swam to shore over plunging surf and rough coral reefs after a nearly five hour ordeal.

The assigned 'lifeguard' submarine, U.S.S. Harder, with CDR Sam Dealey and crew aboard, daringly rested the bow on a submerged reef to rescue Galvin, even in the face of Japanese sniper fire. Had the wind and current changed, the Darter and crew could have been lost. Many in the 'Silent Service' consider this as one of the most dangerous and outstanding feats of WWII.

Galvin spent 33 days as a temporary submariner before returning to the Bunker Hill, becoming an ace credited with shooting down seven Japanese aircraft and damaging two more. He left the service in 1945.

Jonathan S. Gibson



Jonathon S. Gibson
Written by Theresa Jones

Warrant Officer Jonathon S. Gibson, a native of Aurora, Oregon was born on February 15, 1981. He received his Air Crew Wings of Gold in March 2001. He deployed twice in Support of Operations Enduring Freedom and Iraqi Freedom with HSL-49. In April 2005, he reported to Helicopter Maritime Strike Weapons School Pacific where he was awarded Instructor of the Year.

In 2008, Warrant Officer Gibson completed a tour at HSL-45 and his Associate's Degree in Organizational Management from Vincennes University. He was subsequently one of the few selected for the Navy's short-lived Flying Warrant Officer Program. Upon completion of the Naval Aviation Training pipeline, CW03 Gibson earned his Wings of Gold on August 12, 2011.

CW03 Gibson later moved to San Diego where he qualified in the MH-60S Knighthawk Helicopter. After transferring to HSC-6, CW03 Gibson qualified as a Helicopter Second Pilot on June 21, 2013, while deployed aboard the *USS Nimitz*. Soon after, he joined an HSC-6 detachment aboard the fast combat support ship USNS Rainier.

On September 22, 2013, CW03 Gibson and his co-pilot, LCDR Landon Jones, landed aboard the USS William P. Lawrence for a quick deck hit. Shortly after, a wall of water crashed onto the spinning helicopter causing the aircraft to break apart, slipping overboard with CW03 Gibson still inside. His body was never recovered.

CW03 Jonathan Gibson is survived and missed daily by his wife Chrissy and their children Makaylin and Xander.

Irving T. Gumb

US NAVY



**COMMANDER
IRVING GUMB**

**WWII - Korea
Vietnam**

Irving Gumb
Written by Toni McGowan

"Why don't you ever go in the water dad?" Asked Commander Irving Gumb's young son, John, while boating in Fallon, Nevada. That is when John learned of his dad's near-fatal mission.

As a young Ensign, Irving Gumb's Helldiver squadron was ordered on a daring night mission to cripple the Japanese fleet headed towards refueling in the Battle of the Philippine Sea. All pilots knew there was little hope for dive bombers like Irv's to make the 600-mile round trip. In an all-out blitz, known as the "Great Turkey Shoot," for Japan's heavy losses, the squadron scored a glaring victory and headed back to their carriers, low on fuel and in pitch black.

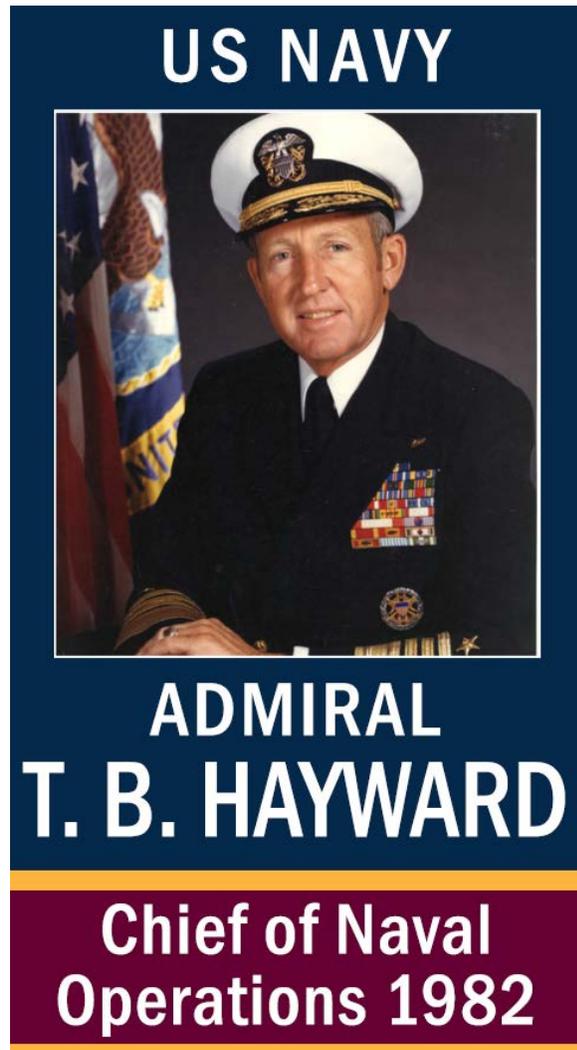
Despite heroic efforts of awaiting shipmates to bring the blind and limping squadrons home - breaking all black-out rules, flashing on running lights, deck lights and even truck lights - star shells and searchlights lit the skies to guide them in - it was not enough to save Gumb's Helldiver.

With tanks empty, it dropped into the dark sea hundreds of miles from land as awaiting ships were ordered to pursue the crippled Japanese Fleet, leaving Gumb and his crew drifting in the water, where scores of airmen perished hoping for rescue. Unwilling to give up, a last ship took one final sweep, and after nearly ten uncertain hours in shark infested waters, Gumb and his crew were spotted.

Commander Irving Gumb calmly explained to his young son that he preferred to remain above the water, not in it - for the remainder of his life.

Thomas B. Hayward

Thomas B. Hayward
Written by Len Kaine



Skilled tactical aviator, long-range strategic thinker, highly acclaimed Chief of Naval Operations, and consummate naval officer, Admiral Thomas B. Hayward was all these and more.

Joining the Navy in 1943 as a Naval Aviation Cadet, his training took an exciting turn for the better by being accepted to the U.S. Naval Academy, graduating in 1947. Ensign Hayward went to sea aboard the *USS Antietam*. It was not without adventure and excitement, but Hayward felt a different calling. With eyes to the skies, the young naval officer began naval flight training at NAS Pensacola and received his wings in July of 1950.

His next assignment was into the Korean War. He survived two combat deployments and 146 air combat missions aboard the *USS Essex* and *USS Valley Forge*.

In the years between wars, Hayward completed six assignments including selection as Commander Carrier Air Wing Ten aboard *USS Intrepid*. In 1965, *Intrepid* was ordered to the Tonkin Gulf, where he flew another thirty-six combat missions against North Vietnam forces. But Admiral Hayward's contribution to the Navy and his sacrifices for our nation did not end there. A series of high level postings included Commander 7th Fleet and Commander in Chief Pacific Fleet. These and other assignments ultimately lead to the brass ring. On July 1, 1978, with high energy and deep commitment, Admiral Hayward was chosen to the highest assignment

in the Navy; he became the Navy's 21st Chief of Naval Operations.

Admiral Hayward retired on 1 July, 1982, following a full and illustrious career in the service of our nation. He resided in Coronado during the Korean War and now lives in Seattle, Washington.

AIR FORCE



BRIG GENERAL R.G. HEAD

1965 Silver Star & Dist. Flying Cross

On a June night in 1965, Air Force Captain RG Head led a two plane formation of A1 Sky raiders to support U.S. Special Forces surrounded in their camp at Dong Xoai, South Vietnam, by the enemy Viet Cong. Low clouds forced him to drop his 500 pound bombs and make repeated strafing runs at dangerously low levels. His plane was struck twice by ground fire, but was able to return to Base. Head won a Silver Star for this particularly hazardous attack: just one of 325 combat missions in a single year, for which he also received a Distinguished Flying Cross and the Air Medal, with 12 Oak Leaf Clusters.

RG Head is a true Renaissance Man, both warrior and scholar. A licensed private pilot before entering the 1960 class at the Air Force Academy, he later ranked first in both Pilot and Advanced Gunnery Training. He is also unusually articulate. After assignments to multiple overseas bases, and the combat tour in Vietnam, he earned both a Masters and Ph.D. in Political Science, taught at the Air Force Academy, and graduated from the National War College.

He then held increasingly important staff positions, punctuated by active flying service and command in Squadrons. He ultimately managed the agenda and attended some 1,000 meetings of the Joint Chiefs of Staff before retiring in 1987 as a Brigadier General. He had logged over 3,000 hours in the A1 Sky raider, F-100 Super Sabre and F-4 Phantom.

This skilled pilot is now a skilled sailor and former Commodore at the Cays Yacht Club. It's easy to spot the sleek red sailboat, docked behind the Port of Spain house he shares with his wife Carol. He built large-scale aircraft models that are hung in the Coronado Library and the San Diego Air and Space Museum, and his vivid book on WWI aviation will soon be published here and abroad.

Landon Jones



Landon Jones
Written by Theresa Jones

LCDR Landon Jones was born on April 27, 1978, in Lompoc, California. He attended the Naval Academy, graduating in 2001. Upon graduation and commissioning, Landon entered flight school in Pensacola and was designated a Naval Aviator and Naval Helicopter pilot in 2003. Once operational in 2004, his career never took him out of the cockpit. At sea, Landon served with Helicopter Anti-Submarine Squadron FOURTEEN, Helicopter Maritime Strike Squadron SEVEN ZERO, and Helicopter Sea Combat Squadron SIX.

Ashore, he served as an instructor pilot with Helicopter Training Squadron EIGHTEEN, earning that squadron's Instructor Pilot of the Year award in 2008. In his final assignment he served as Officer in Charge, HSC-6 Detachment ONE in USNS Rainer. Throughout his career, Landon accumulated nearly 4000 flight hours, a total exceeding that achieved by all but a few of his Academy classmates at the time of his death.

LCDR was known as a gifted and dedicated pilot. He operated with great skill and composure and excelled as a flight instructor. His operational accomplishments and the lessons he taught to hundreds of Naval Aviators will remain as lasting legacies to his service and sacrifice.

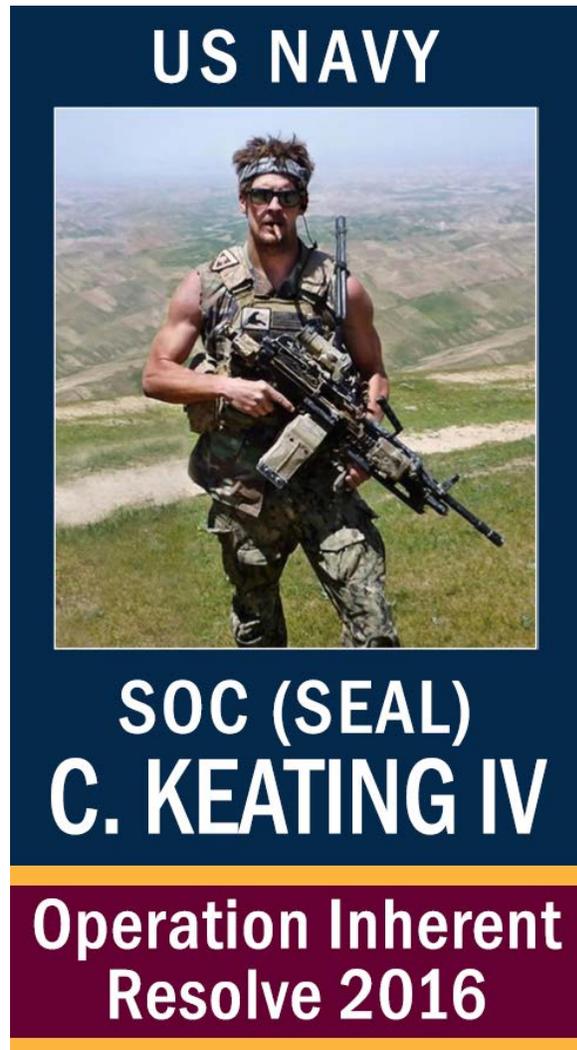
On September 22, 2013, LCDR Jones and his co-pilot, CWO3 Gibson, landed aboard the USS William P. Lawrence for a quick deck hit. Shortly after, a wall of water crashed onto the spinning helicopter causing the aircraft to break apart, slipping overboard with LCDR

Jones still inside. His body was never recovered.

LCDR Landon Jones is survived and missed daily by his wife Theresa and their sons Anthony and Hunter. Hunter was two-months-old at the time of LCDR Jones' accident. He never got a chance to meet him before he died.

Charles Keating, IV

*Charles Keating IV
Submitted by Navy PAO*



Chief Special Warfare Operator Charles Keating IV grew up in Coronado, California, and Phoenix, Arizona. He was a standout athlete at Arcadia High School in Phoenix, and went on to attend Indiana University, where he competed on the cross country and track and field teams.

Keating joined the Navy in February 2007 and graduated from BUD/S with Class 266 in June 2008. After graduation, he checked into SEAL Team THREE in Coronado, where he qualified as a Naval Special Warfare (NSW) lead breacher and Naval Special Warfare sniper. While at SEAL Team THREE he completed two deployments in support of OPERATION IRAQI FREEDOM and one in support of OPERATION ENDURING FREEDOM-Afghanistan. He checked into Naval Special Warfare Training Detachment ONE in July 2013 as the Sniper/Reconnaissance Cell Leading Petty Officer, where he was responsible for the training and sustainment of all West Coast-based NSW snipers. He checked into SEAL Team ONE as a Platoon Leading Petty Officer in February 2015 and deployed as the Senior Enlisted Advisor at a remote site in support of OPERATION INHERENT RESOLVE.

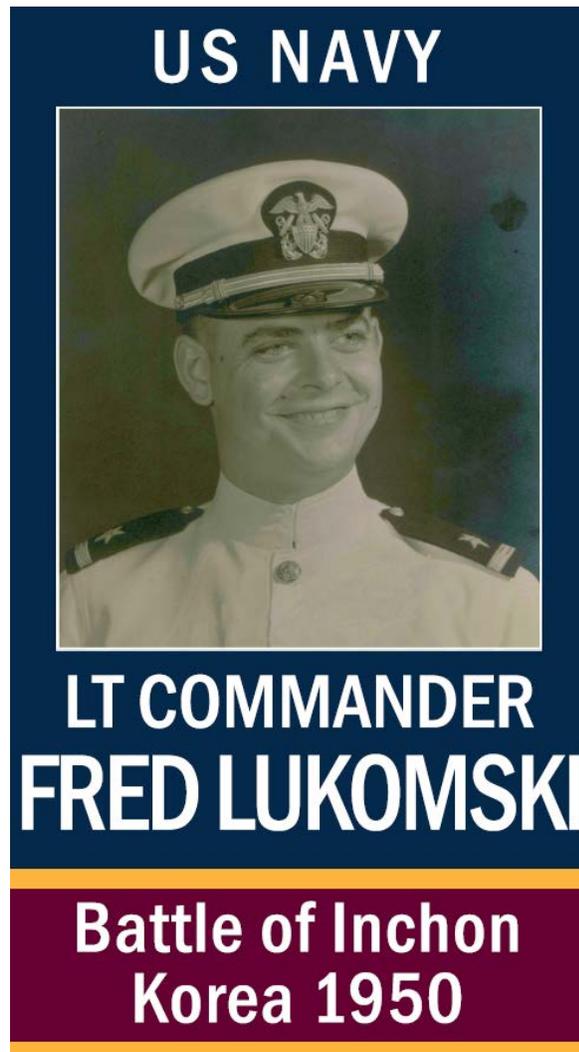
His personal awards include the Bronze Star Medal (with Combat V), Navy and Marine Corps Achievement Medal (3), Army Achievement Medal, Combat Action Ribbon, Good Conduct Medal (3), National Defense Service Medal, Afghanistan Campaign Medal, Iraq Campaign Medal (2), Rifle Expert and Pistol Expert. Keating will be

posthumously awarded the Silver Star Medal, the Purple Heart, and a second Combat Action Ribbon.

Keating is survived by his wife Brooke; his mother Krista; his father Charles; his step-mother DeAnn; his step-father Ron; his brothers Billy and Jeremy; and his sisters Adele, Cassie and Alianna.

Fred J. Lukomski

Fred Lukomski
Written by Ron Pickett



LCDR Fred Lukomski was one of 12 children born to Polish immigrant parents in Philadelphia, PA in 1930. Among his many early influences was his older brother who helped pay for his attendance at a Catholic Boys School from his Army pay. He gained a lifelong respect for helping others and the potential from military service.

Entering the U. S. Navy after graduation from High School, his leadership potential was quickly identified and he was given positions or responsibility at a very young age. He became an Electricians Mate and was serving on the *USS DeHaven* (DD727) during the early days of the Korean War. His destroyer squadron was an integral part of the "Sitting Duck" operation that paved the way for the invasion at Inchon. He told about his experiences watching the costal battery fire from the North Korean artillery and observing another ship hit and damaged during this operation.

He married Shirley Bullard in 1950. He was assigned to shore duty in Key West FL and enjoyed the closeness of a growing family. Commissioned following attendance at OCS, he was assigned to Bainbridge, MD.

Following a hospital stay to recover from a badly broken leg, he was assigned to the Naval Amphibious Base in Coronado as an Instructor.

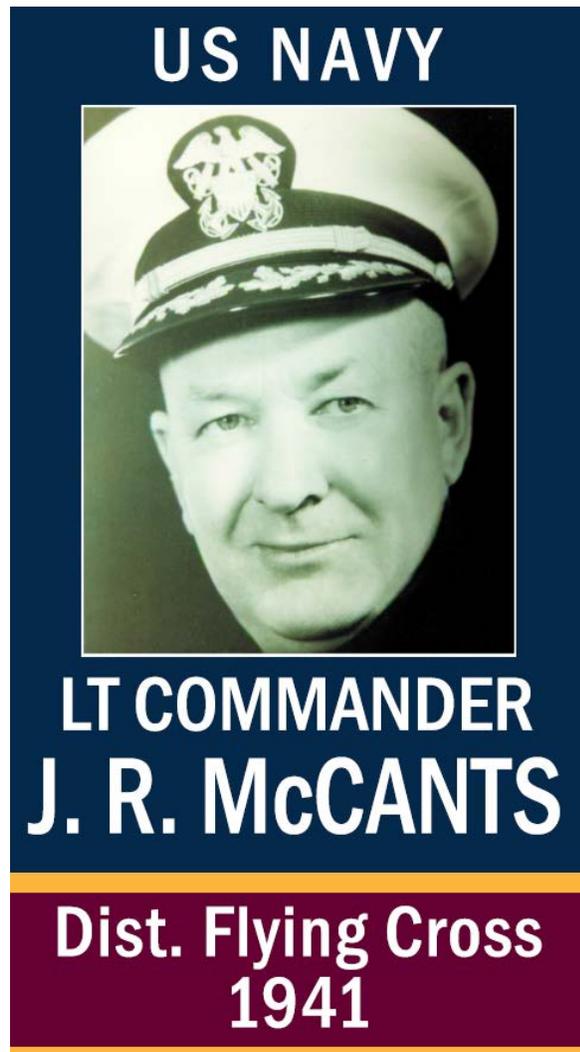
Later, he served in an Intelligence collection and analysis position in Saigon in 1966-67 and enjoyed

telling stories about hanging his feet over the side of a helicopter while surveying the jungles looking for verification of intelligence reports.

His final tour of duty was at the Computer School on Point Loma.

Following retirement, he opened a Tax service in Coronado. He volunteered at the North Island Federal Credit Union and was the Chairman of the Board at the time of his passing.

Two of the five children were educated in the Coronado School District.



A quiet hero.

Commander John R. McCants rarely if ever acknowledged his accomplishment or honors earned during a distinguished forty year career in the service of his country.

His is the story of a Navy Aviation career that found its humble beginnings on a bone dry Montana farm and horse ranch. Like so many before and after him, the military and war would shape and then define Commander McCants.

After enlistment, McCants would soon transition into the then new field of aviation, climbing to the rank of Chief Machinist Mate. The events that followed on the morning of May 15, 1941, would make McCants a national hero.

Early that morning, McCants and his fellow aviator William Lowrey would sight what appeared to be a tangled chute under the tail rigging of a Marine DC 3. The Corps had been holding "jump" drills over North Island that week, and it appeared that a paratrooper had entangled in the tail section rigging of the DC3 jump plain during deployment.

McCants and Lowrey would fuel up the trainer, take to skies, and after several attempts, with McCants standing in the rear cockpit of the trainer, would cut Walter Osipoff's rigging, successfully dropping him into

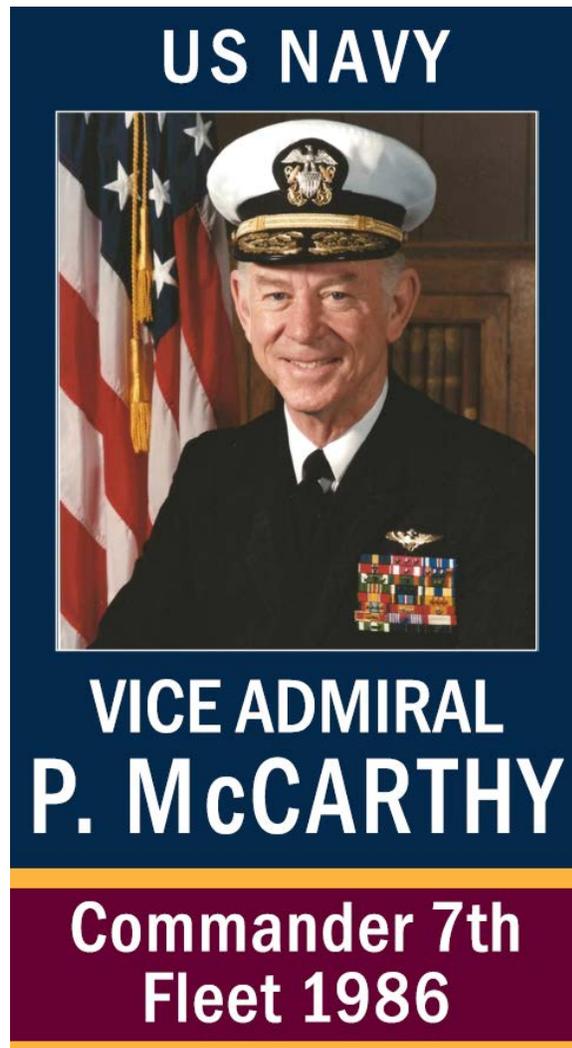
the rear cockpit of the plane.

Following this daring open cockpit air rescue over North Island, Coronado, of Marine Lt. Walter S. Osipoff, with fellow airman Lieutenant William Lowrey at the controls, John R. McCants was awarded Naval Aviation's highest honor, the Distinguished Flying Cross, by the President of the United States.

Although Commander McCants in later years would brush the event of as "simply performing his duty," he would soon earn his wings, flying more than 3,000 hours in the wartime pacific -- skipping Admiral "Bull" Halsey's PB 2Y3, with the Secretary of the Navy and many distinguished political dignitaries on board -- including First Lady Eleanor Roosevelt.

Paul F. McCarthy

Paul F. McCarthy
Written by Brendan Doud



Boston native VADM Paul F. McCarthy rose from humble roots to complete an illustrious 33 year career in the U.S. Navy. Born in 1934, he was the eldest of five children and earned a bachelor's degree from the Massachusetts Maritime Academy in 1954. He first served as a destroyer officer onboard *USS Savage* (DER-386) before embarking on his exemplary Naval Aviation path in 1956, which included him qualifying as a test pilot and flying 84 different models of 57 types of aircraft.

A Cold War and Vietnam era pilot and combat strike leader who flew over 250 combat missions, McCarthy personified leadership at every level. He commanded an A-7E Attack Squadron (VA-195), an air wing (CVW-9), two ships (U.S.S. Niagara Falls (AFS-3) & U.S.S. Constellation (CV-74), a Carrier Group (CARGRU-1), a Task Force (CTF-77) and ultimately, the U.S. Seventh Fleet. As the leader of the Navy's largest forward deployed fleet, he oversaw all manner of naval operations in the Western Pacific and Indian Oceans - a 520,000 square mile area.

One incident involving the then new A-7 Corsair attack aircraft perhaps best exemplifies the mettle of the man: having earlier ejected from a Corsair during a night combat mission due to malfunctioning fuel gauges, McCarthy soon again found himself in a similar situation. This time he was able to make an emergency landing and help troubleshoot the cause of the problem so engineers could fix the flaw.

McCarthy retired in 1986, eventually settling in Coronado and becoming involved in a number of civic activities. He is survived by his wife of 54 years, the former Sandra Sue Williams, son Paul III, daughter Stacy, two brothers, two sisters and three grandchildren.

US NAVY



**CHIEF STEWARD
ANDY MILLS**

**Battle of Midway
1942**

Battle of Midway survivor Andy Mills watched this historic battle unfold from the Captain's Quarters of the *USS Yorktown*. The former Coronado resident lived in what he described as "a quiet little neighborhood" in 1940 while serving aboard *Yorktown*. Prior to the battle at Midway Island June 4-6, 1942, Chief Steward Mills and *Yorktown* had seen action in the Battle of Coral Sea a month earlier, where the ship was damaged by relentless Japanese attacks. After limping back to Pearl Harbor for temporary, emergency repairs *Yorktown* was dispatched along with carriers *Enterprise* and *Hornet* to attack the Japanese fleet near Midway.

As the *Yorktown's* Commanding Officer's Steward, Mills was going about his duties until about noon on June 4, when Japanese torpedo bombers arrived to attack his ship. When *Yorktown* was about to sink he abandoned ship but when she remained afloat, Mills, following the lead of the Captain and others, returned two days later as a salvage party in a valiant attempt to save the damaged flattop. That same day, as order was being restored on the ship, a Japanese submarine attacked with torpedoes, sending two more torpedoes into the doomed ship. Mills and the remaining crew abandoned *Yorktown* for the final time that evening.

Mills left the Navy at the end of World War II, returning to San Diego, working for the Post Office and US

National Bank until he retired in 1980. At 101, he still resides in San Diego's Golden Hill neighborhood.

John S. Moorhouse

John Moorhouse

Written by Jerry Greenspan

MARINE CORPS



PRIVATE FIRST CLASS

J. MOORHOUSE

Battle of Okinawa
1945

John Stewart Moorhouse Jr. served his country with honor as a member of U.S. Marine Corps from 1944 to 1952.

John was born in Beijing in 1926 to British émigrés parents, John and Irene. When Japan invaded China in 1937 his family moved to Coronado. In 1943 he graduated from Coronado High School. He was very anxious to join the marines and help free his father who had been employed at the British Embassy, and was being held in a Japanese prison in China.

It took a year to convince the Marines that the 5'6", 18-year-old John was a lad they wanted. John joined the fighting in the South Pacific. He earned the nickname "Gunny" when his Lieutenant had him shout the "fall in" order, which usually was reserved for the Gunnery Sergeant.

Private First Class Moorhouse was awarded a Purple Heart for a combat wound suffered in Okinawa on May 2, 1945. He returned from hospitalization to the 3rd Rifle Platoon, Fox Company, 2nd battalion, 5th Marine Regiment on May 27, 1945.

At the war's end "Gunny", who spoke fluent Mandarin, was assigned the lead jeep when his platoon was deployed to his birthplace, Beijing. Days later he was granted leave to be united with his father, who had just been released.

John returned to Coronado in April 1946, and was employed for 35 years by the Coronado Post Office, retiring as Coronado's Postmaster. Gunny was a very active member of the community: he belonged to Veterans of Foreign Wars; was a police volunteer for 20 years; he was a charter member of the First Baptist Church of Coronado and for 40 years produced the church bulletin.

John, a truly local hero, is survived by wife, Carolyn and their five children: Cathy, Cindy, Johnny, Billy, Jimmy; seven grandchildren; and two great grandchildren.

Harold "Nate" Murphy

*Harold Nathan (Nate) Murphy
Written by Dave Wurzel*

US NAVY



**COMMANDER
H. "NATE" MURPHY**

**Solomon Islands
Campaign 1943**

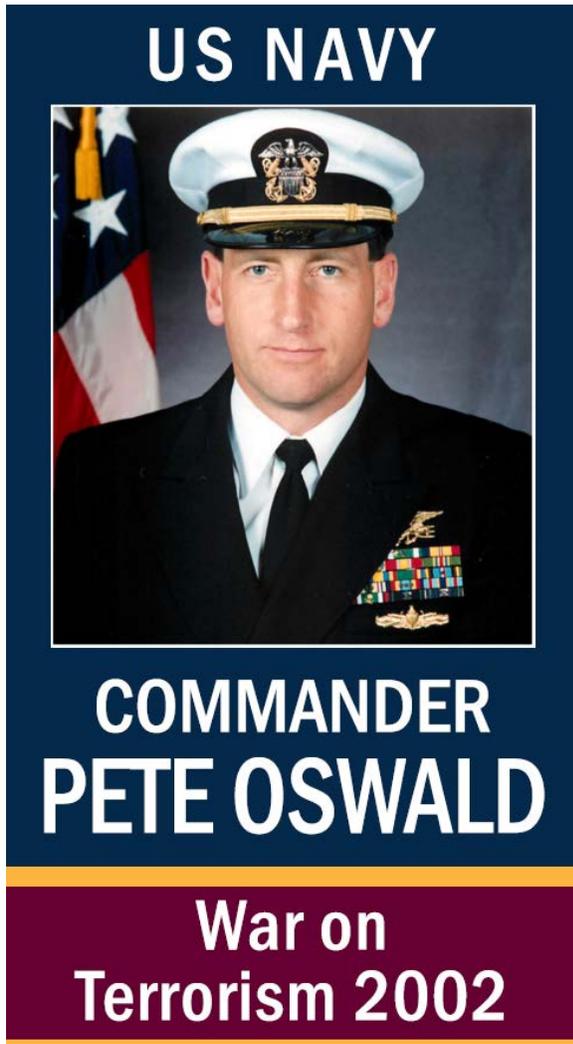
Harold Nathan (Nate) Murphy, CDR, USN (Ret.) is a living hero of Guadalcanal, one of the most ferociously fought campaigns of World War II. Twice decorated with the Distinguished Flying Cross for heroism during island-hopping operations in the Solomon Islands, Nate flew over 50 missions in SBDs (dive bombers) against Japanese surface ships, airfields, and land forces. He is one of the few surviving veterans of the "Cactus Air Force."

Nate was born on May 29, 1918 in Boston, Massachusetts. He volunteered for service in the Navy's Aviation Cadet Program on March 15, 1941, and was assigned to *USS Wasp* (CV-7) which in the fall of 1942 was escorting troop ships to Guadalcanal. On September 15, 1942, Nate was flying back to his ship when *Wasp* was struck and sunk by a torpedo. His ship in flames, he made an emergency landing on another carrier, then flew to Henderson Field on Guadalcanal, also in flames when he arrived. The island had just been captured, and the Japanese were trying desperately to get it back. In those early days, conditions at the Field were horrendous. The Japanese attacked day and night. There were no showers, no hot food, not even a change of clothes. The pilots were exhausted, hungry, and racked with malarial fever. Still, when called, they went to their planes and took to the air.

Nate Murphy's daughter Sandy lives in La Jolla. His other daughter Cynthia lives in Pacific Beach. At age

98, Commander Murphy lives in his home on Balboa Avenue, Coronado.

Pete Oswald



Peter G. Oswald
Written by Chuck Arnold

Commander Peter G. Oswald was the decorated leader of an elite Navy SEAL unit. He died of injuries sustained during a military training exercise in southern El Salvador on August 27, 2002. At the time of his accident he was serving as Commanding Officer of Navy Special Warfare Unit Four.

A graduate of the United States Naval Academy, Pete majored in Ocean Engineering. He was a three year letterman in football, and in his senior season, he was voted to the NCAA Division 1A All-East team. Following graduation, Commander Oswald's first assignment was to the USS Enhance. He served in various capacities aboard Enhance, eventually serving as Executive Officer conducting minesweeping operations in the Persian Gulf during the Iran-Iraq war in 1987.

He transitioned to the Navy's elite special operations community and served as SEAL Platoon commander with SEAL TEAM THREE, deploying to the Middle East during the Persian Gulf War. Just prior to his assignment to Puerto Rico, he was Executive Officer of Special Boat Unit 12, in San Diego.

Commander Oswald was a highly respected Naval Officer, and he enjoyed many things in life, including writing, cooking, poetry, classical music, and single malt scotch. He was also an avid outdoorsman.

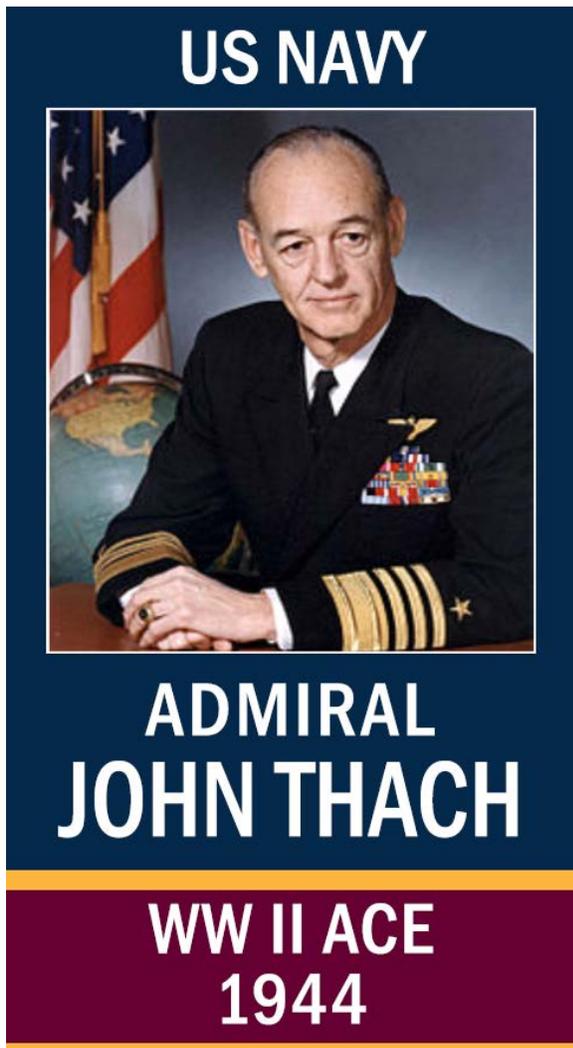
He is best remembered for the love he had for his family. His devotion and love for his wife Jenny, and his

three daughters, Sarah, Alicia and Margaret, was obvious to all who knew him.

His service and commitment to the Navy, his country and family demonstrate the highest standards of a United States Naval Officer.

John "Jimmy" Thach

John S. "Jimmy" Thach
Written by Len Kaine



John S. "Jimmy" Thach was a World War II Naval Aviator, an Air Combat Tactician and later a US Navy Admiral.

He developed the "Thach Weave", a combat tactic that countered enemy fighters of superior performance.

Afterward he created the "Big Blue Blanket", an aerial defense against Kamikaze attacks.

A 1927 graduate of the Naval Academy, he spent the next decade serving as a Test Pilot and an expert aerial gunnery instructor.

He took command of Fighting Squadron Three and was assigned to *USS Yorktown* during the Battle of Midway in June 1942.

On the morning of June 4, he led a six-plane flight, escorting twelve Navy Dive Bombers. They were attacked by Japanese fighters. Although outnumbered and outmaneuvered, he shot down three Zeros and his wingman got another.

His fighter tactics allowed those Dive Bombers and others to continue on and sink three Japanese aircraft carriers and severely damaged a fourth.

He was one of the Heroes in the Battle of Midway, the turning point of the WW II in the Pacific. Some historians say, if we'd lost that battle we all might be

speaking Japanese.

He's credited with shooting down six enemy aircraft during World War II making him a "Navy Ace."

After Midway, he was assigned to instruct other pilots in combat tactics which foiled the enemy aviators and helped bring an end to the war.

Subsequent command assignments followed. With his talents and leadership, he retired as a "Four Star Admiral" and an American Hero.