

FALL 2016 HONOREES

(Listed in Alphabetical Order by Last Name)

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Stanley Abele	US Navy	Commander
Harold "Joe" Bauer	Marine Corps	Lieutenant Colonel
Pat Callahan	US Navy	Captain
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Gerry Rian	US Navy	Captain
David Richardson	US Navy	Vice Admiral
James Rymut	US Army	Sergeant, 1 st Class
Wayne Surface	US Navy	Captain
Chuck Sweeney	US Navy	Commander
Ray Tarbuck	US Navy	Rear Admiral
Brian Woods	US Navy	Captain

Stanley Abele

Written by Joe Dittler

US NAVY



**Commander
STAN ABELE**

**Naval Aviator
Okinawa 1945**

It was 1944, three years after the attack on Pearl Harbor, and Ensign Stan Abele, his team leader, and three others were transferred from Hawaii to a pilot pool in Guam. After a week of waiting for orders, the young pilots were tasked with delivering five new Corsairs to the island airstrip of Ulithi – a place that measured but a mile long and a half-mile across on the map.

After they had delivered the planes, the eager young pilots found a landing craft tied to a pier. They got it started and headed out into the anchorage where about 100 ships were sitting in the lagoon. They had no flight orders and they were eager to get into the war. “All I ever wanted to do was fly,” Stan would say years later of the unorthodox manner in which he and his pals entered the war.

They went from ship to ship until they found the aircraft carrier USS Bunker Hill (CV-17), flagship of the fleet. After some serious questioning from Admiral Mitscher the five were mustered into the flight crews of the Bunker Hill. And that was how Stan Abele got into the war in January 1945.

Stan flew numerous missions under Admiral Mitscher’s command during the battles of Iwo Jima and Okinawa. He shot

down a Japanese Kamikaze but most of his work involved offering support to landing troops on the many nearby islands and flying combat air patrol for the destroyer picket groups spread out over a 150-mile radius. At that stage of the war aerial dogfights in the Pacific were ending as Japan focused their efforts on the one-way ticketed Kamikaze attacks.

Four months later, however, the young American pilots would be caught up in one of the greatest US Naval catastrophes of the war – the Kamikaze attack of the aircraft carrier Bunker Hill, underway with her task force between Okinawa and Japan.

On May 11, 1945 Stan was on the flight deck of the Bunker Hill putting on his parachute when he heard an airplane flying in close. “At first I thought it was one of ours and I was worried he would get shot down,” said Stan. “Then I realized it wasn’t and yelled, ‘IT’S A JAP!’ but it was too late. The plane clipped the upraised wings of my plane and crashed into the four other planes next to me on the fantail, destroying every one of them and killing

the pilots inside. The entire flight deck of the Bunker Hill was filled with bombers, fighter planes and torpedo planes, all loaded and ready for takeoff into battle.

A second Kamikaze hit 30 seconds later and its bomb blew up killing everyone in the ready room amidships – where Stan had just left. Everywhere planes were exploding. Rockets and munitions on the surprised American planes were detonating and the entire flight deck and island (command center) of the carrier were on fire. It was a raging inferno, a flaming holocaust, and everywhere was the stench of burning fuel and human flesh.

In an effort to get away from the fires and exploding munitions, Stan and his mechanic went out onto the catwalk of the ship that extended from the fantail along the side - 15 or 20 other survivors soon joined them. Every hatchway they attempted to open accosted them with toxic fire and billowing smoke.

Out of desperation the stranded pilots and mechanics jumped overboard, landing 60 feet below in the cold Pacific Ocean only to watch as their battered and burning ship steamed on (and the carrier task force).”

After five hours in the water shock began to set in. When all hope seemed lost, the men rose to the crest of a swell and sighted the mast of a destroyer. It had been working its way back along the carrier’s wake and picking up survivors. Just as darkness set in, sailors from the destroyer, hanging from a large cargo net draped over the side, pulled Stan and the others from the ocean.

The next day Stan and the other men were transferred by hi-line to the badly damaged Bunker Hill, as a multitude of wounded were transferred the other direction for medical aid.

Amazingly, within 24 hours, all fires had been extinguished on the carrier. “When I came back on board, I wasn’t prepared for what I saw,” remembered Stan. “The hanger deck had hundreds of dead bodies on it covered with canvas tarps. They were being readied for burial at sea. A tractor was pushing wrecked airplanes over the side.”

Greeting the returning pilots and sailors was a mass of charred and twisted wreckage. The wooden flight deck was unrecognizable. Stan searched for his best friend, Gene Powell, and went from body to body before he just couldn’t take it anymore.

The attack on the Bunker Hill became one of the greatest US Naval disasters a ship was ever to survive. And yet, during her brief WWII Pacific campaign, the Bunker Hill and her pilots were responsible for shooting down 475 Japanese planes.

During the Korean Conflict Stan worked as assistant communications officer encoding and decoding thousands of wartime messages for the top brass. He had one of the highest security clearances available and was invaluable to his command.

In 1966, during the Vietnam War, Stan served on the aircraft carriers USS Kitty Hawk (CV-63) and USS Ranger (CV-61). After that, he retired with 24 years in the Navy, at the rank of Commander.

Today Stan, at 94, splits his time between his home in Alpine and a condo in Coronado. He puts in time every week at the Midway Aircraft Carrier Museum. As a volunteer docent,

he thrills his audiences with first-hand accounts of the tragic attack on the Bunker Hill, sharing with visitors his vivid descriptions of life on an aircraft carrier in time of war.

The story of Stan's time as a young pilot in training in Coronado is documented in a book about the Hotel del Coronado, and he appears on the cover of another, "A History of Romance at the Hotel del Coronado."

Harold Bauer

Written by John Tato

MARINE CORPS



**Lt. Colonel
H.W. "Joe" BAUER**

**Congressional
Medal of Honor 1942**

Lieutenant Colonel Harold "Indian Joe" Bauer, who shot down eleven Japanese planes during World War II, was awarded posthumously the Congressional Medal of Honor for extraordinary heroism and conspicuous courage as squadron commander of Marine Fighter Squadron 212 during the period from May 10 to November 14, 1942, during the crucial struggle for the control of the Solomon Islands.

On September 28, 1942, Bauer's squadron was attacked by a superior force of Japanese planes. Undaunted by the odds he engaged the enemy and shot down one of their bombers. Again attacking a superior force on October 3, he shot down four of the enemy and left a fifth badly damaged.

While leading a reinforcement flight to Guadalcanal on October 16, Bauer was about to land when he noticed a squadron of Japanese planes attacking USS McFarland (AVD 14) off-shore. Though almost out of fuel and knowing no friendly planes were able to assist him, he immediately proceeded alone to attack the enemy and succeeded in destroying four of them before the lack of fuel forced him to return to base.

On November 14 Bauer was forced to ditch his plane over water after downing two of the enemy. He was last seen in the water and did not appear to be seriously hurt. However, days of intense searching failed to locate any further trace of him.

Bauer was the first of three brothers to attend the Naval Academy. He graduated in 1930 and was appointed a Marine second lieutenant.

He was transferred to the Naval Air Station, San Diego, California, in June 1940 with his wife Harrietta and son William. He sailed from North Island on USS Saratoga (CV 3) immediately after the attack on Pearl Harbor.

Cornelius Callahan

Written by Dan Stacy

US NAVY



**Captain
PAT CALLAHAN**

USS Pike 1941-43

A member of the United States Naval Academy class of 1938, Captain Cornelius (Pat) Callahan served his nation in wartime and after retiring from military service, his community. The Montana native's first assignment following graduation was as an Ensign on USS Idaho (BB 42) and then aboard USS Blue (DD 387) from July 1939 until November 1940. After training cruises along the east coast and in the Caribbean, Blue sailed for the Pacific in August 1938 to become flagship of Destroyer Division 7. Onboard Blue, Callahan participated in exercises with the Battle Fleet in west coast waters until April 1940, when the ship relocated to Pearl Harbor. The war years found Captain Callahan in the Silent Service, an officer on USS Pike (SS 173), commanding USS Bass (SS 164), and USS Barb (SS 220).

Aboard the submarine Pike from 1941 – 1943, he went on war patrols in the Pacific. In December 1941, Pike conducted her first war patrol off Hong Kong. Her second patrol took her to the waters off Celebes and her third, from a base in Australia, was made off Timor as part of the unsuccessful defense of the Netherlands East Indies in early 1942. Pike was transferred from Australia to Pearl Harbor in April 1942 and conducted picket duty off Midway during the great battle there in early June. Following a West Coast overhaul, she made three more war patrols between December 1942 and mid-1943, enduring two serious depth charge attacks by Japanese anti-submarine forces and sinking one enemy passenger-cargo ship.

In December 1943, then-LCDR Callahan took command of Bass and served as her Commanding Officer until January 1945. During his time in command, Bass operated out of New London in the area between Long Island and Block Island. After leaving Bass, CDR Callahan served as Commanding Officer of Barb and was at the helm of this much decorated ship from August 1945 until March 1946.

Following the war, Pat gained extensive experience with the Amphibious Navy as commander of a Landing Ship Squadron and on the staff of Commander Amphibious Forces, Pacific Fleet. Captain Callahan assumed command of USS Thomaston (LSD 28) in February 1958 and served until July 1959, when he was appointed to the University of Rochester as Professor of Naval Science and Commanding Officer of the Naval ROTC

unit, serving from 1959 to 1962. From 1962 to 1965, Pat was stationed in Chile serving as Director of Military Assistance. Captain Callahan retired from the Navy in April 1965, after 27 years of service to his country.

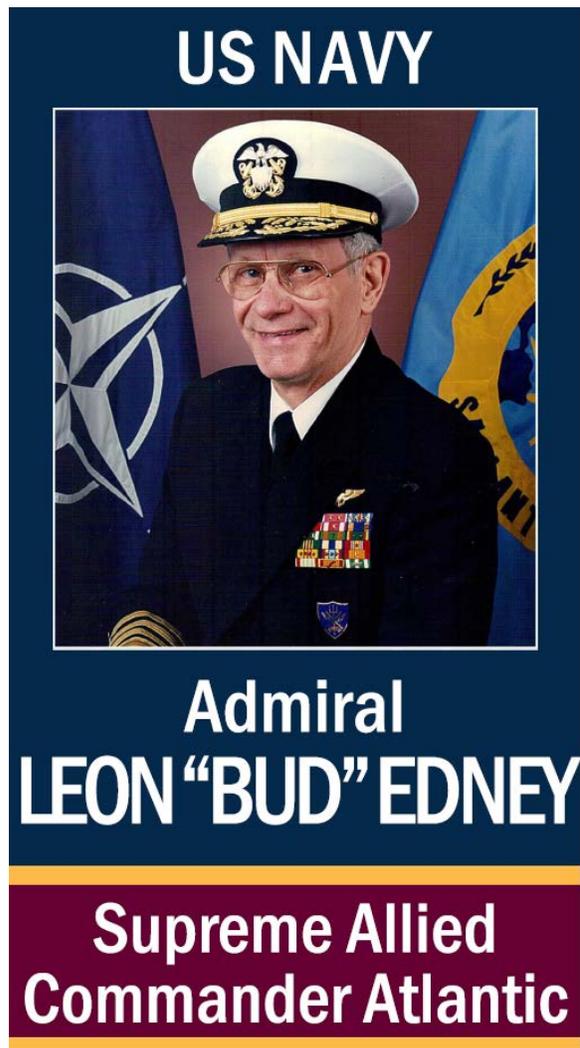
Stationed on the east coast during the war, Pat met his future wife Rose Cleary on a blind date. He was a young submarine commander aboard Bass and she was a stewardess (and former Miss United Airlines) with United Airlines. They were married on November 17, 1943 in New London, Connecticut and moved from duty station to duty station with four kids in tow, before being transferred to Coronado in 1949, making a home and raising their (now) six children for the next 50 years.

Upon his retirement, Callahan served as assistant superintendent of schools for the San Diego Diocese from 1965 to 1971. He was elected and served on the Coronado City Council from 1974 – 1978, and then served three terms as her Mayor from 1978 – 1984. His life in politics extended outside his community, as Pat served on the California State Coastal Commission where, in his own words he "endeavored to save the California Coast for future generations." He also served as a Director in the League of California Cities, Project Concern, the Leukemia Society, and Catholic Community services.

The Honorable Pat Callahan died in 1994 at the age of 79. This humble, soft-spoken leader is interred with his wife Rose at the National Cemetery at Fort Rosecrans in San Diego, California.

Leon Edney

Written by Tom Leary



When Bud Edney grew up in Dedham, MA, his family did not have the resources to pay for his college education. However, a doctor on a local golf course where Bud worked as a caddy helped him to secure an appointment for the U.S. Naval Academy Class of 1957.

This was the start of his legendary career as a warrior, a commander, a teacher, an advisor and a diplomat: a career which lasted until he retired in 1992 as an Admiral with four stars, and which continues in many respects today.

After graduation in 1957, Edney spent a year in flight training, and four years in Anti-Submarine Squadrons. He next earned a Master's Degree in Public Administration at Harvard, followed by duty in the Pentagon as a Special Advisor to the CNO.

Then, after further flight training, he flew the A4 Skyhawk in two combat deployments to Vietnam from 1965-68, and one in 1971-74 at war's end.

His statistical record is impressive, standing alone: over 350 combat missions and 1,000 carrier landings, 5 Awards of the Distinguished Flying Cross, and 38 Air Medals. But, his skill as a pilot (who logged

5,700 hours) is perhaps best demonstrated by a single incident in 1965.

On an attack mission over Hanoi, Edney's A-4 was hit by anti-aircraft fire. He thought ejection was inevitable, and headed for the water to avoid capture. However, he was able to maintain control of the crippled plane and land safely on his carrier with a hole five feet across in the wing!

Edney was given ever increasing operational commands during his combat tours and thereafter. He was the Executive Officer and Commanding Officer of his Attack Squadron, Commanding Officer of an Air Wing, Commanding Officer of a Fleet Oiler and a Carrier, Commander of Carrier Group One, and finally Commander-in-Chief, U.S. Atlantic Command and Supreme Allied Commander, NATO North Atlantic from 1990-92.

Interspersed with these fleet commands were shore assignments, including selection as a White House Fellow (1970-71), Commandant of Midshipmen at the Naval Academy

(1970-71), Chief of Naval Personnel (1987-88), and Vice Chief of Naval Operations (1988-90).

This rapid sequence of assignments is obviously designed to prepare officers with potential for high command, and to evaluate them at each step. But, Admiral Edney never forgot his obligation not only to serve his superiors but also to look after the people under his own command. For example, his daily "Good Morning Navy" broadcasts provided encouragement and guidance to midshipmen when he was Commandant at the Naval Academy. A recently retired Flag Officer provided an additional illustration:

"I had a staff assignment as a LCDR when Admiral Edney was Vice Chief of Naval Operations. We juniors looked forward to the meetings with him, regardless of the issue. His positive approach, intelligence, balance and courtesy made each session rewarding."

Today, Admiral Edney lives in Coronado with his wife Margon, and their two married daughters, Merrie and Jaimie, live nearby. A description of his service at a local and national level would require another article. Two recent honors show the esteem of those who know him best.

He chaired San Diego's Fleet Week in 2011, to celebrate 100 years of Naval Aviation. And, in 2012, he received Rotary's first Annual Peacemaker Award for offering analysis of current issues to newly selected Flag Officers.

Gordon Engel

Written by Karen Zekan

US NAVY



**Lt. Commander
GORDON ENGEL**

**Naval Aviator
USS Roosevelt 1961**

Lieutenant Commander (LCDR) Gordon Reed Engel's achievements are a statement of American excellence: Ivy League scholar, Navy attack aircraft pilot, devoted father, and the second of three brothers to graduate from the United States Naval Academy.

"The guy is a well spring of energy," begins the profile written by his classmates, next to Engel's graduation photo in the Academy's 1948 yearbook the "Lucky Bag." The profile goes on to say that for Engel "No task is too great...no detail is too small."

That indomitable spirit ignited an exceptional Naval pilot's career, with Engel rapidly rising through the officer ranks – only to be felled by tragedy on November 14, 1961.

Thirteen years into his career, Engel was executive officer and prospective commanding officer of an A4 Attack Squadron based at Naval Air Station Cecil Field, Jacksonville, Florida. During a routine exercise off the Florida coast, the catapult on the aircraft carrier *USS Roosevelt* (CVA 42), malfunctioned, failing to get Engel's single-seat A4 Skyhawk

airborne. Unable to eject, Engel was instantly killed. He was 35 years old.

A Minnesota native, Engel was born March 14, 1925, and raised in southeast Minneapolis where his parents, Margaret and Wilson, instilled military service as an Engel family value. His father was a World War I veteran of the Army's Rainbow Division, which was comprised of National Guard units from 26 states and the District of Columbia.

After graduating from Washburn High School in 1943, Engel spent a year at Dartmouth College before being appointed to the Naval Academy. His older brother, Wilson F. Engel, was already at Annapolis, two years ahead in the Class of 1946. His younger brother, Richard Engel, followed years later in the Class of 1959. Gordon graduated in the class of 1948-B.

After Naval Flight School in Pensacola, Florida, Engel received his aviator's wings in February 1950 and orders to NAS North Island in Coronado, California. Soon after

arriving, he met the love of his life, Helen Hunter—or “Rusty,” as friends knew her—a Navy nurse assigned to Balboa Naval Hospital in San Diego. Their story reads like a Hollywood screenplay, with Engel driving on the freeway when he first saw the fair-skinned, green-eyed redhead in a green Pontiac convertible. Instantly smitten, Engel followed her car until she parked. He introduced himself to Rusty as “the man you are going to marry.” Rusty, however, was already engaged to a doctor she worked with and, having lost her only sibling in a World War II aviation mishap, Rusty had vowed never to date, much less marry, a “flyer.” Engel, in time, convinced her otherwise. The two were married on September 2, 1950.

The couple’s first Coronado home was at 150 I Avenue. They later moved to Tolita Avenue where their first son, Reed, was born. Their second son, Steven, was born during test pilot training. Their third son was born in 1956. After his birth, Engel proclaimed to his wife, in true aviator fashion: “Mach III, honey – we’ve broken the sound barrier for a third time!” And thus, Mark got his name.

Naval Post-Graduate School in Monterey, Calif., was next. Then the family was off to a quaint country house on a working farm in New Jersey while Engel earned his master’s degree in aeronautical engineering at Princeton University.

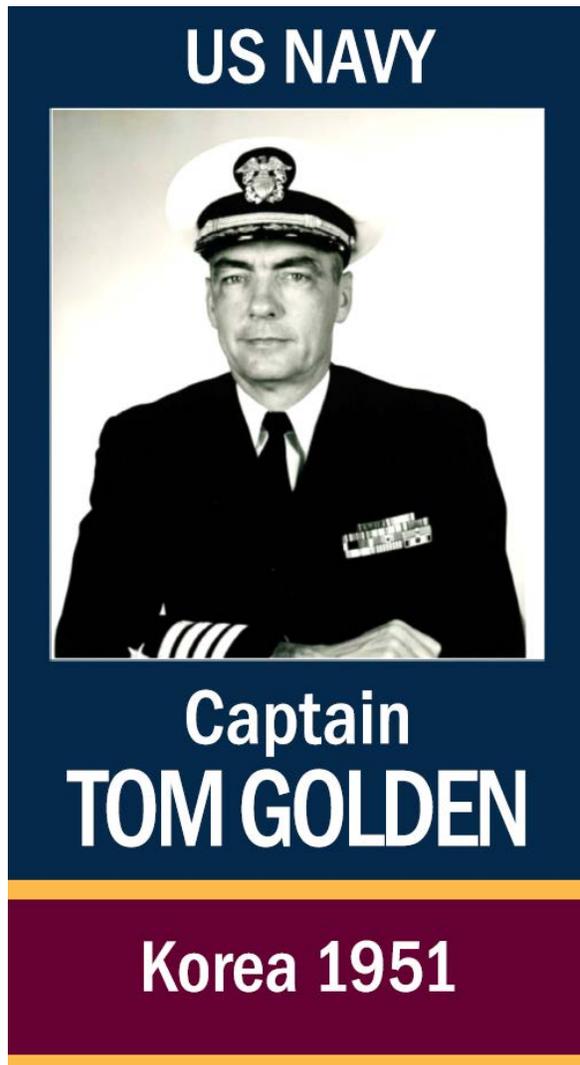
Their last move together was to Cecil Field. After Gordon’s accident, Rusty and the boys returned to Coronado and lived in their Country Club home.

Raising three boys alone was not easy, but in time Rusty watched them grow up to be as tough and principled as their parents. The sons became carpenters and home builders designing and building Rusty’s dream home on a hillside in Aptos, California, overlooking Monterey Bay, where she enjoyed many sunsets until her passing in July 2000.

Along with his sons, Engel is survived by his younger brother LCDR Richard Engel, USN (Ret.); sisters Barbara and Margaret; and several grandchildren. His sister Janet died in 2004 and his older brother, Capt. Wilson F. Engel, EDO, USN (Ret.), died in 2009.

Tom Golden

Written by John Tato



Captain Thomas Golden served in the U.S. Navy for 30 years. Over his career he received 23 sets of orders, which moved him and his family across the country and around the world.

A native of Philadelphia Golden graduated from Villanova University in 1943 with a degree in mechanical engineering. He began working for General Electric as a test engineer. He was also an Ensign in the naval reserve and was called up to active duty in July 1944.

He went to Diesel Engineering School after which he reported to Little Creek Virginia to begin duty with the Amphibious Training Command. From there he went to the amphibious ship USS LMS-351 via the Naval Reserve Armory in Chicago. Golden recalls that this was his favorite assignment over the course of his military career.

Along with four other officers and a crew of enlisted personnel, Golden took the LMS-351 down the Mississippi River from Chicago, through the Panama Canal to San Pedro. From there the ship traveled to the western Pacific. While anchored at Okinawa the ship had to weather a major typhoon. The anchor line snapped and

the ship nearly collided with another vessel. Several ships were driven aground during the storm.

Golden was relieved from active duty in April 1946 but was recalled to active duty in May 1948. The Korean War began in June 1950. In October 1950 he was assigned to the Naval Amphibious Base in Coronado for training and then in early 1951 he reported to Landing Ship Dock Squadron One, which was operating in and around Japan and Korea. The following year he was ordered to Treasure Island near San Francisco. From there he joined the staff of the Commander of the U.S. Atlantic Fleet in Norfolk, Virginia where he focused on the repair of the fleet's amphibious ships.

Following his assignment to the Landing Ship Medium (LSM) Activation Team, Golden and his family were sent to Bahrain in the Persian Gulf. There for several years Golden represented the U.S. Navy and worked with local Bahraini officials and British officers.

Now a Commander, Golden became the commanding officer of the U.S. Naval Training Center in San Diego in 1967. In 1969 he was promoted to Captain and was back in Norfolk, where he was on the staff of the Commander-in-Chief Atlantic. He retired from the Navy on June 1, 1973.

Golden's hobbies include woodworking and he still has a complete workshop. He and his wife have travelled extensively including trips to Hawaii, South America, Australia, New Zealand, and Europe. They have also traveled throughout the U.S. He is a member of the Knights of Columbus, and for 12 years he served Sacred Heart Church as a sacristan whose responsibilities included insuring that the church remained in good repair.

Golden was married to his first wife, Alyce, for 41 years before she passed away in 1987. He met his present wife, Peggy, at the Coronado Hospital where he was a volunteer and she served as a family therapist. They have been married for 27 years.

Richard Hayward

Written by Ron Pickett

Army / Air Force



**Lt. Colonel
RICHARD HAYWARD**

**Air Force Chaplain
1953-73**

In the photo of Lieutenant Colonel Hayward in uniform, just above his ribbons are a Combat Infantryman Badge and the Cross of a Chaplain. Christmas eve, 1944 in a shell hole IN Europe was the time that changed his life forever. Two thirds of his unit had been killed or wounded in the last two weeks and his buddy was talking about going home because of a badly mangled hand. He felt hopeless and helpless and began trembling and crying, one word echoed in his mind, "God, God, God." Then, "I can't take it anymore. You take over I'm your man." In his mind he heard "It's going to be alright." He survived many more months of combat always feeling the protection of God.

After the war, he was called to the ministry and after graduation from the University of Southern California and the San Francisco Theological Seminary he was ordained in the Presbyterian Church in 1953. Recalling his impressive personal experience with military chaplains, Richard took a commission as a chaplain in the newly established U. S. Air Force.

For the next twenty years he served on Air Force bases in Virginia, Germany, Holland, Japan, Thailand and others.

Following his retirement from the Air Force, Chaplain Hayward was the Public Relations Director for all of the YMCAs in San Diego County. He then pastored several churches.

Chaplain Hayward and his wife of 65 years, Betty, live in Coronado.

Nanson Hwa

Written by John Tato

US ARMY



**Specialist
NANSON HWA**

**Army Diver
1967**

The son of a Coronado retired Navy WW II POW, Nanson Hwa has the distinction of being the U.S. Army's first Chinese American "hard hat" diver. Although Hwa's father served in the Navy and his three brothers-in-law served in the Seabees, UDT and on Seal Team One, Nanson entered the Army in May 1966. After basic training he was assigned to the 77th Engineer Company, Port Construction at Fort Belvoir, Virginia. Since this was a newly reactivated Army unit, Nanson had the opportunity to volunteer to be trained as a hard hat deep sea Army diver. Initially his request to attend diving school was denied until a candidate in the diving school was disqualified. Upon the recommendation of his section chief and the approval of the company commander, Hwa replaced the disqualified candidate.

After passing the required physical tests and medical exams, Nanson attended diver's training at Fort Eustis, Virginia. An Army diver must be able to carry and maneuver in hard hat diving gear. He must perform a number of movements, descend and ascend by manipulating the diving apparatus located inside the helmet and attached to the breast plate to regulate air flow and buoyancy and be able to climb a ladder bearing the weight of the diving

gear, which can weigh as much as 200 pounds. Further, all divers must be scuba qualified.

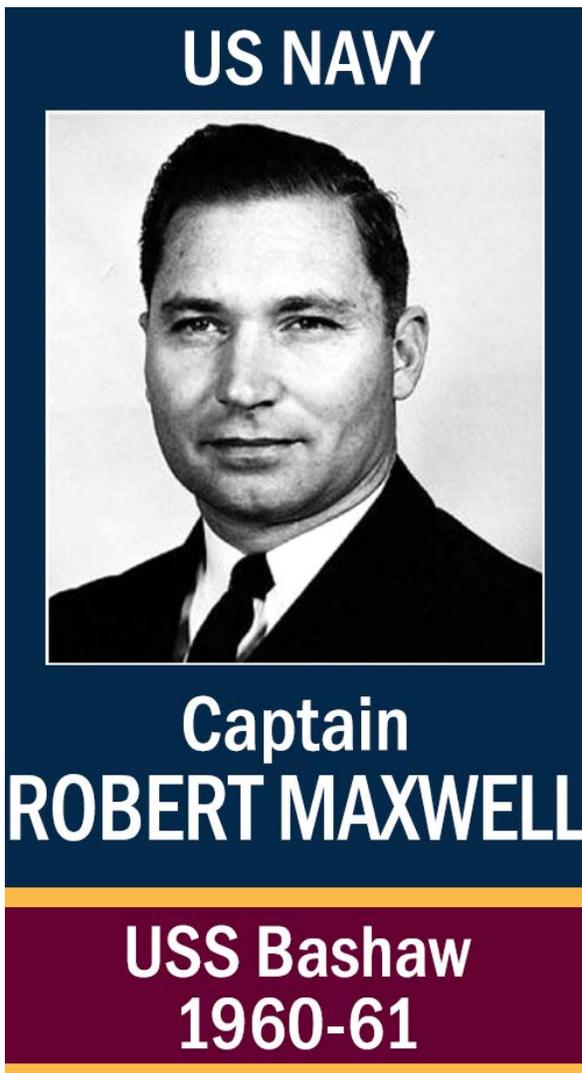
Hwa takes great pride in the service of his father, Chen Yea Hwa. He was a prisoner of war from May 7, 1942 to March 16, 1945. He joined the U.S. Navy in 1928 serving on USS Pittsburg (CA 4). From that assignment, he served on a succession of ships in China including USS Panay (PR 5), a gunboat used to patrol the Yangtze River and to protect the lives and property of Americans living in communities along the river. Panay later became the focus of a major incident between the U.S. and Japan when it was attacked by Japanese aircraft on December 12, 1937. The last gunboat Nanson's father served on was USS Luzon (PG 47). In November 1941 Luzon sailed from China to the Philippines, arriving in Manila on December 30, 1941, three weeks after the attack on Pearl Harbor. She assisted in the defense of Bataan and the island of Corregidor and was scuttled on May 6, 1942, the day before Nanson's father was captured.

After the war Hwa came to Coronado in November of 1949 with his parents and three older sisters. He graduated from Coronado High School. After his military service he attended and graduated from San Diego State University where he met his wife, Sylvia. They have two sons. Their eldest son earned his bachelor's and master's degrees from the University of California at Davis and recently received his directing certificate from UCLA. He is the technical director for the studio at Dream Works Animation. Their youngest son graduated from UCLA and earned his master's degree at the University of California at Irvine in Fine Arts and foreign languages. He is fluent in Japanese, Italian and Spanish and is currently a PhD candidate at the University of California at Berkeley specializing in critical theory and rhetoric as it relates to culture, language and economics. Nanson is retired from the State of California, Department of Business Taxes. He continues to do volunteer work at the Naval Amphibious Base maintaining the Navy and Coast Guard Vietnam Memorial and Command Communications Boat (CCB 18) on display at the memorial site.

As an Army deep sea diver, Hwa recalls working on numerous projects around the country for the Army Corps of Engineers. He was photographed in his deep sea diving suit by the Army Corps of Engineers since it had no record of an Asian American being a U.S. Army hard hat diver. These historic photographs are a source of pride to Coronado by standing as testimony to Hwa's status as a pioneer in expanding the role of Chinese Americans in the Armed Forces of the United States.

Robert Maxwell

Written by Brendan Doud



Huntington Park, California native, Captain Robert A. Maxwell, U.S. Navy, had an illustrious career as a submariner. He graduated from the University of Southern California with a degree in Mechanical Engineering and received his commission in June 1947 via the Navy's V-12 college training program and Reserve Officer's Training Corps. After commissioning, he briefly served in the Navy but ventured into the private sector shortly thereafter.

However, the nation and Navy had other designs and recalled him to active service in 1950. He would successfully serve on five submarines, *USS Segundo* (SS 398), *USS Guitarro* (SS 363), *USS Baya* (SS 318), *USS Diodon* (SS 349), and *USS Redfish* (SS 395) and ultimately command a sixth, *USS Bashaw* (SS 241) in 1960 and 1961. A Gato-class submarine, *Bashaw* had a wardroom of six officers and crew of 54 enlisted men operating from Pearl Harbor. Of Maxwell, one former crew member related, "He was great. He always wanted the best and got it."

Following his C.O. tour, Maxwell filled a number of distinguished and increasingly challenging billets, including as a member of the Seventh Fleet staff in Yokosuka, Japan and as a student at the Armed Forces Staff College in Norfolk, VA. He

also served at the Pentagon and on the Submarine Squadron Sixteen staff in Rota, Spain before leading a submarine division in New London, CT. He also took command of the submarine tender *USS Simon Lake* (AS 33) in Holy Loch, Scotland from July 1968 to April 1970. He returned to Washington D.C. to work on the Polaris and Poseidon Submarine Launched Ballistic Missile (SLBM) programs before retiring to Coronado in 1977.

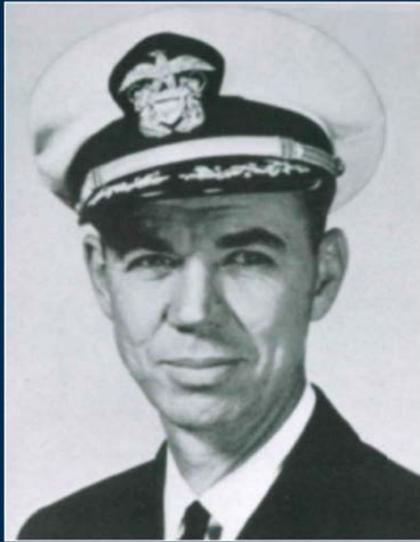
Maxwell demonstrated leadership throughout a military career that spanned WWII and the Korean, Cold, and Vietnam Wars while also witnessing the shift from diesel to nuclear power for our nation's 'silent service.' His military decorations include the American Campaign Medal, the World War II Victory Medal, the Navy Occupation Service Medal, the Korean Service Medal, the Armed Forces Expeditionary Medal, the Korean Presidential Unit Citation and the United Nations Service Medal.

After retiring from the Navy, Captain Maxwell joined corporate America in a number of San Diego innovative technology companies, including Mobot and White Data Systems. Multi-talented, he was also a private pilot and accomplished sailor who owned his own plane and sailboat, Gold Dolphin. He is survived by his wife of 58 years, Betty, a Coronado resident, two sons, Duane and Barry, and two grandchildren, Victoria and Robert.

David Nash

Written by Roy Mantz

US NAVY



**Captain
DAVID NASH**

**USS Mindano
Navy Cross 1942**

Captain David Nash was born on 12 October 1914 in Haddon Heights, New Jersey. He graduated from the US Naval Academy with the Class of 1935. During World War II he was listed as missing in action and was posthumously awarded the Navy Cross. In fact, Nash was a Japanese prisoner of war. He survived and returned home at the war's end.

The citation for Nash's Navy Cross reads, "for extraordinary heroism and distinguished service in the line of his profession while serving on board the River Gunboat USS Mindano (PR 8), in the Philippine Islands during the period 22 to 31 December 1941. While exposed to frequent horizontal and dive bombing attacks by enemy Japanese forces, Lieutenant Nash participated in operations of strategic importance involving hazardous missions. His conduct throughout was in keeping with the highest traditions of the Navy of the United States."

His service on Mindano was only the beginning of Nash's tale of fortitude, survival, and devotion to duty and family. After Mindano was heavily damaged by gunfire, it was scuttled and Nash and his crew went ashore. He surrendered with the garrison on Corregidor on May 7, 1942.

Nash was transported to a camp in central Luzon where he was held for six months. He was then transferred to the Island of Mindanao where he spent the following 20 months working up to 16 hours a day planting rice. In June 1944 Nash was returned to the original camp on Luzon, only to be transferred again in October to Bilibid Prison in Manila. He was soon placed aboard the infamous troop transport "hell ship," Oryoku Maru, where the lack of ventilation, food and water and bombing and shootings resulted in the death of 300 of the 1,519 men aboard and drove many others insane. After the ship was sunk by U. S. planes, the survivors were sent to another vessel bound for Japan. It was also attacked and hundreds more prisoners were killed. In all, only 325 of approximately 1,600 prisoners made it alive to Nash's camp in Japan. In April 1945 Nash was once again moved, this time to Manchuria. Finally, in August 1945 the camp was liberated by the Red Army.

Interestingly, Nash surreptitiously kept two meticulous journals during his captivity that included detailed, hand-drawn sketches of his captors and the camps in which he was confined. It is miraculous that these diaries survived the war.

After being liberated, Nash and a friend had to fend for themselves if they wanted to get home quickly. They bribed their way onto a military flight to Guam. From there they found their way home on a ship to San Francisco.

The Nash family moved to Coronado in 1951. He continued his career in the Navy and saw service during the Korean War. For the time he spent as a prisoner of war, Nash was awarded the Prisoner of War Medal and Purple Heart. For aiding injured shipmates aboard the Japanese prison ship, he received the Legion of Merit.

In retirement, Nash served as Vice President and Trust Officer, San Diego First National Bank and as a long-time officer with the Coronado Chamber of Commerce. He was the founding father and a much admired member of the Optimist Club of Coronado, which sponsored him for his banner on the Avenue of Heroes.

Despite all the adversity that he suffered, Captain Nash said that he “loved the Navy” and that he “enjoyed every moment of it.” He died on August 3, 2007 at the age of 91.

Gerry Rian

Written by Darlene Lovell Parker

US NAVY



**Captain
GERRY RIAN**

**Marianas "Turkey
Shoot" 1944**

In 1920, Captain Gerald R. Rian was born in Escanaba, Michigan. His father died when he was eleven and his mother moved the family to Northfield, Minnesota where the older brother, Norman, could attend Saint Olaf College. Gerald, popularly known as Gerry, also graduated from Saint Olaf College. One day a buddy asked if he would accompany him to the Navy recruiting center. After the recruiters talked with Gerald, it was clear that this young student from Saint Olaf College in Northfield, Minnesota would be an asset to the Navy so soon after graduating with an accounting degree, young Rian commenced training for his distinguished career as a naval aviator.

Gerald married his bride Lucille, known as CeCe, and in time they would have two children. As a young couple, Gerald, the dedicated wartime naval officer and Lucille, the traditional Navy wife and devoted mother, taking care of the home and children, both contributed greatly to the success of their country and their family - they were the perfect team.

An easygoing and unassuming gentleman, one would never know that Gerry was a daring fighter pilot who flew in one of the greatest carrier battles, "The Marianas

Turkey Shoot," during World War II. In fact, he was specifically identified in multiple historical books. One book, written by Samuel Eliot Morison, noted then Commander Ralph Shifley (Whitey) and then LTJG Gerald Rian as his wingman both flying Hellcats from USS Bunker Hill (CV 17) covered U.S. naval TBF Avenger torpedo bombers by going after the Japanese fighters, known as "Hamps," with "great skill and energy." As the author commented, "they saw one splash and another depart from the scene, smoking from a hit." The Marianas battle was just one example of the many heroic combat missions Gerry engaged in during World War II.

Later, Gerry assumed command of the Naval Amphibious School on NAB Coronado. He reported to the school following duty as Commander Tactical Air Control Group 1, also based on Coronado. Prior to holding this command, he served as Chief of Staff for Commander Middle East Forces, located in the remote country of Bahrain. Captain Rian completed 30 distinguished years of service in March 1972. In those 30 years, he accumulated 4,100 flight hours, 165 carrier landings and 58 combat missions while serving

in WWII and Korea. Additionally, he was awarded six Air Medals, the Distinguished Flying Cross with two stars, and the Legion of Merit.

Today, Gerry still resides at his home on Country Club Lane. Gerry is a long-time member and previous church council member at Resurrection Lutheran Church in Coronado.

An avid golfer well into his 90s, Gerry actually made a birdie on the 9th hole at the Coronado Municipal Golf Course at the age of 95! Still enjoying sports, on any given day you can find Gerry cheering on his Padres.

David Richardson

Written by Eva Yakutis

US NAVY



**Vice Admiral
DAVID RICHARDSON**

**Commander
US Sixth Fleet 1968**

The dictionary defines a “hero” as one who is “admired for great or brave acts or fine qualities.” Vice Admiral David Charles Richardson lived up to that definition. His military contributions span decades; he was in the vanguard of the Greatest Generation.

Born in 1914 in Meridian, Mississippi, he was the only child of Isaiah and Anne Kate Richardson. David graduated in 1936 from the United States Naval Academy and earned his wings in 1940 in Pensacola, Florida. Early recognitions include the Distinguished Flying Cross, Bronze Star, Air Medals, and Purple Heart associated with his actions at Guadalcanal where he shot down three enemy aircraft before being shot down himself.

Following World War II, David studied at the Royal Navy Staff College in London and the Naval War College in Newport, Rhode Island, where he also taught. He commanded Carrier Air Group 13 during the Korean War, and additional commands included USS Cimarron (AO 22) and USS Hornet (CVA 12).

With promotion to Rear Admiral, David commanded Carrier Division Five/CTF-77 off Vietnam. In 1968 and with his selection as Vice Admiral, he assumed command of US Sixth Fleet based in Gaeta, Italy. David

retired in 1972 as Deputy Commander, Pacific Fleet based in Pearl Harbor, Hawaii.

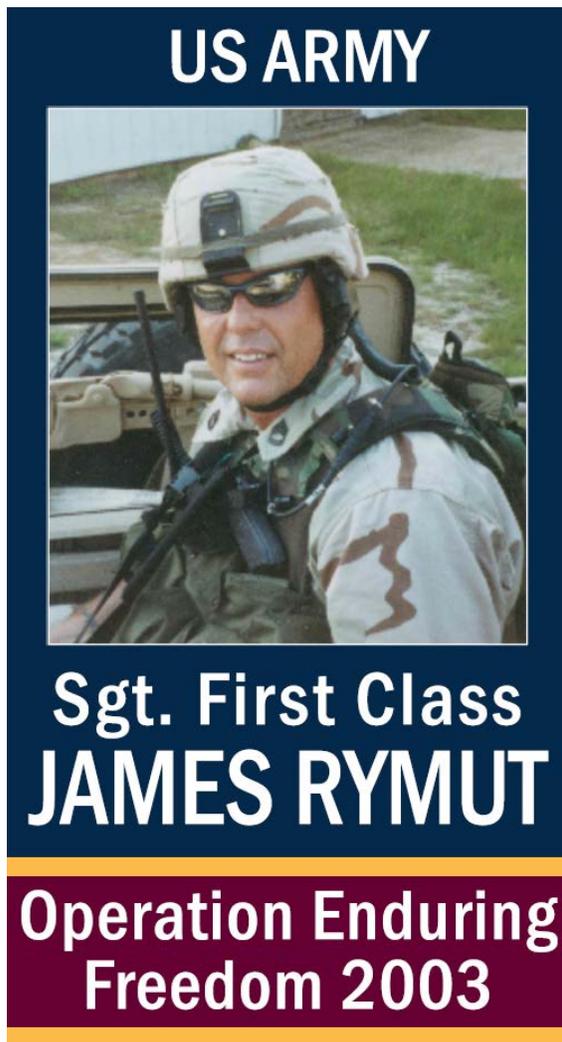
Following his naval service, David continued supporting our military by consulting in the area of exploitation of intelligence and technology of naval command and control. He served on national intelligence panels, including the Naval Research Advisory Committee, and was a member of the Naval Intelligence Advisory Board. On his 95th birthday, he received formal recognition for his significant contributions to naval intelligence.

David married Jeanne Simonds in 1955 and together they raised six children. David and Jeanne enjoyed living in their homes in Julian and in San Diego.

David passed away in June of 2015, preceded by Jeanne in 2014 and his son David in May of 2015.

James Rymut

Written by George Galdorisi



Sergeant First Class James Rymut has distinguished himself as a member of the U.S. Armed Forces, serving with distinction in this Nation's global war on terrorism. His selfless dedication to duty, consummate professionalism and inspirational leadership were on display throughout his distinguished career and were especially critical during his service in Operation Enduring Freedom in Afghanistan.

While the entirety of Sergeant First Class Rymut's service in the global war on terrorism, and especially in Operation Enduring Freedom, is most worthy of recognition and high praise, it is his superb performance as a member of Combined Joint Special Operations Task Force Seventy-Six that puts a punctuation mark on this extraordinary military professional's service to the Nation.

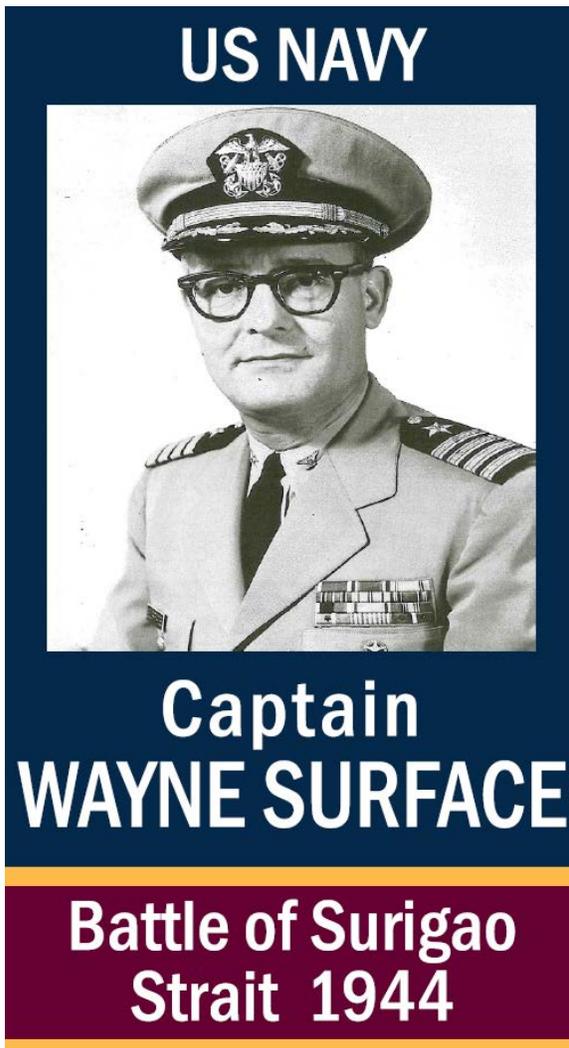
Sergeant First Class Rymut was awarded the Bronze Star, one of this Nation's highest decorations for valor, for his heroism under fire while serving as a leader in Task Force - 76 in the Central Command Area of Responsibility from September 2003 to May 2004. As the Bronze Star citation put it: "For exceptionally meritorious service while serving as a member of Combined Joint Task Force - 76 in support of Operation

Enduring Freedom. Sergeant First Class Rymut's tactical proficiency and selfless commitment to mission accomplishment in a combat zone under the most extreme circumstances greatly contributed to the success of Operation Enduring Freedom."

Sergeant First Class Rymut embodies the very essence of the U.S. Army's core values - honor, courage and commitment - and it is with great pride and humble appreciation that we honor him on our Coronado, California, Avenue of Heroes.

Wayne Surface

Written by John Tato



Captain Wayne Surface served on *USS Aulick* (DD 569) through the end of World War II in the Pacific participating in the taking of the Carolinas, the Marianas, Palau, the Philippines, and Okinawa from the Japanese. During the Philippine campaign, *Aulick* was in the Battle of Surigao Strait. In this battle many of the US battleships that were either sunk or heavily damaged at Pearl Harbor--*USS West Virginia* (BB 48), *USS Tennessee* (BB 43), *USS California* (BB 44), *Maryland* (BB 46), and *Pennsylvania* (BB38)- -had their revenge on the Japanese. In what was the last naval battle to be "fought in a formal line" the Japanese force that included two battleships and their escorts was essentially annihilated.

After the battle *Aulick* returned to screening the transport ships in Leyte Gulf where it was struck by two kamikazes, one hit the ship's forecastle and the second below the bridge. Damage to the ship was extensive including both forward five-inch gun mounts and quadruple 40 mm guns. Thirty-two members of the crew were killed and 64 were injured. However, neither hull integrity nor propulsion was affected. After repairs at the Mare Island Naval Shipyard, *Aulick* returned to action in time for the Okinawa campaign.

Surface's next ship was *USS Agerholm* (DD 826) where he served until 1948, when he was selected for postgraduate education in ordnance engineering. The course consisted of two years of electrical engineering at the Naval Postgraduate School, followed by a year at Purdue University, resulting in a Bachelor of Science in Electrical Engineering and a Master of Science in Industrial Engineering.

Returning to sea duty in 1951 as gunnery officer of *Valley Forge* (CV 45), Surface progressed through a succession of positions and promotions resulting in him serving as the commanding officer of four ships, *USS Oklahoma City* (CLG 5), *USS Mountrail* (APA 213), *USS Somers* (DD 947), and *USS Ulvert M. Moore* (DE 442). During the time that he was the commanding officer of *Oklahoma City*, the ship was the flagship of both the First and Seventh Fleets.

While he was in command of Mountrail, the Commander-in-Chief US Naval Forces Europe noted the courage of the Mountrail's seventy-man firefighting crew that fought the fires aboard a burning oil tanker for 12 hours and was credited with saving the ship.

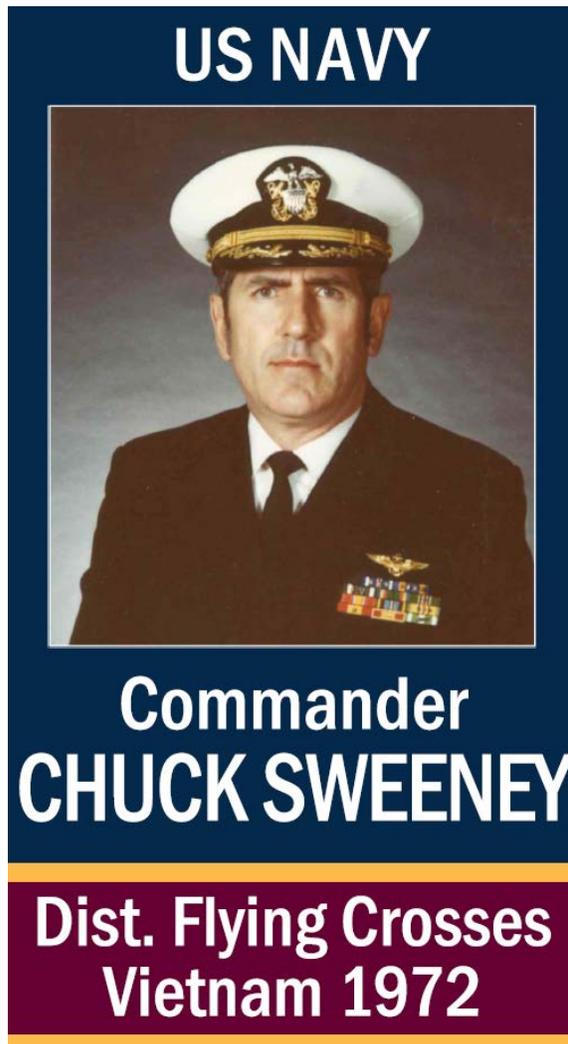
Surface also commanded two shore stations, the Naval Ammunition Depot, Bangor, and the Naval Ammunition Depot, Oahu. He also served on two staffs, Commander Destroyer Force Pacific and Commander, European Command. From 1965 until 1968 he was assigned to the Naval Ordnance System's Command. He retired from active duty on May 31, 1973.

Surface was a native of Des Moines, Iowa and was the son of Carl and Frances Douglas Surface. He attended Drake University for a year before receiving an appointment to the US Naval Academy. He graduated in 1943 with the Class of 1944, one year early because of World War II.

Surface and his family lived in Coronado on several occasions over the course of his military career and after his retirement from the Navy. He married Thirma "Peggy" Biddle in 1947 and was predeceased by her in 1988. He married Ruby Todd Goble in 1989 and was predeceased by her in 2005. He is survived by his companion, Mary Florence Ray. He died on March 10, 2013 at the age of 91. He is remembered as a kind and gentle man who had a wonderful sense of humor. He was truly an "Officer and a Gentleman."

Charles Sweeney

Written by Chuck Arnold



Coronado resident Commander Chuck Sweeney, USN, Ret. never intended as a young man to become a Naval Aviator. He grew up in Philadelphia. He graduated from St. Joseph's University, after which he became an engineer working in the defense industry. He entered the United States Navy in 1958 as an aeronautical engineer. While stationed at Patuxent River, he became interested in flying and was encouraged by Jim Lovell and other test pilots to be a Navy carrier pilot.

After flight training, his first tour was at Naval Air Station North Island, flying S-2E aircraft from *USS Yorktown* (CVS-10). Following that tour, he earned a Master's Degree in Aeronautical Engineering at the Naval Post Graduate School in Monterey, California. He then transitioned to the A-4F attack aircraft making two combat cruises in VA-22 on *USS Bon Homme Richard* (CVA-31). His next tour was as Operations Officer in VA-127, stationed at NAS Lemoore, California, training replacement pilots for the A-4 Skyhawk squadrons. Due to a combat loss in July of 1972, Sweeney was hurriedly assigned as Executive Officer of VA-212 on board *USS Hancock* (CVA-19) in the Tonkin Gulf, and two weeks after the loss he was on the way back to combat. As Sweeney puts it, "The summer of 1972 was a very pivotal time in my life."

Within an eight-day period during September of 1972, flying combat missions over North Vietnam, Sweeney would be honored with three Distinguished Flying Crosses.

The first of his heroic actions occurred on 6 September, when his wingman's aircraft was hit by North Vietnamese anti-aircraft fire, and the pilot was forced to eject three miles out to sea. Sweeney initiated the downed pilot's rescue, while under heavy fire, and directed the rescue helicopter to the downed pilot who was safely rescued.

On the morning of 12 September, Sweeney planned and led a major air wing strike against a vital storage and repair facility near the North Vietnamese port of Han Gai and executed an extremely accurate dive bomb attack, placing all ordnance on target while directing maneuvers to avoid the anti-aircraft fire and enemy aircraft vectored against the strike.

On 13 September, Sweeney led a division of four A-4Fs on a bombing mission during a major air wing strike against a heavily defended transshipment point on the outskirts of Hanoi. He led his division in violent maneuvers to avoid surface-to-air-missiles tracking his flight and upon

reaching the target area, had to reassign their aim point as their target was under water. The attack was successful with numerous explosions and secondary fires.

The above statements are extrapolated from the actual DFC Citations presented by the Commander in Chief of the United States Pacific Fleet, Admiral B.A. Clarey.

The Distinguished Flying Cross was established by an Act of Congress in 1926 and has been awarded for heroism or extraordinary achievement during aerial flight for more than eight decades. Chuck Sweeney has been President of the Distinguished Flying Cross Society for eight years. His work preserves the history and heritage of the Society. The honor of being a recipient of this award is recognized globally. Sweeney understands first-hand the significance of the medal. His commitment to the Society and all who are recognized as DFC recipients is consistent with his outstanding active duty performance as a Naval Aviator.

Ray Tarbuck

Written by John Tato

US NAVY



**Rear Admiral
RAY TARBUCK**

**Invasion of the
Philippines 1944**

Rear Admiral Raymond Tarbuck was born in Philadelphia, PA, and graduated from the U.S. Naval Academy in 1920. One of his greatest military accomplishments was the accurate intelligence assessment that resulted in the US successful invasion of the Philippine Islands and victory in the Battle of Leyte Gulf during World War II. Tarbuck's citation for exceptionally meritorious performance, personally signed by General Douglas MacArthur, acknowledged "no man has ever deserved it more."

Tarbuck's first duty at sea was in 1918 during World War I. He spent his Midshipman Cruise on the battleship USS Missouri (BB 11). Following his graduation from the Naval Academy, Tarbuck served as the Deck and Engineering Officer on the battleship USS North Dakota (BB29) as well as on several destroyers. His naval service sent him to Turkey, Russia, and Egypt. Subsequent duty in the Caribbean included the command of a Marine landing force in Nicaragua and operations in Haiti. This was followed by post-graduate school in Annapolis at the Naval War College. In the 1930s he served as Executive Officer and navigator of a destroyer where he served in China, Japan, and the Philippines with the Asiatic Fleet.

Tarbuck returned to the United States and served as an Associate Professor of Astronomy at the University of California, followed by a sea tour on the battleship USS West Virginia (BB 48). He then returned to destroyers as Commanding Officer on USS Macdonough (DD 351) and later as Division Commander of four destroyers out of San Diego and Hawaii.

In 1943 Tarbuck found himself on the staff of the Supreme Commander Southwest Pacific, General Douglas MacArthur, where he became part of the story of the successful planning and invasion of the Philippines at Leyte Gulf, the battle that resulted in the famous MacArthur quote, "I have returned." He served as the commander's senior naval advisor and planner whose Red Team was responsible for planning the invasion of the Philippine Islands from the sea, which was approved by the Joint Chiefs of Staff and the President of the United States. The invasion, including the landings at Leyte Gulf, involved a force of 1,500 ships and 90,000 troops. He successfully predicted the movements of the

Japanese fleets ending in the historic naval battle of Surigao Straits and victory at Leyte Gulf. Both Frasier Hunt and Sidney Mashbir in their books about General MacArthur cite these predictions as the greatest piece of combat intelligence work in the annals of the Navy.

Later, with the rank of Commodore, he served as the Chief of Staff, Seventh Amphibious Force. In this capacity he was directly concerned with the planning and execution of all amphibious operations in the Southwest Pacific. The fleet's amphibious forces made 56 landings throughout the Philippines and on Borneo while he was the Chief of Staff. Tarbuck's rank of Commodore was foreign to his Army friends. He explained it to them as a "Brigadier General who can swim."

Toward the end of the war Tarbuck commanded USS Iowa (BB 63). After the war he commanded the Naval Amphibious Force, Atlantic. He retired as a Rear Admiral in 1950 from the 11th Naval District where he served as Inspector General.

Tarbuck received a total of 18 decorations with eight battle stars. He is the only flag officer during World War II to serve with the Army Air Corps, Army ground forces, the Marine Corps, and the Navy.

Tarbuck not only had a distinguished military career but he was also an accomplished painter, pianist, and musical composer. He was a member of the San Diego Art Guild and received numerous awards as an artist. One of his paintings was of the San Diego night skyline, painted from Coronado. The owner of this work wanted Tarbuck to paint this piece before construction of the bridge so that it "wouldn't spoil the view." He served as a project administrator for the San Diego Fine Arts Gallery where he participated in the design of two new wings to the gallery in Balboa Park. He was a professor of naval science and tactics and astronomy at the University of California, Berkeley where he also studied architecture.

He also was also very active in local affairs. He was president of the Coronado Residential Association and a member of the San Diego Chamber of Commerce Harbor Committee and National Harbor Board. He was the chairman of the San Diego County Board of Health for 16 years and a military consultant to the San Diego Chamber of Commerce. He received the radio station's KFMB Good Neighbor Award for his work as chairman of the San Diego Harbor Development Advisory Committee.

Tarbuck was married fifty-six years to Marion Orf of Philadelphia. They had one son, Richard, a Naval Academy graduate who retired from the Navy as a Captain after 30 years of service. The family moved to Coronado in 1939 where they built their dream home at the corner of Margarita and San Luis Rey Avenues. Mrs. Tarbuck oversaw its construction during World War II while her husband spent the entire war in the Far East. Tarbuck died on November 15, 1986 at the age of 89. He was predeceased by his wife, who died in 1976.

Brian Woods

Written by Donna Duchow

US NAVY



**Captain
BRIAN WOODS**

**Naval Aviator
POW 1968 - 73**

Captain Brian Dunstan Woods came from a distinguished military family, his father a rear admiral in the U.S. Navy, and his uncle an officer in the U.S. Marine Corps.

Born in Coco Solo, Panama on March 23, 1932, Brian and his family resided in Coronado when RADM Woods was stationed there, and Brian always considered Coronado "home."

He entered the U.S. Naval Academy in 1952, then transferring to the University of California Los Angeles in 1953. Upon leaving UCLA, Brian entered the Navy's Aviation Cadet Program, and on February 2, 1957, he was commissioned an Ensign and designated a naval aviator.

In 1967, Woods embarked aboard USS Constellation (CV 64) as an A-7 Corsair pilot with VA-97 Warhawks.

On September 18, 1968, he stepped in for a junior pilot while they were preparing for their upcoming mission over North Vietnam. Realizing that the pilot in that position would be vulnerable, he emphatically told the junior pilot, "You sit; I'm going."

Later that day, he was forced to eject over North Vietnam and was taken as a Prisoner of War. After spending 1,609 days in captivity, Commander Woods was released during Operation Homecoming and was on the first plane to return from Vietnam on February 12, 1973.

Commander Woods achieved the distinction of becoming the first POW to recertify for flight after returning to the U.S. and finished his naval career on the staff of the Deputy Chief of Naval Operations for Air Warfare at the Pentagon. He retired in October 1983.

Captain Woods died on September 16, 2015, and is buried at Fort Rosecrans National Cemetery, next to his mother and father. Awards received include the Legion of Merit with Valor, Distinguished Flying Cross, Bronze Star with Valor, and a Purple Heart.