

FALL 2015 BANNER RECIPIENTS

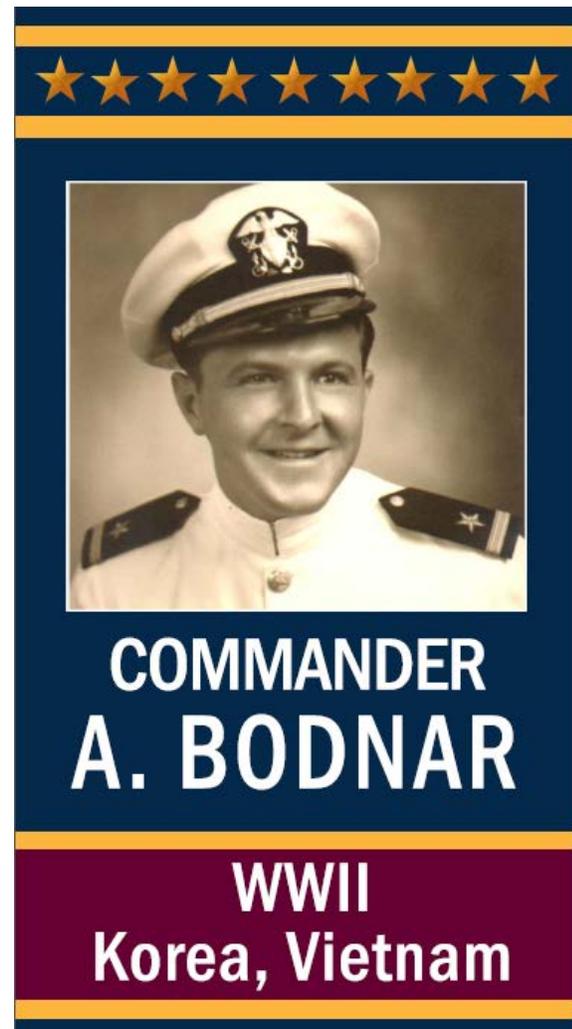
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Joseph Bodnar

By Joanne Bodnar, September 2015



As a young child, I remember asking my father, "Dad, why did you join the Navy?" His response was simply, "I always wanted to fly."

Well, Commander (CDR) Andrew Joseph Bodnar did that, and a whole lot more.

In addition to flying countless missions from 1947 to 1968, CDR Bodnar was one of three officers who invented and developed The Pilot Landing Aid Television (PLAT) System, a state-of-the art takeoff and landing system that's still being used today on virtually all aircraft carriers.

The PLAT System was first installed in 1961 on the carrier Coral Sea. Within the next two years, it became standard equipment on all naval attack carriers, providing enhanced safety and efficiency for pilots and navigators. The system, which involved videotaping each landing, proved highly useful for instructional purposes and in the analysis of landing problems and accidents.

Born of immigrant Hungarian parents in Racine, Wisconsin, on November 30, 1923, Bodnar enlisted in the Navy at age 17, during the Summer of 1941, just a few months shy of the Japanese Pearl Harbor attack on December 7th.

Originally trained by the Navy as an aviation mechanic, Bodnar later attended Cornell College in Iowa for two

years, followed by flight school, and eventually earning his wings in 1947.

He soon started flying PBM's and seaplanes in Coronado, California. It was during this time, in 1949, that he met his beloved wife-to-be, Mary Lou. Her aunt and uncle owned the "Little Club" in Coronado, a long established nightclub, where Ensigns loved coming to relax, have a beer, and eat pizza.

Andrew and Mary Lou were married the following year in May 1950, and the first of their four children was born in Coronado in 1951.

Bodnar was then assigned to a helicopter squadron aboard USS Princeton. In the 1950's, he took part in a major food relief project that involved flying over Ceylon (now Sri Lanka). He was also assigned the dangerous task of flying over thick jungles, where he participated in numerous rescue missions. This was followed by two Western Pacific and Asian tours, as catapult and arresting gear officer, aboard USS Kitty Hawk and USS Bonnie Dick.

Over the next decade, Bodnar rose through the ranks while continuing several tours of duty (including the Korean War). He was eventually promoted to Commander in 1962.

During the Vietnam War, CDR Bodnar served as the Air Boss Officer aboard the amphibious assault ship USS Tripoli, stationed in the Gulf of Tonkin. Vietnam was definitely his most difficult tour, leaving behind a wife and four children ranging in age from 9 to 15.

At this point, all the kids were very aware that - Dad was going to war. But such is the life of a naval family whose patriarch serves his country selflessly.

"Dad didn't like to speak about that war. There were so many atrocities he witnessed. He once mentioned to me that they had mistakenly picked up a Vietnamese woman who was strapped with a bomb. I never did hear from him how that particular story ended."

After finishing active duty in San Diego that spanned more than 30 years as a naval aviator, Bodnar retired from the Navy in 1973. But "retirement" wasn't a realistic word in Andrew J. Bodnar's vocabulary.

He soon got his real estate license and embarked on an extremely successful 30-year second career, specializing in Coronado residential and commercial properties. He was awarded the highly prestigious Community Service Lifetime Achievement Award by the Coronado Association of Realtors. He also served as a Director of the Sandicor Rules & Regulations Committee, as well as serving as Chairman of Coronado's Professional Real Estate Standards Committee.

The Bodnar's purchased their first home in Coronado in 1960. It remains as the residence of his precious wife, Mary Lou, to this day.

"Andy" Bodnar passed away on September 3, 2002. He will forever be remembered for his compassion, warm heart, and kindness to all. His generosity and commitment to family, friends, and associates is clearly evidenced by the vast wealth of close relationships he built over the years.

Andy and Mary Lou were married for 52 happy years, most of which were spent in Coronado. He is also survived by daughters Jackie, Joanne, and Judy; son John; and grandchildren Brooke, Pili, Andrew, Jackson, and Hannah.

Wreford Goss "Moon" Chapple

By Dana S. Chisholm, October 2015



**REAR ADMIRAL
W. G. CHAPPLE**

**14 War Patrols
WWII 1945**

Rear Admiral Wreford Goss "Moon" Chapple served in the Navy from 1930 to retirement in 1958 and served with distinction having been awarded the Navy Cross (twice), three Silver Stars and a Bronze Star for conspicuous gallantry and success against the enemy. "Moon" Chapple is considered one of the heroes of World War II and his submarine exploits were featured in numerous naval history books, articles in *Colliers* and *Life* magazines and the 1950's television series "The Silent Service." The experiences shared by the officers and men in combat weld them into a closely knit group and, as Rear Admiral W. G. "Moon" Chapple often stated "We will all be like brothers to the end of our days."

"In fact, in his later years when a caregiver escorted him to a Submariners Convention in Phoenix, AZ, the caregiver came back with a new respect when he witnessed the convention goers line up around the banquet room to shake Chapple's hand when he entered the conference. Chapple was loved by his men and his leadership was marked by an early instilled sense of duty, honor, and drive for accomplishing the goal while respecting and caring for the men he commanded."

This leadership was fostered at a young age. Wreford Goss Chapple was born in Billings Montana March 19, 1908. He graduated from the U S Naval Academy in 1930. While at the Academy "Moon" lettered in Football, was the Heavy Weight Boxer for the Naval Academy's Boxing Team and was elected President of the Class of 1930.

After graduation "Moon" was assigned to the USS Milwaukee and after qualifying as an "Officer of the Deck" volunteered and was selected for the submarine service. Upon graduation from Submarine School in December 1932 "Moon" served in various billets on the submarines USS S-38, USS PIKE (SS-173) , USS PERCH (SS-176), USS TARPON (SS-175), all assigned to the US Asiatic Fleet.

In 1934, "Moon" met and married his wife Grace and they had their son, Mike Chapple, in 1935. His son later followed in his father's footsteps and attended the Naval Academy and served in the Navy himself.

In November of 1940 Lieutenant "Moon" Chapple took command of the USS S-38 and on December 8, shortly after the attack on Pearl Harbor, LT Chapple departed from Manila Bay with orders to patrol off Mindoro in the Philippine Islands.

Operating in shallow waters the S-38 was detected and attacked several times by Japanese air and surface forces sustaining serious damage but succeeded in sinking the second Japanese ship sunk in the Pacific theater, the tanker Hayo Maru, and one other and it was at this time he was awarded the Navy Cross for extraordinary heroism and promoted to Lieutenant Commander.

While S-38 was being repaired "Moon" took Command of the USS Permit (SS-178). Ordered to Corregidor in March 1942 to standby to evacuate General Mc Arthur. General Mc Arthur elected not to leave Corregidor by submarine and Permit ended up evacuating 40 US and British Army officers and men. While enroute to Australia, Permit also came across and rescued seven crewmen from the damaged torpedo boat USS PT 32. Chapple made 6 more war patrols on Permit with confirmed sinking of four Japanese large ships and damaging additional Japanese combat and transport vessels. In recognition of the success of these patrols "Moon" was then awarded his second Navy Cross and Two Silver Stars.

In early August of 1943 Chapple was ordered to the Submarine School in New London, Connecticut as an instructor while awaiting the completion of the building of his next command the USS Bream (SS-243). On 24 January 1944 "Moon" assumed command of the Bream. On 10 March 1944, with ship trials and training completed, LCDR Chapple departed from New London for the Pacific arriving in Brisbane, Australia 8 May 1944. "Moon" made four war patrols including participating in the Battle of Leyte Gulf on the Bream which resulted in damaging the Japanese heavy Cruisers Aoba and Kumano and sharing credit for the sinking of the transport Kagu Maru with two other US submarines as Officer in Tactical Command of the "Wolf Pack" operation. "Moon" Chapple was awarded his third Silver Star and a Bronze Star for conspicuous gallantry and the success of these actions against the enemy.

Additional ship commands included commander Submarine Division 102, USS Manatee (AO-58), USS Renville (APA-227) and the heavy cruiser USS Pittsburgh (CA-72) in the Korean War. His last assignment was as San Diego Port Control Commander, 11th Naval District, in 1956 when he moved permanently to Coronado. He retired in 1959.

He remained active in the community until his death on May 20, 1991 at 83 years old. While a resident in Coronado "Moon" was active in the San Diego Chapter of the Naval Academy Alumnae Association, San Diego Navy League, Submarine Veterans of WW II, Christ Episcopal Church, and got a teaching credential from Cal Western University and served as a substitute teacher at Coronado High School and taught at Coronado's Alternative School. He also served on Coronado's Planning Commission when the Coronado Shores were initially built and was a member of Hotel Del Coronado Beach and Tennis Club, a member of San Diego Kiwanis Club, the Coronado Crown Club, and Coronado Round Table. During his years in Coronado he dabbled in real estate and was owner/builder of three homes in Coronado Village, one in the Cays and converted a ten unit apartment building in Del Mar to condominiums.

He loved people and always had a few kind words and a pleasant look for everyone he met. He raised his son Mike and also adopted Jack Chapple, the son of his second wife, Mary Cobb Chapple. "Moon" took great pride in both his boys and loved his family, Mike a successful military career, and Jack attended and played football at Stanford and went on to play for the 49ers. Rear Admiral Wreford Goss "Moon" Chapple was greatly admired and loved very much by his friends and family.

James Harold "Jimmy" Doolittle

By Toni McGowan, May 2015



**GENERAL
J. DOOLITTLE**

**Tokyo Raid
1942**

"The Japanese people had been told they were invulnerable. Proof of this was the fact that Japan had been saved from invasion during the fifteenth century when a massive Chinese fleet set sail to attack Japan and was destroyed by a monsoon. From then on, the Japanese people had firmly believed they were forever protected by a "divine wind"—the kamikaze."

"The Doolittle Raid" was directed at this notion. The strategy was psychological. And Army Lt. Colonel James Doolittle knew it. His actions would earn him the nation's highest award, the Medal of Honor and the Medal of Freedom.

James Doolittle was born December 14, 1896 in Alameda, California, and was raised in Alaska and Los Angeles. His father was born during the Civil War in New England. A carpenter by trade, he was frustrated, and caught a case of Alaska gold fever that kept him forever chasing the next vein. His mother found raising children in Alaska difficult. When it appeared her husband's fever was never going to pass, she returned to California with only child.

As a child, James Doolittle was small and the target of bullying. By his teens, James was a "chunky, rugged, 5 feet 6 inch tall street fighter turned boxer. In 1910, when he was 14, Doolittle's school attended the first air show west of the Mississippi, featuring Glenn Curtiss, the "no nonsense motorcycle builder turned airplane" manufacturer. This would spark young James interest

during a radical time in flight development. Glenn Curtiss Flying School would open on North Island one year later, birthing Naval Aviation.

Doolittle soon "built his own unsuccessful man-sized glider from plans printed in Popular Mechanics." After his glider was "damaged beyond repair," he went back to boxing, and earning money under the name of Jimmy Pierce.

His junior year of high school Doolittle met his future wife, Joe, who would not date him if he kept fighting. So he went to Alaska for one year to work with his father, returning as a stow-a-way on a transport ship without a penny in his pocket. He revisited boxing and lost by decision, which turned out to be a good thing because he realized that he needed to get an education.

While studying engineering at University of California at Berkeley, Doolittle suddenly took a leave of absence and enlisted in the Signal Corps at Rockwell Field and began flight training on North Island in October 1917, near the end of WW1. By December, he and Joe were married. The union would last over 70-years.

A typical day for Doolittle on North Island was bustling with 50 Thomas Morse scouts and Curtiss Jenny's stacked up in front of multiple hangers at Rockwell Field, with young female visitors dressed up to pose

with the pilots and their planes. The flavor would have been festive, if not for the high number of crashes by flying cadets.

"Doolittle's first flight introduced him to the tremendous hazards of early flying. Two 'Jennies' collided over the airfield just as Charles Todd, Jimmy's instructor pilot (IP), taxied their JN-4 to the takeoff zone. Todd shut down the engine, and even before Jimmy had flown his first military flight, he and Todd were pulling dead and injured airmen from a burning heap." Then the two completed their intended flight. Jimmy Doolittle wrote about that first flight, saying, "My love of flying began on that day during that hour."

Doolittle soloed over North Island after just seven hours of training. Then he went on to learn air "acrobatics; loops, rolls, spins, and recoveries; close formation flying; and navigation." Less than half of those that began flight training completed it. On March, 1918, just three months into his marriage, Doolittle was commissioned a second lieutenant in the Signal Corps. An early assignment was as Border Patrol along the Mexico border.

Doolittle would return to North Island in 1922 after "he made the first transcontinental flight from Pablo Beach, Florida," a total of 2,163 miles in 21 hours and 19 minutes. Doolittle established numerous firsts and records, including the Schneider and the Bendix in 1931.

Doolittle was recalled to active duty to train volunteer flight crews for a carrier-launched raid on Japan that he personally led. On April 18, 1942, his plane crash-landed in China. "Of the 75 fliers that crashed in China, three died accidentally, eight were captured" by Japanese and three of those were executed as criminals. The Soviet Union detained one five man crew.

Thereafter, Doolittle was promoted to Brigadier General, skipping the rank of colonel. After continued service in England, North Africa, the Mediterranean, the Pacific and Europe, he left active duty January of 1945. In 1985, Congress promoted Doolittle to full General.

Charles K. Duncan

By Toni McGowan, May 2015



**ADMIRAL
C. DUNCAN**

**Supreme Allied CDR
Atlantic 1972**

Admiral Duncan called his 16 months in Coronado, a "personal and professional pleasure." Admiral Duncan served in WWII, Korea, and Vietnam. The teenage fascination with boats in the 1920's led him to become one of only 220 commissioned Four-Star Admirals in the history of the U.S. Navy? His passion for ships continued. Their namesakes provided examples in heroism and diplomacy that he modeled.

Charles Kenney Duncan was born in Nicholasville, Kentucky, on December 7, 1911 to a family that highly valued education. His mother was a professor at the University of Kentucky, a university that initially would not accept women. He attended University High School in Lexington followed by the Kavanaugh Preparatory School. Charles attended the United States Naval Academy, graduating in 1933.

In 1938, after serving on USS Salt Lake City, he served in the Atlantic aboard destroyer USS Schenck (DD-159). He wrote about the significant impact that early good training had on he and his shipmates. Within two years he was assigned to the staff of Commander Destroyers, Atlantic Fleet, when it was first formed and WWII was heating up.

While delivering 50 destroyers to assist the British Royal Navy in Nova Scotia he met his first wife Sheila, whom he married in 1941 in Bermuda just as Hitler invaded the Soviet Union.

War must have seemed far away to Duncan who was first executive officer of USS Hutchins in the pacific—that all changed just before 8 a.m. on December 7, 1941, when hundreds of Japanese fighter planes attacked Honolulu's, Pearl Harbor.

By August Duncan was assigned to the Destroyer Charles Wilson to protect US Marines unloading by night at Savo Island, near Guadalcanal. Cruisers USS Vincennes, Astoria, Quincy, and fellow Destroyer Helm had conducted a box-shaped patrol between the Tulagi and Savo Island to defend the passage. The Japanese attacked these cruisers as their captains slept, ending in their sinking, igniting Neptune's Inferno—raging fires on the water. It was all over in one grueling hour.

Duncan's Destroyer Wilson raced to their aid with bombardment and anti-aircraft engagement, then dramatically and selflessly rescued of survivors. Duncan witnessed blood and oil covered survivors struggling in the fiery water falling victim to the sharks. This horror deeply affected him. US losses amounted to 1,077 killed and 709 wounded. The catastrophe at Savo Island was the worst defeat ever suffered by the Navy.

While Neptune's Fires raged at sea, stranded marines awaited help that was not coming.

A young serviceman wrote, "We have been bombed every day by airplanes, and a submarine shells us every now and then. Our foxholes are four-foot deep. We go out on night patrols and it's plenty rugged. We lay in the foxholes for 13 to 14 hours at a clip and keep firing at the Japs in the jungle. As yet, there is no air support. The mosquitoes are very bad at night. The ants and flies bother us continually. The planes strafed the beach today. A big naval battle ensued the second day we were here, which resulted in our ship...being sunk. All of our belongings were lost."

For his heroic actions, Duncan was awarded the Navy Commendation medal with Combat "V" and a Gold Star with Combat "V" in lieu of a second award." Duncan also saw the carrier USS Wasp sunk by Japanese forces.

Because of his leadership, Duncan was assigned to progressively important positions. He was a member of "Holloway Board" that led to the Navy Reserve Officers' Training Corps (NROTC) providing a path for college graduates to Officer Candidate School.

By 1945, the Soviet Union invaded Korea. Japanese troops surrendered to the Russians in North Korea and to Americans in South Korea. WW11 ended causing a shortage of equipment, ships, and experienced personnel. This concerned Duncan, now Commander in Chief, Atlantic Fleet. He warned Congress to continue mine fields on both coasts. His argument was ignored and he stated later that the US "never pays much attention in peacetime to the passive or less glamorous weapon systems."

Charles Duncan was promoted to Rear Admiral in the summer of 1958, five years after the end of the Korean Conflict. He was assigned Commander Amphibious Group One (1958-59). That same year Rear Admiral Speck turned over the entire Pacific Fleet Amphibious Training Command to Duncan at Coronado Naval Amphibious Base (NAB).

Duncan made important strides in international relations while residing in Coronado. He entertained 28 allied officers training at NAB as guests of the Coronado Rotary Club. Rotary president was Dr. James Verneti. Duncan noticed that Vice Admiral Liu Kwang-Kai, Commander-in-Chief of the Nationalist Chinese Navy, and other dignitaries had a distorted view of Americans because of motion pictures. Duncan's goal was to show them the real way Americans lived.

The following year, on July 4, 1960, Admiral and Sheila Duncan rode in the Coronado Fourth of July Parade and were honored at a luncheon by Mayor and Mrs. Robin Goodenough.

The Vietnam conflict took Duncan away from Coronado for assignment near strife torn Laos to command of Naval Base Subic Bay in the Philippines. He assumed command of Rear Admiral Spring, who was killed in an air crash. His social abilities were again highlighted when he was elected president of a Philippines charitable association and vice president of the Philippines Tubercular Association. He was so loved by the locals that he became an "adopted son" of both Bataan and Zambales.

Duncan had a part in addressing underrepresentation of African Americans in officer positions when he served as Deputy Chief of Naval Operations and Chief of Naval Personnel. President John F. Kennedy commented that his 1961 inaugural parade had few black officers. Duncan's special assistant, Lt. Commander Norm Johnson, an African American, was assigned to ensure policies for African American advancement in the military were implemented.

President Johnson nominated Duncan as Vice Admiral, relieving Vice Admiral McCain, namesake of the road exiting Naval Air Station North Island at Fourth Street.

Vice Admiral Duncan then held a sequence of Atlantic Fleet commands: the Atlantic Fleet Cruiser-Destroyer Force (1964-65); the Atlantic Fleet Amphibious Force (1967-68); the US Second Fleet; and NATO's Striking

Fleet Atlantic (1967-68). For his heroism as Commander Amphibious Force he was awarded the Legion of Merit by France.

In 1967, he met his friend Vice Admiral William I. Martin at sea during the first ever in US Navy history that flagships of "both the Second Fleet and Sixth Fleets refueled simultaneously while steaming in the Mediterranean Sea (USS Springfield flagship—Duncan, and USS Little Rock—flagship of Martin.)" It was the first time in many years the two three star Fleet Commanders were together to discuss operations.

On September 30, 1970, Admiral Charles K. Duncan was appointed NATO's seventh Supreme Allied Commander, Atlantic, to succeed Admiral Ephraim P. Holmes. He also became Commander-in-Chief Atlantic (the United States Unified Command). In that position he conducted the largest ever NATO naval exercises and received the Award of the Grand Cross of the Order of Orange Nassau with Swords from the Queen of the Netherlands and the Grand Cross of the Order of AVIS (the oldest military order) in Portugal.

By 1971, this one time Ensign had become Commander and Chief of the Atlantic Fleet. He retired the following year, on November 1, 1972, in the grade of Four-Star Admiral.

His service to country and community did not stop there. His postwar assignments included battleship executive officer; commanding officer of an amphibious ship; command of a destroyer division; and operations officer of the U.S. Pacific Fleet.

During this period, in the midst of Vietnam objectors, he held fast his commitment to service to one's nation in the face of controversy by tackling hard issues such as drug use by US forces and Harvard students using the ROTC program to avoid the draft.

In the spring of 1974, he was installed in Athens as honorary President of the Greek National Organization Encouraging NATO's Aims.

Upon retirement, he moved to the country near Leesburg, Virginia, living there until January 1977. He continued his deeply held value of service as a member of Secretary of the Navy's Advisory Board on Education and Training - and served on the Board of Advisors to the President, U.S. Naval War College in Newport, Rhode Island.

He then decided to return to his favorite post and became a full-time resident of Coronado.

In 1981, Duncan became a member of the Board of Trustees of the San Diego Museum of Art and was soon elected as a member of France's Acadmie de Marine.

In 1985, Admiral Duncan was referenced in "The Golden Thirteen: Recollections of the First Black Naval Officers." He was quoted in, "Against the Tide: Rickover's Leadership Principles and the Rise of the Nuclear Navy" regarding Admiral Rickover who pushed to use the power of the atom bomb in the first nuclear-powered submarine, USS Nautilus. Duncan is pointed out in "More Than a Uniform: A Navy Woman in a Navy Man's World" as one of the finest military leaders in the world.

Duncan continued to balance military service with social activities. Perhaps that was key to his success as a naval officer. He was a member of the Chevy Chase Club and an active Episcopalian. He maintained his ties with Lexington, Kentucky and was named a Kentucky Colonel, and inducted into the Hall of Distinguished Alumni. It was while visiting his old Kentucky home he met his second wife, Jean Keyser, whom he married in December 1986 in Coronado, where she still resides.

Admiral Duncan died June 27, 1994. He had two adopted children, Anne and Bruce, and two stepchildren, Casey and Amy.

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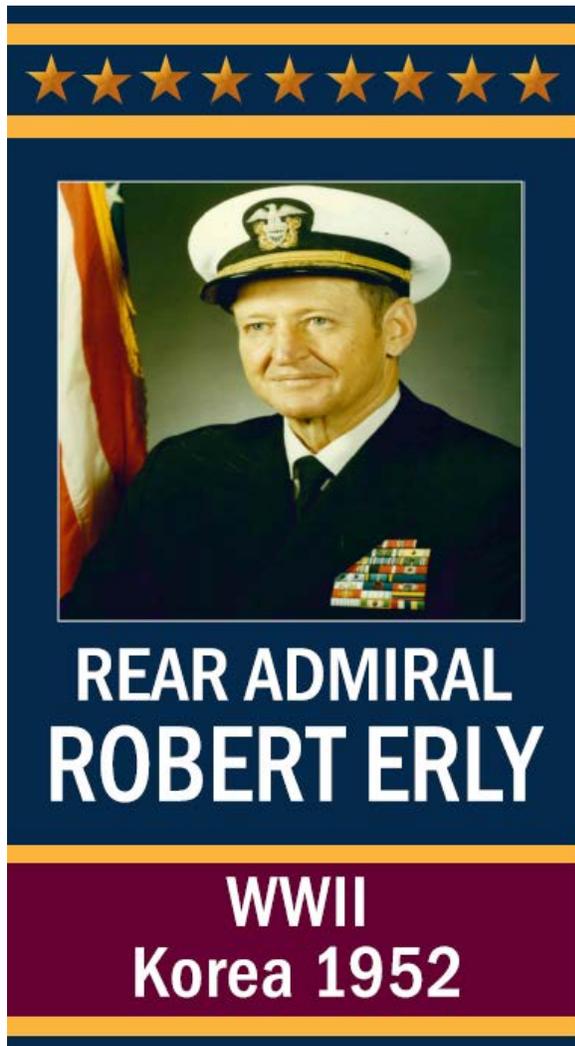
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San Diego Union, January 15, 1962; pp 20.

Robert Broussard Erly

By Veteran Writer's Group, Ron Pickett, May 2015



The distinguished military career of Rear (RADM) Admiral Robert Broussard Erly was marked by three distinct areas: surface warship operations, amphibious warfare, and diplomatic relations with other nations, particularly in the Americas. Born in Washington, D. C., on June 13, 1914, RADM Erly died on July 31, 2014 in San Diego, California. Following his memorial service at the United States Naval Academy, he was interred in the cemetery on the Academy grounds. His retirement years were spent in Coronado, California.

Erly entered the United States Naval Academy (USNA) in August 1933 and graduated in 1937. An early entry in his history includes the following: "In 1933 Seaman Second Class Robert Erly was ordered from the 3rd Fleet to the volunteer reserve for failure to maintain efficiency." Obviously, he later maintained efficiency! Upon graduation, he reported to the battleship USS New Mexico (BB-40) and served on it until he was detached in 1938 for duty on the destroyer USS Conyngham (DD371). In 1940, he participated in navy flight training in Florida but returned to a career on surface ships.

In January 1941, he joined the destroyer USS Cassin (DD-372). On the morning of December 7, 1941, while Japanese planes were bombing his destroyer, the destroyer USS Downes (DD-375), and the battleship USS Pennsylvania (BB-38) (all three of which were in dry dock), Lt JG Erly organized a crew to turn water hoses on the ships. This action of hosing the torpedoes and depth charges prevented them from exploding and

further damaging the three ships. After the attack, the three ships were repaired and able to return to active duty. For his action, Erly received the Navy Commendation Medal with Combat V (Valor).

His service on board the Cassin came to an end because of the damage sustained during the attack. He became Battery Commander of Naval Anti-Aircraft Shore Battery Number 4 at Pearl Harbor until July 1942, when he was assigned to the USS Frazier (DD-207). He was selected to advise the Cuban Navy on behalf of Commander Gulf Sea Frontier in January 1943. His Spanish language capability was a result of his USNA studies, plus a natural ability for the language. Graduates were required to learn Spanish and/or Portuguese at the academy during that period. From then until January 1944, he served as Assistant Chief of the Naval Mission to Cuba. He returned to destroyer duty as Executive Officer and Navigator on USS Laub (DD-613) and then received his first command, USS Phelps (DD-360), in August 1944.

Following the war, in January 1946, he reported to the United States Naval Mission in Venezuela and later became the Acting Chief. He remained there until February 1948. For his services he was awarded the Venezuelan Order of Naval Merit.

Erly was then Executive Officer of the destroyer tender USS Yosemite (AD-19). In 1949-50 he was an instructor at the General Line School in Newport, Rhode Island. Erly assumed command of the destroyer

USS James C. Owens (DD-776) in July 1950. In May 1952, USS Owens, operating off the coast of Korea, exchanged fire with enemy shore batteries. Erly received a Bronze Star Medal with Combat "V".

In 1952-53, he attended the Armed Forces Staff College in Norfolk, Virginia, and then served on the staff of Commander Amphibious Group Two, US Atlantic Fleet. From February 1955 until March 1958, he was assigned to the office of the Chief of Naval Operations. He assumed command as the first commanding officer of the attack transport USS Paul Revere (APA-248) in September 1959. It was while under his command that Paul Revere won the coveted Ney Award.

Erly served in rapidly successive positions: 1959-60, Operations Officer for the Amphibious Force Pacific Fleet staff; 1961-62 he was Commander Amphibious Squadron Five; in 1962-63 he was a student at the National War College; and in 1963-65, he was Chief of Staff to Commander Amphibious Force, U. S. Pacific Fleet.

Serving as Commander Amphibious Group Three and Commander River/Coastal Warfare group in 1965-66 was Erly's first assignment as a flag officer. He developed the Riverine Warfare Doctrine that further developed strategies for fighting on rivers during the Viet Nam conflict. He served in OP-63 from 1966-68 as coordinator of inter-American affairs, naval missions, and Military Assistance Advisory Groups. From 1968 to 1972 he served on the Atlantic Fleet staff, first as inspector general and later as Deputy Chief of Staff for Plans and Operations. Erly's final tour of duty 1972-74, was in Portugal, as Commander of Iberian Forces Atlantic Fleet and Chief of the Military Assistance Advisory Group to Portugal.

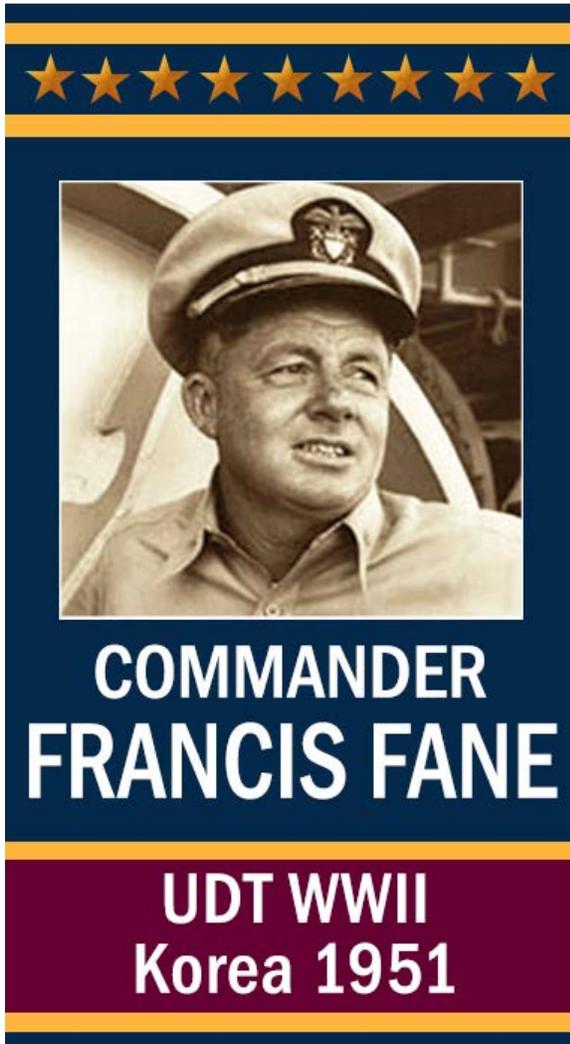
Decorations awarded to RADM Erly also included, among others, four awards of the Legion of Merit, World War II Victory Medal, Korean Service Medal, Armed Forces Expeditionary Medal (Vietnam), and the United Nations Service Medal. His medals included several foreign decorations for his services to those countries, where his skill in diplomacy was put to good use: the Order of Naval Merit from Brazil, the Great Star of Naval Merit from Venezuela, Order of Naval Merit from Columbia, Order of Naval Merit from Cuba, and Great Star of Naval Merit from Chile.

Upon retirement, RADM Erly and his wife Lois returned to Coronado, a town which had been home to them several times during his career. He was active in the Navy League, Coronado Yacht Club, Naval Academy Alumni Association, and Pearl Harbor Survivors Association. Erly served as a trustee of the U.S. Naval Academy Foundation. He worked with the American Cancer Society as Chairman of the Coronado Chapter, Vice President for Organization of the San Diego Unit, and board Member of the California Division. He was President of the Coronado Playhouse in 1977, and even did some acting--performing once as a Japanese wrestler and another time as a caveman. He continued to participate in reunion events with his shipmates throughout his lifetime. Other civic organizations also benefited from his membership and participation.

He was preceded in death by his wife, Lois Richards Erly, who died in 2004 after sixty-years of marriage. Eventually, remarrying, Erly is survived by his wife of nine-years, Thea H. Wallace-Erly. She is still a resident of Coronado.

Francis Douglas Fane

By Victoria Freeman, May 2015



Doug (Red Dog) Fane was born in Aberdeen, Scotland on November 16th, 1909. He immigrated to the U.S. with his family in 1911 and became a Naturalized U.S. Citizen in 1934. Despite losing his Father to drowning, and not knowing how to swim himself, Doug volunteered for the Underwater Demolition Team (UDT). This move would define the remainder of his career, and put him into the history books.

Commander Fane's service began in the United States Merchant Marine in 1936, working his way up from Vessel Navigator to Master, before accepting a commission as a Lieutenant, Junior Grade, in the United States Navy, on May 15, 1940. His early career included assignments aboard the oiler USS Platte (AO-24), the light cruiser USS Nashville (CL-43), and the destroyer USS Reid (DD-369). During this time he participated in operations in the Pacific Theater, including support as part of the infamous Doolittle Raid task force in April 1942, as well as combat at Kiska Island, Alaska, in August 1942.

LT. Fane spent time in the Atlantic serving aboard the aircraft carrier escort USS Card (CVE-11), the attack transport USS Calvert (APA-32), participating in the Invasion of Sicily in the Mediterranean Theater, as well as the ammunition ship USS Mauna Loa (AE-8).

It was after several years of service that he volunteered for Extra Hazardous Duty, in the US NAVY UDT. There was only one slight hurdle. He was unable to swim.

Before 33 year-old Doug Fane was to report for duty, he had to learn to swim. He took two-weeks leave in 1943, and trained at a YMCA in Chicago before reporting for training at Ft. Pierce, Fla. This is where he earned his nick-name, when his fellow divers began calling him "Red Dog Fane" because of his red-hair and ruggedness. After training, he was promoted to Lt. and served as Commanding Officer of UDT 13.

He and his forces were among the first to land in Japan. After World War II, he was dispatched to Europe to study 'combat' diving techniques. Fane was stationed next at Naval Air Base (NAB) Little Creek in Virginia for several years, performing research and development, and training for UDT Teams. He was also instrumental in organizing the Submersible Operations Platoon within UDT, which was trained for attacks against naval shipping and naval base infiltration. His next assignment was with UDT-2, also at NAB Little Creek.

Up until that time, divers used a closed circuit oxygen re-breather as an underwater breathing system. The device did not release any bubbles when the diver exhaled. It worked well enough, but it limited the depth a swimmer could go. In 1948, Fane was shown an article in an edition of Science Illustrated. The article described a breathing device co-invented by Jacques Cousteau. The device allowed a diver to dive to an unheard of depth of 300-feet. Envisioning true underwater missions, rather than surface swimming, the innovative and curious Fane, immediately wanted to know how to get his hands on one.

On orders from superiors, Fane flew to France and tested the new "Aqua Lung," and later placed an order for 150 of the regulators. Half of those went to the West Coast Teams, and the other half went the East Coast teams.

After the Korean War, Fane was assigned to Coronado, California, with UDT 1. Fane describes that experience ... I used to take divers from the "Scripps Institute of Oceanography or any other skin-divers that wanted to go diving in the Coronado Islands. I thought we should develop a relationship with these people who were really expert swimmers. It was easy to teach them how to use the Lungs, just a matter of a couple days. I thought of building a reserve unit of trained divers for immediate use in war-time. They were great swimmers anyway, as good as us."

In 1952 Fane suffered 'the bends' while deep-sea diving. He was locating a B-36 bomber that had crashed in the ocean off San Diego. He was diving at 252 feet, a record for a working diver at the time. It was after this frightening experience that he went on to develop (along with a Navy Medical officer and physiologist), the diving decompression schedules for scuba equipment. One of his early complaints was that the schedules wasted too much time for his divers on coming up from the depths. However, his work with these experts soon helped him to appreciate that this rate of ascent was necessary for the safety of the diver.

Commander Fane's contributions continued into the 1950's ranging from shark research at the Jaluit Atoll in the Marshall Islands, to the first Scuba dives under the Arctic Ocean. He was also instrumental in making UDT team 12 available for beach reconnaissance and demolition assignments in the Arctic, to assist in the construction of the DEW (distant early warning radar line). Fane also trained British commando units, and United Nations forces, in the use of explosives. Many of the nonconventional warfare developments from 1947 through 1951, by Fane and others, formed the basis for the future SEAL teams.

Fane's work intrigued Hollywood. He was asked to share his expertise from 1954 to 1958 as a technical adviser on the films "Take Her Down," which starred Ronald Reagan, and "Francis Joins the Navy," featuring Donald O'Connor. He also provided script ideas and assisted in the production of the pilot for the television series "Sea Hunt," which starred Lloyd Bridges. Fane's storied career was also the basis for the 1958 movie "Underwater Warrior."

In 1956, Commander Fane collaborated with Dan Moore on the book "The Naked Warriors." The book was a compilation of his personal recollections and re-creations of combat missions from D-Day to battles in the Pacific. This book, is one of the most accurate histories of the UDT today, and should be thought of as a reference for anyone interested in the learning more about them.

After his retirement from the Navy in 1960, Fane continued consulting and writing. He had become a legend in Navy Special Forces, developing advanced diving equipment and diving techniques, as well as laying much of the groundwork for the Navy Seals. To his Teams, he was a leader. In fact, he was recommended for this biography along the Avenue of Heroes by former UDT Frogman, Kenneth Wortley, UDT Team 12. Mr. Wortley was served with him in the 1950's and 60's. He is in his 80's today.

In short, by historians and SEALs alike, Red Dog Fane is recognized as one of the leaders in the history of UDT. Doug Fane died on November 13, 2002, and was buried at the Lauderdale Memorial Park in Fort Lauderdale, Florida.

Navy Commendation Medal Citation reads: "For meritorious achievement in the performance of his duties while serving as Commander Task Unit 5.0.1 from June 25 to September 1, 1955, during MSTS Arctic Operations in connection with the ocean transportation of personnel and equipment in support of the construction of the DEW (Distant Early Warning) Line across Northern Alaska and the Canadian Northwest Territories. Under the personal direction of Commander Fane and under the most arduous of conditions, the Survey Unit, composed of Navy Underwater Demolition Teams, augmented by civilian employees of the

Hydrographic Office, conducted hydrographic surveys from small open boats and underwater survey from designated beaching sites to obtain the necessary information to enable the ships of Task Force FIVE to transit the uncharted waters of Amundsen, Coronation, and Queen Maud Gulfs and deliver important cargoes to designated sites in the Canadian Arctic. He consistently exhibited outstanding professional skill, determination and fortitude in combatting the extremely hazardous conditions of cold, ice, and adverse weather. His conduct, courage, leadership and devotion to duty were in keeping with the highest traditions of the United States Naval Service."

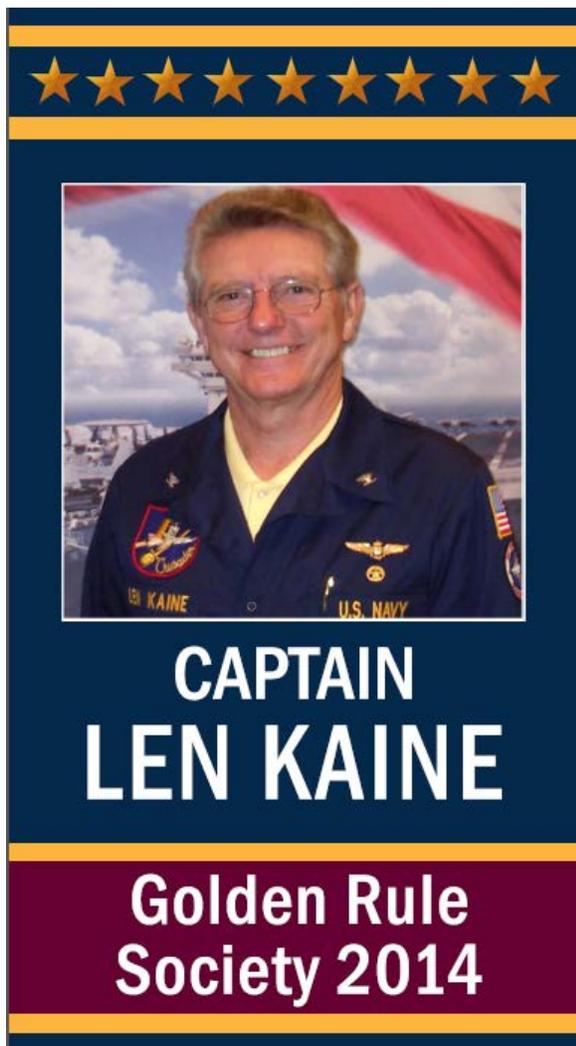
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Cmdr. Doug Fane; Laid Groundwork for Navy SEALs." SignOnSanDiego.com News Military -- Cmdr. Doug Fane; Laid Groundwork for Navy SEALs. N.p., n.d. Web. 11 May 2015.

"Comments on Douglas Fane, by Fellow UDT." Interview with Kenneth Wortley by Toni McGowan n.d.: n. pag. Print.

Len Kaine



By Toni McGowan, Edited by D. Auten, October 2015

Captain Leonard "Len" Kaine is a "real deal" Navy Top Gun Fighter Pilot.

He began life as an unassuming coal miner's kid with a public high school education. But with high motivation and dedication, he was able to serve his nation with distinction earning two Combat Distinguished Flying Crosses, Seven Combat Air Medals, two Navy Commendation Medals with Combat V (Valor); Navy Unit Commendation Ribbon, National Defense Medal with one Bronze Star, Vietnam Service Medal with three Bronze Stars; a Republic of Vietnam Campaign Medal with Device and a 'Command at Sea' Star.

Len never set out for a naval career. Joining the Navy was a way to get the education his family couldn't ever afford. He had it all figured out though. If you joined before age 18 you could get out at 21 with access to an education through the GI Bill. His plan was to attend Penn State and then work for IBM.

Two days before his 18th birthday, Len enlisted, and was given a series of tests. He nailed the exams. In a matter of months he was whisked off to flight training at NAS Pensacola FL as a Naval Aviation Cadet. Upon completion, and still a teen, he was commissioned as an Ensign—just like President George Bush Sr.

After receiving his Naval Aviator Wings, Len was ordered to NAS Oceana and then assigned to Fighter Squadron 61 flying the F3 Demon. Two years later, Len was the only Aviator in the squadron chosen to upgrade

to the F8 Crusader—the first Navy fighter to exceed 1000 MPH!

In 1959, he finished in the top 10% of all F8 Crusader graduates and was sent to VF-84 at NAS Oceana. In that same year his air to air gunnery skills earned him the title as both the East Coast "Top Gun" pilot and the All Navy F8 "Top Gun" pilot.

For five months in 1960, VF-84 was deployed to Rota Spain. During that time Len was the Skipper's wingman performing the Blue Angel air show through Spain, southern France and northern Italy and for the Sixth Fleet Flagship in the Mediterranean.

Beginning in April 1961, Len was assigned a three-year tour as an F8 Fighter Pilot Instructor in Jacksonville, Florida. Being conversant in French, he was also selected as an instructor for the first four French Naval Aviators to be trained in the F8. While there, he also set a modern day Navy flight record in air combat training by flying six different aircraft types in two days.

In June 1964, Len was a Navigator of USS Enterprise (CVAN-65) as part of the first Nuclear Powered Task Force to circumnavigate the globe. He narrated Fire-Power Flight Demonstrations for the Heads of 22 counties in French, Spanish and English.

In August 1966, Len completed F4 Phantom training in VF-121 at NAS Miramar with the highest grades ever assigned, "according to its CO, CDR Scott Lamoreaux."

As the conflict with Vietnam escalated in 1966, Len flew in VF 92 with Air Wing 9 back aboard "The Big E". She was the first nuclear-powered carrier to engage in air combat over North Viet Nam. Len served as the 'Fighter Tactics Training Officer' and ushered in the modernized, three dimensional "Thach Weave" originally developed during WWII by Commander 'Jimmy Thatch'. As life often shows Len, it is a small world. One day in Coronado, while taking his trash out to the back alley, he met his neighbor, Commander Jimmy Thatch.

Kaine flew a total of 103 combat missions during 132 days in combat. Because of his special attributes in teaching and training other pilots, VF 92 was one of a handful of squadrons that did not lose a single plane in combat.

Len received the highest number of VF-92 combat nominations.

Another "Attaboy" was when USAF Colonel Robin Olds and his vice commander, Colonel Daniel 'Chappie' James, made a trip to the "Big E" for a combat briefing with Air Wing Aviators. Len was asked to join them during a special, semi-private fighter tactics discussion in VF-92's Ready Room. It was a fine meeting with Robin Olds, who had been a Triple Ace in WWII. He integrated these Navy tactics into his USAF combat program.

Following his second combat deployment to North Vietnam, Len left active duty. In October of 1967, Len joined the Reserves as combat tactics instructor of VA-772's A4s at NAS Los Alamitos CA. Other assignments and accomplishments include:

Mar 1969 XO & CO of VF-22L1, the first F4s at Los Alamitos.

Nov 1970 CO of RTU-301 F8s NAS Miramar.

Jan 1972 CO VF-301 F8s Miramar ... During this assignment VF-301 won every award available as the... Top Navy Crusader Fighter Squadron.

Jul 1973 CAG CVW-321 Miramar.

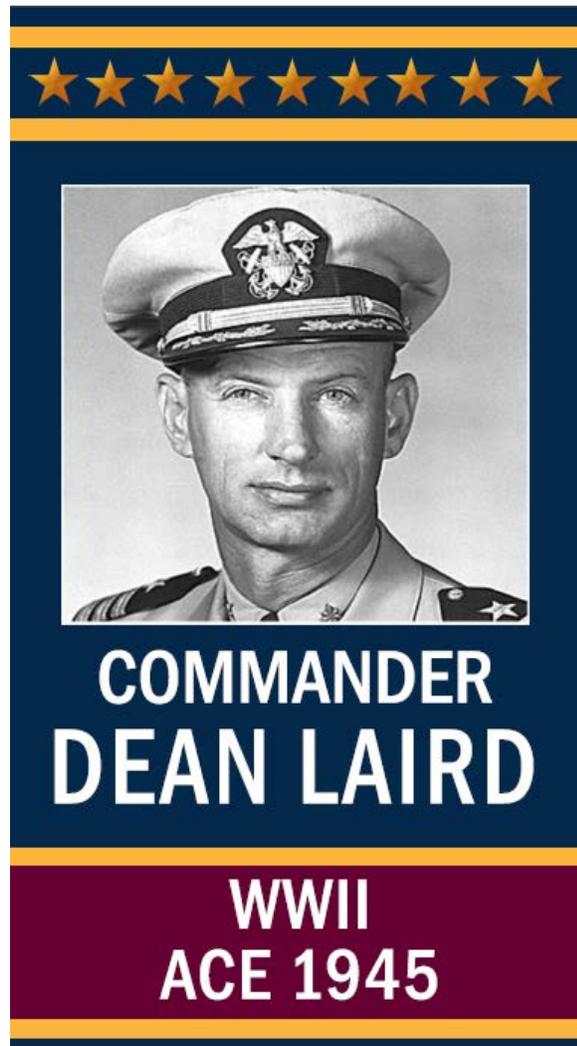
Jan 1975 Reserve Staff NAS North Island.

Apr 1977 Youngest Naval officer promoted to Captain.

Jan 1980 - Retired in Coronado with 432 Carrier Landings and over 4000 military flight hours.

Dean "Diz" Laird

By Scott Achelis and Andrea Laird Achelis, October 2015



Dean "Diz" Laird is an aviation legend. He is the only Navy Ace to achieve air victories over both German and Japanese enemy planes during World War II. He's qualified in 99 different aircraft, served in three wars, and choreographed the reenactment and was the lead stunt pilot flying the attack on Pearl Harbor in 1969 for 20th Century Fox's movie *Tora! Tora! Tora!*

Diz always knew that he wanted to fly, and as a child was a copious reader of pulp flying magazines such as 'Flying Aces' and 'Air War'. He earned his private pilot's license while attending Placer Jr. College in Auburn, California, and enlisted in the Navy just 12 days after the attack on Pearl Harbor. Primary and advanced training took place in Oakland, Livermore, Dallas, Pensacola, Miami, and Norfolk.

Once deployed, Diz flew 175 combat and training missions; served on 12 different carriers; flew in the Navy's first jet squadron in 1947; was the first person to land a jet powered aircraft aboard the USS Midway; and has the most arrested landings on a straight deck carrier. Toward the end of WWII Diz was among the first carrier based aviators to bomb mainland Japan.

In 1949, as part of National Air Races, Diz won a race flying an F2H Banshee from USS Midway in the Atlantic to Cleveland, Ohio, establishing the fastest air speed recorded at that time (549 mph).

In the Vietnam era, Diz served in a ferry squadron, during which time he made 32 trans-Pacific flights, flying A-6's from Vietnam to Texas.

Diz is a 5th generation Californian whose Coronado roots run deep. In 1958, Diz and Lorraine purchased their first home and moved their family to this town. After 29 1/2 years in the Navy, Cdr. Laird retired, and began a second career as co-owner of the restaurant at the Coronado Municipal Golf Course. For nearly 22 years Diz served the public and hosted gatherings and social events, before passing the baton to his business partner Dan Parker.

Diz has been actively involved in numerous aviation organizations. He is honored to be a member of the Golden Eagles and Distinguished Flying Cross Society. He was one of the original founders of the Tail Hook Association. While serving as president of American Fighter Aces Association (2000-2002), Diz oversaw the transfer of the Aces' memorabilia from San Antonio to Seattle as the museum's curators established a permanent display in the Wing of Courage at The Museum of Flight. He also has enjoyed his involvement with Quiet Birdmen, Daedalians, and Military Officers Association of American.

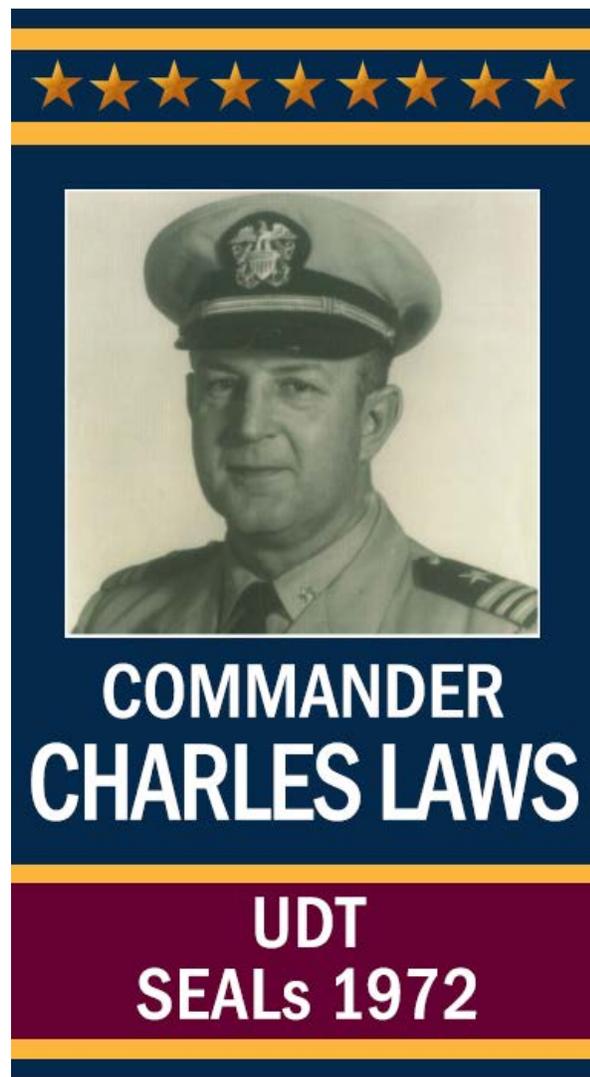
Ever seeking new challenges, Diz celebrated his 90th birthday four years ago by skydiving – the first time he'd ever jumped out of an airplane (and anyone interested is invited to join him on his 100th!) This past

May, Diz joined 35 other American Aces in our nation's capital to receive the Congressional Gold Medal recognizing the achievements of 1,450 men skilled enough to earn the designation 'Ace' in WWI, WWII, Korea and Vietnam.

Last month, Diz participated in Honor Flight San Diego traveling to Washington DC again, this time to experience a grateful nation's monuments and tributes commemorating all veterans who have served our nation.

Charles F. "Pappy" Laws

By Toni McGowan, November 2015



Early Frogmen like Charles Laws were considered unruly by the "black shoe" navy—who thought of them as a competent—but too individualistic a bunch. Underwater Demolition Team (UDT) members were quite proud of this label. This husky red-head---was no different. Enlisting regular Navy as an 18-year-old sailor, he worked his way all the way up to Frogman Commander. Frogmen or UDT were rugged forerunners of today's Navy SEALs, but they were restricted to sea and high water mark on the beach.

Laws first served as a regular sailor in WW2. He had the distinction of climbing to Command both UDT and SEAL Teams after serving as Quartermaster in the Pacific. Laws was in the thick of the Okinawan affair and was aboard Pearl Harbor survivor ship---USS Nevada---during the atomic tests at Bikini Atoll, before volunteering for the dangerous Underwater Demolition Team (UDT) in 1949.

Laws UD Team 3 officially arrived in Korea with fifty men in September of 1950. Their missions included destroying railways to disrupt North Korean supply lines and minesweeping. These Frogmen pioneered "sneak inland penetration missions" to gather intelligence and destroy strategic targets.

Frogmen were typically "clad in skintight rubber suits, to ward off the cold, and with rubber fins, or webs, attached to their feet to provide greater speed, they slide silently into the water and glide away in the dark to perform their missions."

It was a September night when five stealth rubber boats that silently rowed towards an enemy-held beach in North Korea faced attack full force by North Korean shore-guns that blazed with tracers exposing them and sinking two of their boats. Although all survived, the younger Frogmen reported they now realized what Hell Week was all about.

1951 earned Laws and others' Bronze Star Medals with combat V for valor, "For their brave action in combat, of rescuing and caring for injured men, removing anchored live mines, initiating explosives in demolition raids against the enemy, behind enemy lines" and under fire in Korea. Laws Team was part of an offensive that set the stage for General MacArthur's "masterpiece of amphibious warfare" invasion at the port of Inchon during 30-foot tides. Laws award came directly for MacArthur's headquarters in Tokyo.

In the mid 1950's Laws was referred by Captain Jack Sudduth (CO of Team 12) to attend Officer Candidate School to get a commission. Laws was then in the first platoon on a deployment to Japan (1957/58) when LTJG Jim Hobbs was commanding officer. By 66' Laws served in UD Team 11—rising to Commanding Officer early in the Vietnam War (conflict) where he served three tours. He was also Commander of SEAL Team 1. By then, "Pappy" earned his nickname as a father figure to younger men.

After one mission, the Ocean City newspaper described this scene; "Glistening with salt sea water, the UDT unit drag their rubber boat ashore after working to clear mines from Wonsan Harbor for the waiting Marines and other troops. The landing was delayed for six days while the Frogmen worked feverishly to clear the waters of deadly mines and other obstructions. These brave men...finally made the harbor safe for the invasion forces to steam in and make a safe landing. One more mission accomplished by the rugged Frogmen...of the US Navy."

Through excellence of the likes of Commander Charles F. Laws, and the advocacy of UDT Commander Fane, the plan to scrub Navy special ops after Korea, instead expanded to SEALs, who today provide land, sea, and air operations.

Commander Charles F. Laws was the son of adoring parents W.P & Katherine Laws and had a deep and lasting bond with them. Laws was raised in Ocean City, MD, known for fun filled beaches and Assateague Island's wild ponies. He was described as a very private man by his children. After retirement from the military Charles retired in Okinawa. He later relocated to his childhood home to care for his aging parents. Commander Laws followed them not long after their deaths.

Charles married Jacqueline Lucille French from Washington DC area in 1947. She died in Coronado in 1996. The couple had three boys, Chris (53), Charlie (54), and Jon (55); all born at Coronado Navy Hospital North Island, directly across from the family home on Alameda. The boys were Coronado High School graduates. Charles adopted his wife's two girls, Carole and Naida. Carole still resides in Coronado. Christopher served 18-years as an Army Ranger and passed in 2011. Jon lives in north San Diego County.

In a bit of synchronicity, Pappy Laws commanded the now defunct Ellyson Field in Florida. It was named for Commander Theodore Ellyson, another red-haired stocky man and Naval Pilot Number One at North Island. His Avenue of Heroes banner flies just across the street from the Laws original family home in Coronado.

Sources:

Ocean City news clip provided by family (undated)

Ocean City news

Bio: Navy Special Warfare

Captain Jim Hobbs (RET) provided the information on the first platoon to Japan, via Kenneth Wortley, platoon officer in the previous deployment.

Lance E. Massey

By Dana S. Chisholm, November 2015



**LT. COMMANDER
LANCE MASSEY**

**Battle of Midway
1942**

In June 1942 Lt. Commander Lance E. Massey gave his life for freedom as he was leading his torpedo squadron assigned to USS Yorktown during the decisive Battle of Midway that changed the course of WWII in the Pacific. His squadron lost 10 of 12 aircraft in the attack and he was awarded the Navy Cross for his part in the destruction of the Japanese force. At that time he had already been awarded the Distinguished Flying Cross, as well. He left a lasting legacy in his family, Coronado, the Navy, and the United States. The Destroyer USS Massey was named for him and his numerous heroic actions, but had we asked him, he would have said he was "just doing his job."

He was a fun-loving, personable, outgoing guy who loved bonfires on the beach with friends - where he once hired a chauffeur who then transitioned to waiter for dinner under the stars with friends when stationed in Pensacola. He met his future wife at Agua Caliente Racetrack in 1935, and they later married and had two boys. Although the boys were very small when their father was killed, Lance B. still recalls his father as a hero in their home, "I remember one time my brother fell out of the car while it was moving to retrieve a stuffed toy and was banged up and bleeding pretty bad. My father scooped him up and carried him to the hospital. He was strong and lean and pretty tall to me." He was a hero then.

Born in New York on 20 September 1909; the only child of Walter Griffith Massey and Florence Lance Massey, he was raised in Watertown, New York, which had been

founded by his great grandfather, Hart Massey, in 1800. After two years of high school in Watertown, he entered Severn School in Severna Park, Maryland in the fall of 1925 and graduated from Severn in 1926 – only three years in high school – he was only sixteen years old and entered the U.S. Naval Academy.

Four years later he graduated from the Naval Academy with the Class of 1930, was commissioned an Ensign, and assigned to the battleship USS Texas. In 1931 he entered flight training in Pensacola, Florida earning his Naval Aviator wings of gold in January 1932. For the next three years he was assigned to Scouting Squadron 3 aboard the aircraft carrier USS Lexington and as ship's company on Lexington. There followed a two-year tour in Pensacola, Florida as a Flight Instructor. It was during this period that he married Marjorie Drake Kelsey, widow of Lieutenant (junior grade) James Kelsey, USNA Class of 1931.

The Massey's had two sons, Lance Bradford Massey (born September 21, 1936), and Walter Drake Massey (born December 14, 1937). In June 1937 LTJG Massey reported to Observation Squadron 3 on the battleship USS New Mexico out of Long Beach, California. He was promoted to Lieutenant in August 1937. His squadron was transferred to the battleship USS Idaho in January 1940 where he remained until July when he was reassigned to Pensacola, Florida. In October 1941 he became the Executive Officer of Torpedo Squadron 6 on USS Enterprise stationed on North Island and was in this squadron when the United States entered the war against Japan.

He moved his small family across the country from Florida to California in a 1935-ish Ford with wood paneling on the side. The total moving stipend for expenses is dated October 3, 1941 for \$94.81 and his son still has the receipt in the stack of paperwork, orders, and memorabilia. The Navy was paying \$.08 a mile. The family relocated in Coronado in a home on 7th and B Ave.

In January 1942, he was appointed Lieutenant Commander. The next seven months were extremely critical for the U.S. Navy carrier forces in the Pacific. Lance Massey participated in several major events of that period. On 1 February 1942, he led a group of 9 torpedo planes in the first airborne torpedo attack executed by the U.S. Navy. This action against Japanese surface vessels at Kwajalein Atoll, Marshall Islands resulted in his sinking of an 18,000 ton Japanese transport. It was for this action he was awarded the Distinguished Flying Cross. The following month USS Enterprise and embarked airwing escorted the USS Hornet for General Doolittle's famous bombing raid on Tokyo, Japan. He took command of Torpedo Squadron 3 on 14 April 1942. In June his squadron was aboard USS Yorktown at the Battle of Midway.

Mrs. Massey was first notified that her husband was "Missing in Action" by telegram. And then a year later by the same traditional method, confirmed "Killed in Action". The little family stayed in Coronado through the end of the war. "The Navy ordered us here, but we chose to stay," Lance B. says. Mrs. Massey had a strong, supportive Navy community for a war widow and two small children to raise with fond memories of the Coronado Trolley, playing till dark in Spreckels Park and walking to elementary school – an era before the Spanish Bight, the water that separated North Island from Coronado, was filled in (1945) to allow room for more building to ease WWII congestion.

Lt. Commander Massey's lasting legacy includes: On 19 August 1944, the U.S. Navy christened a destroyer in his name, USS MASSEY (DD-778) which his widow Marjorie Massey was honored to christen the ship. Both sons graduated from Severn School following in their father's footsteps, and Lance B. Massey graduated from the U.S. Naval Academy in 1958 and retired as a Commander in 1984. Lance B. Massey had two children, one son named for his grandfather, Lance E. Massey, who recently retired as a Captain in the Navy, and daughter Barbara Massey, co-owner and founder of Tartine Bistro on First Street in Coronado. The family actively participates in reunions with the USS Massey Association in honor of Lt. Commander Massey, in which the family is honorary members with those who have served on her. Credit is given to the USS Massey Association <http://ussmasseyassociation.org>

Kyle Christopher McArthur

By Kelly Purvis, November 2015



Life should be measured not by the number of years but rather by the love shared, the memories made, the joy given and the blessings received. In that case, LTJG. Kyle Christopher McArthur "KMac" led a full and joyful life, having touched more lives in his brief time on earth than many accomplish in a long lifetime.

Kyle was born on March 6, 1988 in Coronado, California. He was the son of Cindy Starr (Ketchikan, Alaska) and Jamie McArthur (Coronado, California). He was a devoted and loving brother to Jenny McArthur Burns (Seattle, Washington), Kalie McArthur, Lora and Michael Starr.

Kyle attended Coronado schools from Village Elementary through Coronado High School and graduated in the Islander Class of 2006. He participated in many sports while growing up including Coronado Little League, Coronado youth Basketball, Lacrosse and Pop Warner Football. While at CHS he was a standout on the Coronado football field. He played JV Football his freshman year and joined the Varsity team as a sophomore playing through his senior year. He was the first player in school history to be named Captain of the team before the season started. He was loved and respected by coaches and players alike. Football awards included First Team All Central League Offense his senior year and the coveted Heart of the Islander Award. For all four years in the spring he played long-stick defender for the CHS lacrosse team. McArthur was named All City League Defenseman his junior and senior year.

An avid sailor as well, he was named one of the top senior athletes at Coronado High School by the Coronado Rotary Club. He also was a member of the NJROTC program at CHS and aspired to attend the Naval Academy and to one day fly jets. He was simply your All-American boy who loved the beach, surfing, and sailing. He rooted for the Padres, Chargers, Aztecs and the USC Trojans. He valued family, friends and loved his country. He made frequent burrito runs and relished spending time with friends.

Upon graduation from CHS Kyle attended the Naval Academy Preparatory School for one year prior to entering the United States Naval Academy. While at NAPS he focused on his academics and continued to hone his skills as a lax defender. He entered the United States Naval Academy in 2008 as a member of the 13th Company dubbed "The Lucky 13". Once again he found success in athletics while at the Academy. During his plebe year McArthur was a member of the Navy Sailing Team. He then joined the Navy Club Lacrosse Team as an upperclassman. His years of hard work and his skill set as a defender contributed to Navy winning the title of National Championship Club Team his senior year.

He graduated from the Naval Academy in 2011 with a BS in Systems Engineering and was selected to be among the few to train to be a Naval Aviator. McArthur was stationed at NAS Meridian, Mississippi and was pursuing his dreams. Kyle was exhilarated about his future after he carrier qualified in a T-45 Goshawk on the USS George W. Bush just one week before his passing.

Kyle McArthur continues to make an impact after his death in a tragic automobile accident on June 16, 2013. On October 20, 2014 prior to an Islander football game a touchstone plaque was installed over the door of the Islander athletic locker room for players to touch on their way to the field. The plaque is inscribed with a quote from McArthur made after a humiliating football playoff loss at Imperial his junior year. It reads, "Hey listen up seniors, it was an honor and a pleasure to play and compete with all you guys and I wish you the best of luck moving forward. Everyone else, remember this feeling because next season starts right now. No team will be more prepared than us. No team will work harder than us. Keep your heads up and use today's pain to help us prepare for tomorrow's triumph. Let's go to work boys."

In 2015 Kyle's hometown yacht club, the Coronado Yacht Club established and hosted the Challenged Sailors San Diego Kyle C. McArthur Memorial Regatta. The second annual regatta is schedule for April 30 – May 1, 2016.

With his signature smile, his casual uniform of Hawaiian shirt and flip flops and a delightful sense of humor Kyle had the innate talent of befriending everyone and making them feel that they were his best friend. He was an officer and a gentleman and his age is better calculated by the number of friends, not his years and the worth of his life measured by the smiles he generated, not the tears.

Arthur S. Mearns

By CDR John Lepore USNR (Ret), November 2015



**COLONEL
A. MEARNS**

**Vietnam
1966**

Arthur Mearns was born in Flushing, N.Y. on July 12, 1929. He grew up in Great Neck, Long Island, and attended high school there. According to his sister, Betty Maxwell, Arthur never took his studies very seriously at Great Neck High but did love the Sea Scout program his father, a Commander in the Navy, introduced to him. He also got hooked on airplanes when an uncle, a retired Army Air Force officer, took Art flying in small planes.

Realizing he needed to improve his grades, Arthur went to McBurnie Prep School in New York City. At McBurnie, Art found scholastic success and was accepted at Colgate University in 1948. At Colgate he obtained a Bachelor of Arts degree in languages, and at the same time, 1952, graduated from the Air Force Reserve Officer Training Corps (ROTC) with the rank of Second Lieutenant. Now in the Air Force, Art was selected to fly jet aircraft, taking pilot training and advanced gunnery to become a fighter pilot. .

After a tour of duty in South Korea, Art was assigned to Luke Air Force Base in Phoenix, AZ as an advanced instructor. Art's sister, Betty had her roommate and fellow TWA flight hostess, Mary Ann Patterson (Pat) deliver a late Christmas present to her brother. First Lt. Mearns not only received his gift, but as it turned out, his wife! In 1956 Art and Pat were married at Luke AFB.

As Arthur Mearns' expertise in flying became common knowledge, he was promoted to the rank of Captain in

the regular Air Force, and transferred to a F-105 squadron in Japan. The F105 Thunderchief became his aircraft. He and his fellow pilots greatly admired this aircraft nicknamed the "Thud".

Air Force fighter pilots were at a premium when the Vietnam War broke out in Southeast Asia when Mearns was assigned to temporary duty in Thailand. Now a Major, Mearns was closing in on a hundred combat missions and an automatic return to the United States.

Colonel Jack Broughton, a personal friend and fellow "Thud" pilot described Arthur Mearns' last flight over North Vietnam in his book, "Thud Ridge." On Veterans Day, November 11, 1966, Arthur headed for his target, railroad yards near Hanoi. Most flights were forced to turn back due to adverse weather, but Arthur felt his flight could accomplish the mission, so he continued on. The clouds opened up enough for him to dive to his target, but the ground fire was intense. After releasing his bombs, his F-105 was badly hit by enemy fire. Art struggled to nurse his aircraft to the South China Sea where Navy and Air Force assets might rescue him, but his plane was coming apart. He ejected safely and his parachute opened, but that was the last anyone saw of Major Art Mearns. He was listed as missing in action (MIA). A few years later he was promoted to Colonel in absentia.

Among his awards, Mearns earned the Silver Star, the Distinguished Flying Cross with two oak leaf clusters, and the Air Medal with three oak leaf clusters. His citation upon receiving the "Silver Star" read, "Major

Mearns distinguished himself by gallantry in military operations against the enemy as an F-105 Pilot over North Vietnam on 11 November 1966. On that date Major Mearns led fighter bombers at tree top level to strike a vital railroad yard, Bac Lo, effectively destroying the yard and many of the boxcars. By his gallantry and devotion to duty, Major Mearns has reflected great credit upon himself and the United States Air Force."

Eventually the remains of Col. Mearns were returned to the United States. On October 28, 1977 his status was changed from MIA to Killed in Action. Two weeks later on Veterans Day, exactly 11 years after his last mission for our country, Col. Mearns was buried with honors at Arlington National Cemetery.

In tribute to Col. Mearns and fellow Air Force pilots who flew multiple missions over North Vietnam, General J.P. McConnell wrote, "No airmen flew more difficult and dangerous missions; nor penetrated more formidable defenses. None ever operated under a tighter set of constraints nor struck more precisely or accurately against defined military targets."

It is one thing to know your military loved one died or was being held in a prison camp; it is quite another not to know. Left with two children, Frances and Missy, Pat Mearns felt she was in limbo during those years of doubt and uncertainty. She dedicated herself to the exhausting work of trying to help the Red Cross identify those missing in action. Mrs. Mearns traveled often to Washington D.C. to urge Congressmen to action, and even traveled to England, the Vatican, Romania, Russia, Laos, Vietnam and India as well as the Paris Peace Talks to identify the MIA's and to try to ease the lot of our known POWs.

Both Pat Mearns and Col. Mearns' sister, Betty Maxwell, have resided in Coronado for many years.

Frank Meyer

By Toni McGowan, November 2015



COMMANDER FRANK MEYER

WWII Seaplane Pilot 1945

Crash landings for Commander (CMDR) Meyer seemed to always be accompanied by a silver lining. Or maybe he just knew how to make the best out of a bad situation. His finest hour could have been in 1958 when he laid his 35-ton P5M1 Marlin flying boat right down on the water of Elephant Butte Reservoir just outside of Truth or Consequences, New Mexico, saving all lives on board. Or it could have been when a crash landing during WW2 in China led him to the best friend he ever had.

Francis (Frank) Albert Meyer was born in San Antonio, Texas, on November 6, 1919, to Bernard Henry Meyer and Louisa Tips-Meyer.

Frank was the couple's only child, and they doted on him. They had one other child, Bernard Jr., who died in infancy. Frank was born 11-years after that painful loss, on November 6, 1919, during a difficult time for German immigrants who were persecuted even after the end of the WW1.

Frank's mother Louisa was part of a large German migration to Texas, one year after statehood was achieved, when land was free and there were no taxes. She and her family lived through the Apache Wars in and around San Antonio. Frank's father was not easily intimidated, and decided the best way for his family to handle the situation was for young Frank to learn the language of the land, Spanish. Due to his father's influence, Frank was fluent in seven languages by the time he finished school which played an important later role in his naval career.

Frank's father Bernard was born in Baltimore, MD, and was not only a fixture at San Antonio's prestigious Texas Military Institute (TMI), he was Professor of Linguistics, and it just so happened, he was a founding faculty member of the West Texas School for Boys (consolidated with TMI and the San Antonio Academy (SAA) in 1926), and in fact, helped to build the facility.

At military school, Frank was known as "Fanny." He was Cadet Captain of Company "C," star of the debate team and the school's "best shot." The truth is, Frank excelled at anything he put his hand to, and got along well with all sorts of people. Frank's goal was to attend the United States Naval Academy, a goal he reached, graduating the Academy, Class of 1943.

Frank married Margaret Rosalie Clark in Escabia County, Florida, the year after graduating. By 1948, the couple was living in Coronado, California. Margaret was responsible for getting the much needed stop sign at Alameda Boulevard and Sixth Street in Coronado approved and installed for elementary school children to reach that former school location.

The first time his plane went down was when the engine of his "big bird" quit over the desert of Truth or Consequences, New Mexico, on a home bound flight from Corpus Christi to North Island. Meyer's skill and decisiveness saved Coronado from what could have been the worst single incident resident loss of life to ever hit the small island community. Almost all crewmembers of Patrol Squadron 46 were local boys.

CMDR Meyer of 475

Alameda

LT. John Wade of 936 Adella

L.T. D.D. Meacham of 868 J

J.R. Stephens of 1764 Third Street

L.A. Taylor and G.D. Tiege, both of North Island

Jack Bear(d) of 21 Date, Chula Vista

And E.G Stanfield, Aviation Electronics Mate, home port not noted.

Not only did the commander save all on board, he also earned himself a spot on the popular game show of the day, 'Truth of Consequences', because of the publicity around where he landed in New Mexico. While there, the crew was treated like royalty. "The men are having a ball all right, swimming, fishing, and everything," reported CMDR Meyer to a flurry of television reporters. His wounded aviation electronics mate, E.G. Stanfield, reported, "this is the finest hospital I've ever seen."

Miraculously, CMDR Meyer would survive another crash landing along with all of his crew, this time in China, during WW2, when the United States and China were allies against Japanese imperialism, Frank Meyer and his crew, were forced to ditch their plane after losing all radio communications. They were rescued by friendly Chinese residents of a remote village.

Here they were; a plucky lot of Americans, in a strange country, without a dime in their pockets, let alone Chinese currency, with clothes tattered and torn from evacuating their plane. Wondering how they would get word back home they were safe. There were no phones in the village.

This is where the education Frank's father insisted on showed him there is a reason for everything, and he used his language skill in Chinese to communicate. Luckily again for the willful and likeable Commander, he befriended a Chinese tailor, who, out of the kindness of his heart, made suits for each member of the crew free of charge. Eventually, the crew was picked up and flown back to Coronado.

Frank and the tailor went on to have a lifelong friendship. They visited one another on many occasions, and shared life's joys and challenges.

CMDR Meyers would lose his father in 1957 at age 81, and his mother, Louisa, eleven years later. Things in Texas had certainly changed for his mother. There mile long line of residents who wished to pay their respects.

The couple had two daughters, Melinda and Amanda (Mandy). Both girls attended Coronado schools from Kindergarten through high school graduation.

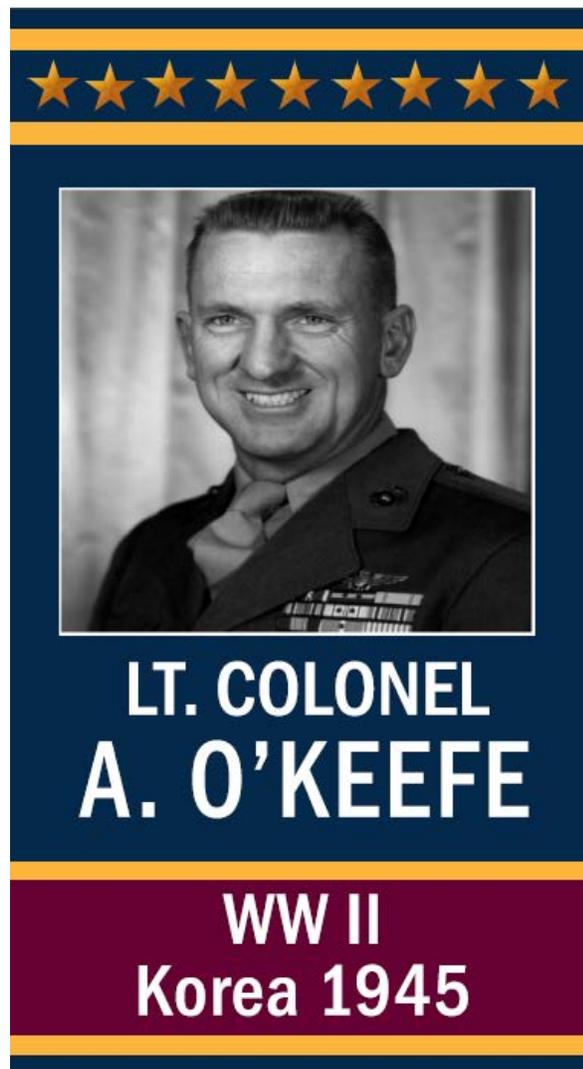
After retirement, Commander Meyer followed in his father's footsteps and became a teacher at the Boyden School, while he continued to reside Coronado. He and his wife enjoyed the Coronado social life, and Frank belonged to a variety of Civic organizations, including the Coronado Yacht Club, Coronado Rotary, Coronado Realtors Association, and was very active in the Coronado Playhouse.

CMDR Francis Meyer passed on November 28, 1979, in Coronado.

Sources:

Amanda Meyers Gafford; San Diego Union, June 10, 1958; El Paso Times; Evening Tribune, June 10, 1958

Arthur F. O'Keefe



By Lieutenant Commander Michael O'Keefe, USN, November 2015

My father, Arthur O'Keefe, was born in April of 1921 at Annapolis, Maryland. He graduated from San Diego High School in 1939, and while attending San Diego State University he obtained his private pilot's license. His time in the air made him realize what career path he wanted. He put college on hold, entered the Navy as a student Cadet in June, 1941, and began his flight training in Florida. In March of 1942 he was awarded his wings and chose to become a Marine Corps Aviator. At age 21 he became one of the first Marine pilots called upon to face the Japanese forces in the Pacific theater of war. He joined his first squadron in Hawaii where his accelerated training found him flying an exhausting 66 flights in only 23 days as they rushed to ready him for battle. During one of these 66 flights, Art crashed his plane landing upside down in the ocean.

Then, only five months after earning his wings, Art's WW II service began in the South Pacific as a 21 year old Scout Bomb Diver (SBD) pilot partnered with a 19 year old gunner. His plane was one of the first to land on Guadalcanal, August 20, 1942. Here the Marines encountered some of the fiercest island campaigns of the war. Of the 12 original pilots in his squadron half were killed and the other half, including Art, were medically evacuated in less than two months. Art flew 29 missions at Guadalcanal and earned his first Distinguished Flying Cross (DFC) for flying his SBD unescorted more than 250 miles over enemy territory and successfully bombing a Zero float plane base at Giza Harbor in the Soloman's. Paraphrasing his citation:

A skilled and daring airman, penetrating enemy-controlled territory in 29 hazardous flights, Second Lieutenant O'Keefe carried out bold scouting, search and reconnaissance missions, attacks upon enemy service vessels and ground installations, and flights in support of our troops, rendering valiant service throughout each vital assignment despite the enemy's repeated antiaircraft opposition. On 6 September, O'Keefe was one of eleven SBDs and six fighter escort planes leaving for a bombing mission to Giza Harbor. O'Keefe's plane became inoperative just prior to his takeoff and the other aircraft were forced to leave without him. O'Keefe obtained another aircraft and completed the four and a half hour mission, completely on his own, successfully bombing the Giza Harbor. "

Art was promoted to the rank of Major at 23 before being assigned to the 4th Marine Division staff at Iwo Jima as Assistant Division Air and Operations Officer responsible for coordination and direction of all aircraft operations. He volunteered in his off duty time to fly missions despite the fact that he was in a non-flying billet. He flew the OY-1, a small observation plane normally flown to deliver supplies to the front line troops and evacuate wounded soldiers. However, Art flew this slow moving (100 knot maximum speed), 24 foot, fabric covered, unarmed airplane within 50 feet of the ground to spot Japanese activity and direct the carrier attack aircraft to the Japanese hideouts. Although his plane was damaged by enemy fire, he skillfully returned from each mission and earned his second Distinguished Flying Cross. His citation read in part, "Major O'Keefe volunteered and successfully flew more than ten valuable missions over enemy lines at

altitudes frequently below one hundred feet in an unarmed aircraft, carrying an aerial observer or photographer as passenger. He was subjected to intense enemy antiaircraft and small arms fire, and in constant hazard from our own supporting arms fire. Initial missions flown by Major O'Keefe were in the first aircraft to arrive on Motoyama Airfield where his plane was operated under extremely hazardous field conditions which included observed enemy mortar and artillery fire, mines, booby traps, and windblown volcanic sand."

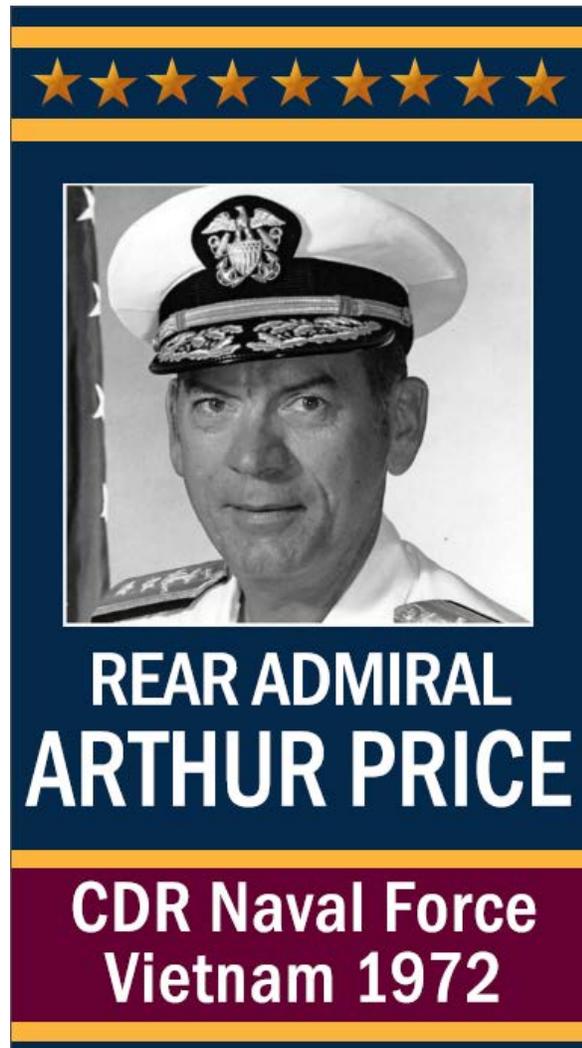
Art was temporarily promoted to Lt. Col. at 26, and received his permanent promotion at 31. He was assigned to Korea where he initially flew F4U Corsairs before assuming command of VMJ-1 flying F2H-2P Banshees. During his distinguished 22 year career, Art accumulated 3,180 hours in 36 different military aircraft and commanded 4 squadrons with his final command flying the F-8U Crusader. In addition to his 2 DFC's, Art was awarded 11 other medals and received the Special Class Award, Chief of Naval Operations Annual Aviation Safety Award during his command of VMCJ-2.

After my father ended his 22 years of service to his country, he completely closed that chapter of his life, never to be reopened. He was part of the Greatest Generation and I would add the Silent Generation—as he, like so many WWII veterans, never spoke of his war experiences. I only learned of my father's heroism after his death in August, 2013, when I inherited volumes of war records and photographs he had kept hidden away.

The final chapter of Art O'Keefe's life was lived in Coronado, his home of record from 1942-2013. Art returned to San Diego State to complete his degree—started decades before—and spent more than fifteen years working as an assessor for San Diego County. He spent his leisure time sailing, a love begun as a teenager at the San Diego Yacht Club. Art was an active member of the Coronado Yacht Club for over 40-years serving as Commodore in 1969. He raced his Pacific Class boat, "Even Odds" and his Catalina 31, "Gray Eagle" winning more than one hundred trophies. In his day, my dad was easily recognized by his signature "bucket hat" and powder blue Kharman Ghia convertible. What we never recognized was the Hero within.

Arthur W. Price, Jr.

By Dana S. Chisholm, November 2015



Rear Adm. Arthur W. Price Jr., U.S. Navy (ret.), was a 43-year resident of Coronado, husband and father of six, and served a total of 40 years and eight months that spanned from the 1930's to the 1980's. He was distinguished in WWII and Vietnam, and progressed through the pay grades of apprentice seaman to rear admiral. He was awarded the Distinguished Service Medal with Combat V (twice,) the Legion of Merit (two awards,) Bronze Star (three awards,) Purple Heart, the Combat Action Ribbon, Presidential Unit Citation in addition to numerous awards from foreign countries including the highest award given by the South Vietnamese government. Rear Adm. Price lived for country and family, and gave back to his community throughout his life.

Price was born in Trenton, N.J. on Nov. 21, 1920 and grew up in New Egypt, a small town in Central New Jersey. He graduated from Allentown High School in Allentown, N.J. and went onto attend Marquette University and the University of Maryland, with a bachelor's of science degree; naval post-graduate school, with a B.S. degree in Navy management and later the Industrial War College in Washington, D.C.

When Hitler invaded Poland in 1939, Price enlisted in the U.S. Navy as an apprentice seaman. In September 1941, he was transferred from the USS Wright to Patrol Squadron 14, and was active during the Japanese attack on Pearl Harbor, Hawaii in December 1941. In 1943 Adm. Price returned to the continental U.S. and began an 18-month course in the aviation flight

program and became a naval aviation pilot (NAP) and promoted to ensign in November 1944.

In 1952 Price met and then married Peggy Wynn of Syosset, N.Y. at the U.S. Naval Line School Chapel in Monterey, CA. They raised six children who have happy memories of camping while traveling back and forth across the country with their father and mother on orders as a Navy family. "His family was very special to him since he was gone so much. When transferring from one duty station to the next he made sure he had the time for camping and traveling and visiting the many historical places in the US. We have many wonderful memories of these trips," says Peggy Price.

Art never lost his zest for travel and when he retired one of his greatest pleasures was traveling the world accompanied by his wife Peggy and his children. He trekked Nepal, bicycled the back roads of France as well as walking trips of England, Wales, Scotland and New Zealand. "He loved planning the trips as much as the execution," recalls Peggy.

In February 1956, Rear Adm. Price had changed his designator from aviation to 1100 which included many tours aboard ships and ashore and throughout his career his sea duty included air officers of the USS Floyds Bay, executive officer of the USS Stribling, commands of the USS Liddle, USS Ashland, USS Duluth,

Amphibious Squadron Eleven, the River Patrol Force (Vietnam,) the Seventh Fleet Amphibious Force and command of the naval force of Vietnam.

On July 1, 1975, Rear Adm. Price was placed on the temporary disability retired list. On July 1, 1980, he was transferred from the temporary list to full retirement. Adm. Price was a member of the Pearl Harbor survivors and the Silver Eagles, an elite group composed of former naval enlisted pilots, three of whom rose from apprentice seaman to flag rank.

After retirement and serving actively in his community, Art served as chairman of the Coronado Recreation Department at a crucial time - the passing of Prop 13. He helped in the formation of Tidelands Park and the building of the Meridien Hotel (now the Coronado Marriott Resort).

Price was introduced to the San Diego Girl Scouts through his wife when she invited him to accompany Troop on a camping trip. He was so impressed with their patrol management and ability to handle tasks independently he took an active part as Board Member, Chairman of the Finance Committee and was very instrumental in the construction of the Girl Scout Camp Winacka in Julian. During the first summer session of overnight camp he had the US Navy provide the mobile kitchen. He also provided a pop-up camping trailer for the first infirmary. For his many services to girl Scouts he was awarded the prestigious "Thanks Badge," the highest award given to adults serving the Girl Scout Council.

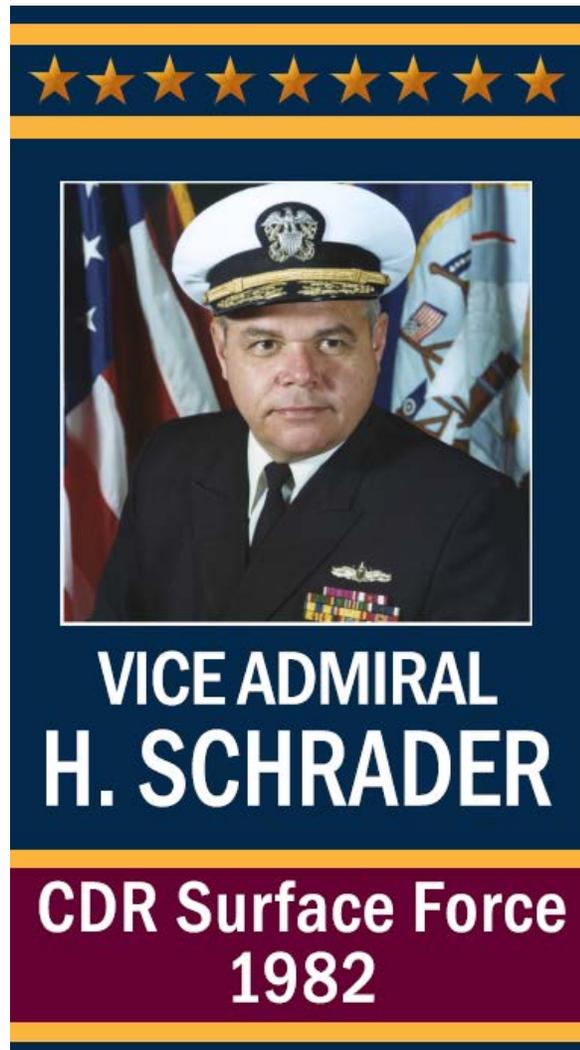
Rear Admiral Price was also a member of Adult Protective Services and of the United Way. He was a life member of the Friends of the Library and for 10 years enjoyed his job as one of the cashiers at the annual book fair. He was a hero his entire life in service to his country, his family and his community.

Source:

http://www.coronadonewsca.com/obituaries/rear-adm-arthur-w-price-jr-u-s-navy-ret/article_04e18a9f-1022-5584-b061-e3cb4dd5615e.html

Harry Schrader

By Jerry Greenspan and Mary Schrader, October 2015



If ever there was a man born to Naval Command, Harry C. Schrader, Jr. was that man. In 1985, after a brilliant 32-year career Harry retired as Vice Admiral, to his beloved Coronado.

Born in Sheboygan, Wisconsin August 4, 1932, as a young boy Harry dreamed of joining the Navy. He fulfilled that dream when he enlisted in the Naval Reserve, in 1949. In 1951 he was appointed to the United States Naval Academy. He earned a Bachelor of Science degree in engineering and then continued his education earning a Master of Science degree in Physics from the Naval Post Graduate School in 1963 where he focused on nuclear physics and plasma. His specialty training included Nuclear Power School and Submarine School.

Vice Admiral Schrader's career varied widely. He commanded both submarines and ships, served in Vietnam's waters; saw duty in the seas surrounding Russia, China and the bays and oceans of most military hotspots. He was a pioneer in the development of nuclear power submarines.

In 1960 he served as Launch Operations Officer for the first Polaris missile launch aboard the USS Observation Island. He went on to command the USS Tawasa and served on the USS Scamp, where he earned his dolphins, and served as executive officer of the USS Thomas Edison. In 1970, he assumed command of the Blue Crew of the USS Alexander Hamilton where he conducted six Polaris deterrent patrols earning him and

his crew the Providence Plantation Council Award.

In late 1972, Harry became commanding officer of the USS Andrew Jackson and in 1973 he commenced a two-year tour of duty as commanding officer of the USS Howard W. Gilmore, which was home ported in La Maddalena, Sardinia.

He transferred to surface forces, and moved to Coronado, in 1975 as commanding officer of the USS LONG BEACH, the first nuclear powered cruiser stationed at North Island. During this duty, he was selected for Flag rank. His first flag assignment came in 1978 as director of MLSF, Amphibious, Mine and Advanced Naval Vehicles Ship Division, in the office of Chief of Naval Operations. As a Rear Admiral, he was the Navy's director of new ship acquisitions where he helped modernize gas turbines and nuclear propulsion systems. In this position he sponsored the construction of eight ship classes. In 1980 he served as Commander, Cruiser Destroyer Group One and Commander, Surface Combatant Force, U.S. Seventh Fleet, during deployment.

In his final naval duty, he served as Commander, Naval Surface Force US Pacific Fleet at Coronado Amphibious Base. Here he was promoted to Vice Admiral, serving the Navy and representing the Coronado community. He retired in July 1985, having commanded more than 180 ships and 75,000 naval personnel.

VADM Schrader had been awarded the Distinguished Service Medal, the Legion of Merit and two Meritorious Service Medals.

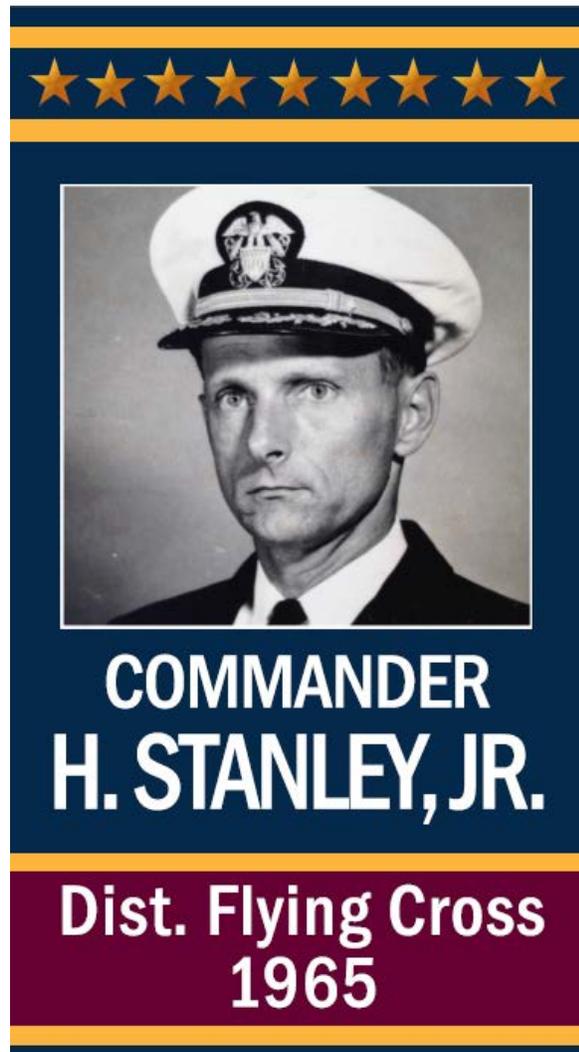
After retiring from naval service, Harry continued work in the field of surface ship and submarine design as Program Manager for the Middle East, NATO and Europe Autonautics Division of Rockwell International. In 1987, he founded his own consulting firm, Coronado Technology International, specializing in technical and marketing consulting services and international cooperation agreements.

Throughout his life, Harry was known for his infectious, friendly smile and his eternal optimism. His candor, enthusiasm, incisiveness and drive made him a natural leader and a true warrior. His love of the sea was reinforced by his 24 years of residence on Coronado, where he could share friends and adventures with his the two most important people in his life: his wife Carol and daughter Mary.

He died April 19, 1998 at his home in Coronado. Vice Admiral Harry C. Schrader, Jr. was buried with full military honors at Arlington National Cemetery and is survived by his daughter, Mary. Her son, Harry, carries his name.

Henry Stanley, Jr.

By Theresa Jones, October 2015



"A man does what he must in spite of personal consequences, in spite of obstacles and dangers and pressures and that is the basis of all human morality" was a quote from the eulogy of CDR Henry T. Stanley, Jr. who was killed in the line of duty, just five days shy of his 40th birthday on January 11, 1965. In a letter to Mary Ann Zimmermann Stanley, CDR Stanley's widow, Captain James O' Brien, then Commanding Officer of the USS Midway, spoke of how CDR Stanley's "heroic action, his supreme sacrifice for his fellow man and his unswerving devotion to the higher values of life are the hallmarks of your very special kind of man." A plaque located in a Mission San Jose park commemorates the bravery shown on that fateful day in 1965.

Henry T. Stanley Jr. was born to Janet and CAPT Stanley on January 16, 1925 in Colon, U.S. Canal Zone, Panama to Capt. Henry T. Stanley Sr. who became Naval Aviator #186 in 1917. Capt. Stanley Sr. flew flying open-cockpit flying boats against German U-boats in WWI and was a Gray Eagle (awarded to the Naval Aviator on active duty the longest) and once commanded Ream Field Naval Auxiliary Air Station. As a Navy brat, CDR Stanley spent his childhood in Coronado, Alameda and Hawaii. Perhaps inspired by his own father, CDR Stanley earned his aviator wings through the Navy's Aviation Cadet (NAVCAD) program in 1945. CDR Stanley flew mostly land based planes throughout his career to include the Stearman, TBM Avenger, PB4Y, PB4Y, P2V Neptune, and the WV2 Lockheed Constellation. His tours took him around the world to duty stations such as Adak, Alaska where he

flew reconnaissance patrols along the Aleutian Chain; instructor duty in Corpus Christi, TX; flying for a utility squadron in Norfolk; as the assistant CIC officer of the USS Kearsarge in Coronado; department head duty flying WV-2s in Guam; as the head of a test missile team that operated on the Pacific Missile test range in Pt. Mugu; and finally to Alameda, CA as the CIC Officer of the USS Midway (CVA-41).

CDR Stanley met his wife Mary Ann, a Navy nurse, while on Instructor Duty in Corpus Christi, TX. They were married in January of 1952 in the Chapel at Naval Air Station Norfolk. Their first child, Henry T. Stanley III was born the following year while they were stationed in Norfolk. After the Stanley's move to Coronado in 1955, their second son, William J. Stanley, was born while they lived on J Avenue near the First Street gate. Orders to Guam for a department head tour not only provided the excitement of living in a tropical paradise, but the birth of their third child, Barbara Ann, in 1959. CDR Stanley was a devoted husband and father where he mixed his love of family time with his other interests. He would play the piano at home for his loving wife after a day at work and made sure to send reel-to-reel taped audio letters to his family while deployed. He was caring of others and always made sure that Navy personnel who reported to him would have toys for their children at Christmas. His selflessness was exhibited most on that final day of his life.

While the Combat and Control Officer aboard the USS Midway, CDR Stanley would fly a minimum number of hours each month to accumulate flight pay hours as he was ship's company and not part of a flying squadron. When time permitted, CDR Stanley and his assistant CIC Officer would go fly in the TV-2, a two-seat single engine jet. On January 11, 1965 CDR Henry T. Stanley Jr. and LCDR Harlan Fields were returning from flying out over the warning areas over the central valley in California when the engine flamed out in their TV-2 during their descent into NAS Alameda. Unable to restart the engine, CDR Stanley ordered LCDR Fields to eject at 5,000 feet as he remained with the now engineless and canopy-less jet. He was concerned about leaving the jet over Fremont, a populated area below him. In order to prevent further tragedy, CDR Stanley elected to stay with the jet and navigate it to an empty field he spotted among a swath of suburban houses and schools. When he was sure the jet would not hit any homes, he ejected at a few hundred feet above the ground. The jet was so close to the houses that children playing nearby were splashed with mud, but there were no injuries on the ground. The ejection seat that CDR Stanley was strapped to malfunctioned and did not release him from the seat. He was killed when he, and the seat he was still strapped to, hit the ground. The following year and as a result of the crash investigation, the Navy spent \$1,000,000 developing a fix for these ejection seats that potentially saved even more lives in the years to come.

After her husband was killed, Mary Ann moved her family back to her favorite place of all the places they had lived together, Coronado. The Stanley children consider both their mother and father heroes as they showed extreme courage in the face of such adversity. Because of his selfless and brave actions that day, CDR Henry T. Stanley Jr. was posthumously awarded the Distinguished Flying Cross for heroism in sacrificing his life to prevent many civilian deaths.