LEGACY OF VALOR

ALUMNI SHARE MEMORIES OF KOREAN EXPERIENCES

CAPTAIN ED GRUNWALD '50, USN (RET.)

The tension was palpable aboard WASP even as the Korean War concluded.

Captain Ed Grunwald '50, USN (Ret.), remembers patrol flights launched from WASP in 1953. Her arsenal included one nuclear bomb, at the ready, if hostilities erupted again in Korea.

"Every time we would relieve the carrier on duty, we would have to switch an actuator," Grunwald said. "Word we had is, if the war started again, we were going to drop it and we had that ability in the AD Skyraider to drop it from a low level."

Grunwald served at sea following his commission before heading to flight school. He earned his wings on 5 December 1951.

During his second cruise, flying the AD Skyraider, his squadron went through the Mediterranean, the Suez Canal and toward Korea. They had three photo jets that flew into China.

In his 30-year Navy career, Grunwald had nine major deployments with six being in attack squadrons. He experienced the full weight of Cold War preparations and stress.

Grunwald served in Attack Squadrons VA-175, VA-34 and VA-81 and was commanding officer of VA-81.

"On four deployments I had a target behind the Iron Curtain to drop a nuclear weapon during the Cold War," he said.

After two deployments, and a period of shore duty where he served as instructor on fighter aircraft, he was assigned to SARATOGA for two deployments as hangar and flight deck officer.

Four of Grunwald's deployments were aboard SARATOGA and two were on FORRESTAL. On FORRESTAL, he was executive officer of a squadron and later promoted to commanding officer of VA-81 with a deployment on SHANGRI-LA then returned as FORRESTAL's air boss. During the Cold War, his squadrons had nuclear targets, with two planes on the hangar deck loaded with nuclear weapons guarded by Marines on 15-minute standby and ready to launch.

"That's how close we were," Grunwald said.

Grunwald saw extensive action during the Cold War as an aviator and attack squadron commander. He was at the precipice of the United States' deterrence efforts against Communist regimes.

Soviet Interference

In 1959, Grunwald was a pilot of a C1-A aboard SARATOGA destined for Istanbul. His mission was to help prepare arrangements for when the ship came into port. He took off from the ship, on a "beautiful day" and used his instruments including the tactical air navigation system (TACAN). TACAN serves as a beacon to pilots providing bearing and distance to landing locations.

He was about 100 miles from SARATOGA, flying near the Dardanelles when he'd lost the TACAN signal from his ship and tuned in Istanbul's TACAN.

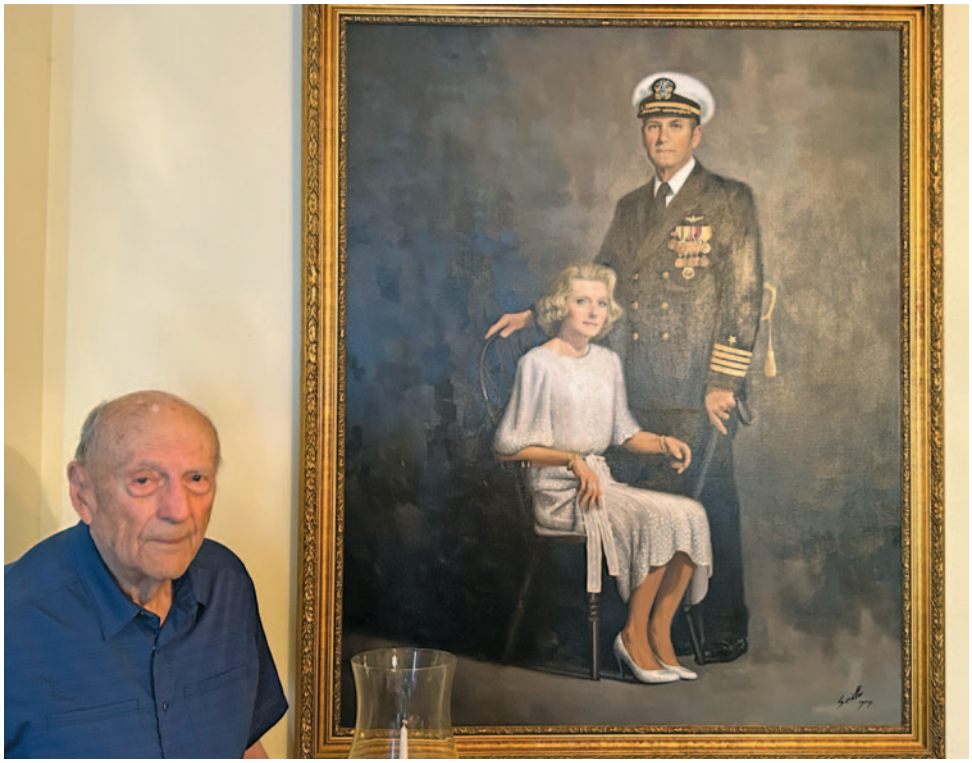
"That old needle points up 90 degrees to the left … Bulgaria and Romania, the Soviets are there. Wouldn't they love to have a plane from SARATOGA with nine people from the ship?" Grunwald said. "But, we were too smart for that. Twenty minutes later, Istanbul's TACAN signal popped up."

On a separate cruise in the Mediterranean Sea in 1958 aboard the carrier ROOSEVELT, Grunwald said the U.S. flexed its aerial muscles with a squadron Middle East flyover. He said his entire air group flew into Beirut, Lebanon. The squadron split with half the aircraft heading south along the coast and the other half flew north and inland.

The Southern group flew over Bethlehem and into Jordan while the Northern group went into Syria. The squadron rendezvoused over Damascus, Syria, and then back out to Beirut toward their ship.

Grunwald said his aircraft never flew above 500 feet.

"Nobody ever told us what the political situation was, and, you'd never get away with that today, but it was a show of force," said Grunwald who finished his career with more than 5,000 flight hours and 600 carrier landings many of which were on a straight deck. "On every cruise in the Mediterranean, we were tracked by a Russian trawler. At times, you'd encounter a Russian Bear



CAPT Ed Grunwald '50, USN (Ret.), served as an aviator during the Cold War including flights near Cuba as the Bay of Pigs assault was launched. He retired after 30 years in the Navy and lives in Annapolis. This painting is of CAPT Grunwald and his late wife, Caral.

bomber over the task force. I just waved to the other pilot as we flew over."

Bay of Pigs

In 1961, anti-Fidel Castro Cuban exiles, backed by the United States, attempted to overthrow the communist leader. The ill-fated Bay of Pigs Invasion was supported by the U.S. but not with the nation's full military might.

Grunwald said his squadron VA-34 was told it was being tested to see how fast it could deploy from Jacksonville's Cecil Field to the aircraft carrier ESSEX. They flew support equipment and pilots to ESSEX, which was about 100 miles off the coast.

The crew figured they'd launch, then return home after the exercise because they'd been at sea for eight months.

"We were told, 'you guys have been picked to fly cover for the invasion of the Bay of Pigs," Grunwald said.

On the day before the invasion's launch, Grunwald said there were some ships filled with exiled soldiers that were retreating from the invasion force. He said the order was given to convince them the U.S. was with them.

Grunwald was in one of the planes dispatched to demonstrate the U.S.'s commitment. He said he intercepted a landing ship, tank (LST) with about 200 "bearded men" hanging over the gunwales. His aircraft flew low enough for them to see the plane's U.S. Navy markings.

"The last thing I saw, the ship did a 180 and headed north," Grunwald said. "That night, at midnight, they told us we're not going in as a squadron. I felt like I had just led 200 guys to their death. Kennedy said 'we're not going to go in.' The next day, we had to stay 10 miles off the coast."

The exiles flew B-26s from Guatemala, but Castro's air force repelled them. However, Grunwald said his executive officer positioned his aircraft between one of Castro's planes and a B-26 to protect them.

"We had orders that we couldn't shoot our guns unless we were shot at," he said.

During the exiles' brief assault, Grunwald said he was sent up with a squadron of A-4 Skyhawks to verify reports of 50 tanks headed to the landing site. Before launching, pilots were instructed to remove all forms of identification because U.S. combatants were not officially sanctioned to be in the fight.

The directive was met with a near "mutiny," Grunwald said. The pilots were hesitant to surrender their ID cards, dog tags and Geneva Convention cards. Ultimately, Grunwald conceded.

"I said, 'look, damn it, an order is an order,'" he said.

Grunwald wore his Naval Academy ring during the flight. When he got to the flight deck, Grunwald found that all external markings on his plane had been painted over. However, he said every part of his Skyhawk still had United States Navy bureau numbers on all parts on the inside.

The pilots saw the 50 tanks and returned to the carrier.

"We flew the flight and took a little bit of small arms fire, but nobody got hit," Grunwald said.

ESSEX spent the next 27 days near Cuba. Grunwald said one day he intercepted a Cuban patrol boat with a machine gunner sitting on the bow. The boat was headed toward the mangroves and Grunwald said pilots weren't authorized to enter within six miles of the island.

While not firing any shots, Grunwald used his aircraft to send a message to the Cuban soldiers who were hunting for combatants.

"This guy was going to kill probably 50 or 60 of them," Grunwald said. "I swooped down beside him and after the second swoop the gunner went below. He wasn't about to find out if I would sink him with my 20 millimeter guns. About the third swoop, the boat turned around and retreated. I thought well, 'maybe I saved 50 or 60 guys that day.'"

VICE ADMIRAL ROBERT F. DUNN '51, USN (RET.)

Then-Ensign Robert F. Dunn was eager to enter the fight.

The Korean War was underway when he commissioned in 1951. However, the future vice admiral's path to piloting an AD Skyraider was delayed by a year by a tour on NICHOLAS. He was initially instructed to head to Japan but was redirected at Okinawa to Formosa.

That wasn't a compelling assignment for Dunn.

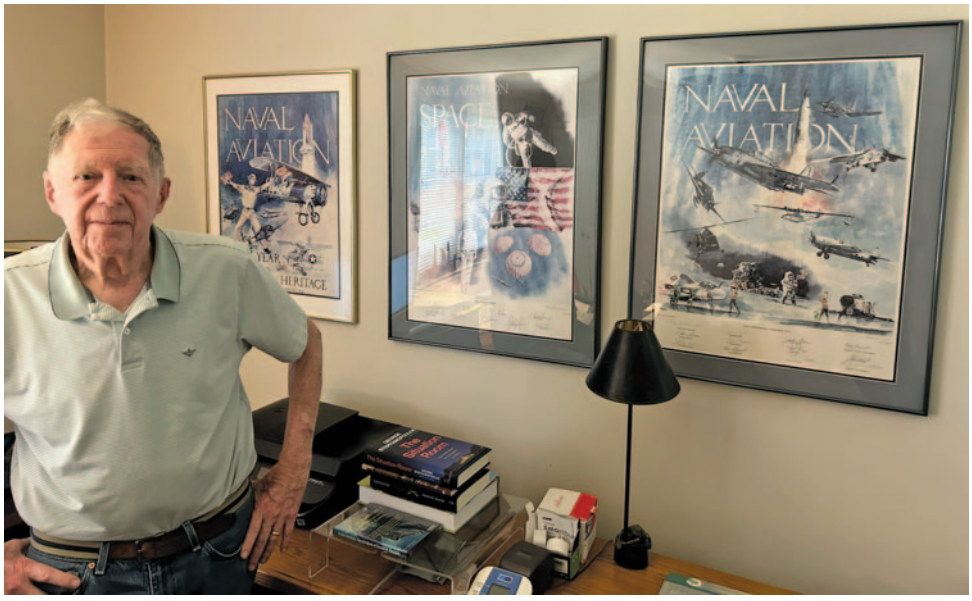
"It was a boring kind of existence because there were two ships on patrol and we would go 12 knots for four hours in one direction and turn around and go 12 knots for four hours in the other direction," Dunn said. "The big deal on the watch was which way are we going to turn."

Dunn envisioned flying missions over Korea. But, first he had to run the training gauntlet.

- He started flight training in June 1952 at Naval Air Station Pensacola.
- Next, he started flying the SNJ at Naval Air Station Whiting Field.
- From there, he went to Naval Air Station Pensacola Corry Field for instrument instruction.
- Then, it was off to Saufley Field for formation and gunnery training.
- He moved to Barin Field in Alabama for carrier landing practice.
- Next, he qualified for carrier landing aboard MONTEREY in the Gulf of Mexico.
- Finally, he transferred to Corpus Christi in the attack syllabus with the AD Skyraider.

"The Korean War was still on, and being young and foolish, I wanted to get through flight training in time to get back into the war," said Dunn, a 2016 Distinguished Graduate honoree. "I thought I would get into the war better by going to ADs than I would do anything else and that's why I opted for the AD Skyraider but the war ended before I got my wings."

While Dunn didn't fly over Korea, he earned his wings in 1953. His training led to a 38-year Navy



During his 38-year Navy career, VADM Robert F. Dunn '51, USN (Ret.), flew more than 9,000 hours and flew 255 combat missions during the Vietnam War. He is a 2016 USNA Distinguished Graduate.

career. His service includes piloting the A-4 Skyhawk, the F-4 Phantom and the Skyraider. He amassed 9,000 hours of flight time, which includes 255 combat missions during the Vietnam War and 934 carrier landings, the last made in a single-place F/A-18 on his 60th birthday.

Dunn was the final member of the Class of 1951 to retire.

Between Wars

During the interwar years, Dunn's assignments included service as a flight instructor at Whiting Field for three years, as a flag lieutenant to World War II pilot Jumping Joe Clifton '30, USN (Ret.), and a Pacific cruise on ORISKANY. He also attended safety school in Southern California.

While on a cruise aboard SARATOGA in the Mediterranean in October 1962, his squadron was ordered to Cuba. They were sent to support blockade efforts by the U.S. and deny Russia from delivering nuclear missiles to Fidel Castro's regime.

Although Dunn said his squadron flew missions near Cuba, it did not come close to the crisis. Still, it created stress for families back in Jacksonville, FL.

"They were worried the Cubans were going to drop a bomb on them," he said. "It was really scary."

The nuclear theme continued on Dunn's AD Skyraider cruise. It was then he became a "special delivery pilot" for delivering a nuclear weapon. Dropping the bomb required a quick exit.

"You go in at 50 to 100 feet over the ground at high speed," Dunn said. "When you get to a certain point you pull up with four and a half Gs within two seconds. At a certain level, the bomb is released and it goes off in an arc and detonates over the target. Meanwhile, you continue around and escape.

"I had a target assigned in China. I don't think I could have ever found the target because for navigating, they gave us a chart and several of my turn points were remnants of old Chinese walls."

Dunn was also a nuclear delivery pilot in VA-36, which was the A-4 Squadron homeported at Naval Air Station Cecil Field near Jacksonville. Their targets were in the Eastern Bloc.

Vietnam Service

When the Vietnam War began, Dunn was initially ordered to a squadron that wasn't going to deploy immediately. However, another squadron commanding officer was shot down, the executive officer fleeted up and Dunn took his place in Task Force 77. His commanding officer was Captain Al Schaufelberger '49, USN (Ret.).

Dunn said most of his missions on that first cruise in 1966 were in the southern part of North Vietnam. The next year, he was commanding officer of the squadron. For about six months, they flew almost every sortie into North Vietnam. In his 255 Vietnam sorties, he was hit by enemy fire just once with minimal damage to his plane.

He did have a harrowing experience while carrying a 2,000-pound bomb on a mission to hit the Thanh Hóa Bridge, a key target in North Vietnam.

"I rolled in on a dive, had a good run, pickled (button released bomb) then headed out to sea. The sea was our refuge," Dunn said. "As we headed out, my wingman came to join me and all of a sudden he (made a quick move). He called and said, 'you've got a bomb hanging from the airplane.'

"The aft shackle released but the forward shackle had not. The bomb was just swinging. It eventually released on its own accord into the water."

After Vietnam, Dunn commanded an air wing in the Mediterranean, served as the Sixth Fleet operations officer, then commanded MOUNT WHITNEY and SARATOGA. Following his retirement from the Navy in 1989, he served as an aerospace consultant, deputy chairman of the NASA Aerospace Advisory Panel and Smithsonian Air and Space Museum Ramsey Fellow.

Dunn's naval service spanned nearly the entirety of the Cold War. He said the Navy was at the leading edge of protecting American interests around the world during that time.

"The Navy was in the forefront of deterrence," Dunn said. "We deterred through being ready to deliver nuclear missiles from ships around the world. We worked very hard at it.

"You have to be proud of that part. We didn't necessarily want to go to war but we were ready to go to war if that came to pass."

DAVID GHYSELS '51

Railroad demolition wasn't on David Ghysels' radar when he commissioned into the Navy from the Naval Academy.

The Class of 1951 alumnus is still dumbfounded by an improbable mission aboard destroyer T.E. CHANDLER. During the waning months of the Korean War, Ghysels served on T.E. CHANDLER as it cruised off Wonsan in the northern part of the Asian nation. The GEARING Class vessel was shelling mainland targets along Korea's east coast in May 1953 when an alluring objective emerged.

Ghysels said trains along the coast ran between tunnels with about 300-400 yards in-between.

"We were determined to get one of these trains," Ghysels said. "Our gunnery officer went ashore in a small pontoon-type boat. He figured the ranges. That night, when he was 100 yards offshore, when he could hear the train, he commenced firing.

"Sure enough, we got it—the 24th train of the war, and the last train of the war. It's on my Navy record."

Ghysels was aboard T.E. CHANDLER from November 1952 until the Korean War ended on 27 June 1953 (the day before their Korean deployment was to end). The vessel was named for Annapolis native and World War II Rear Admiral Theodore Edson Chandler, Class of 1915. Chandler perished following a Japanese kamikaze attack aboard LOUISVILLE on 6 January 1945 in which he was terminally injured but not before manning firehoses to help extinguish fires.

The Korean War ignited when Ghysels was on his first-class cruise at the Naval Academy. Two days after leaving Block Island, RI, aboard a destroyer escorting aircraft carrier SAIPAN the crew was told to report to the bridge. The handful of midshipmen were transferred to SAIPAN. Then, they were sent to Korea.

As part of their duties on SAIPAN, midshipmen pushed the propeller-driven airplanes on the flight deck. Ghysels was forced to wear night goggles because that's all the crew could spare.

"You couldn't see a damn thing," he said. "I weighed 120 pounds, and I was pushing an aircraft and they started winding that engine up. It was a case of barely holding on and all of a sudden, I was scared to death to let go. Then, the plane stopped and the plane behind us had hit the tail of our plane. I think about how close I was to a propeller and what might have happened."

Blue & Gold Calling

Growing up in East Grand Rapids, MI, Ghysels was drawn to Annapolis after being mesmerized by the 1937 film *Navy Blue and Gold* starring James Stewart.

"I saw it and kind of fell in love with the Academy but didn't really think that much about it," Ghysels said.

He followed the Army-Navy games as a youngster but didn't expect his fascination to materialize into four years by the Severn River. Then, a high school classmate told him he was taking the Naval Academy's entrance exam and a light bulb went off.

"I said, wow, I'd sort of want to do that," he said.

His efforts for an appointment from Sen. Arthur Vanderberg were unsuccessful but a day after that rejection, Ghysels said he received one from Congressman Bartel Jonkman. He said he and his friend each received appointments from Jonkman.

"It was extremely odd because two people from the same high school got principal appointments," Ghysels said.

At the Academy, Ghysels was on the swim team as a plebe and on the golf team throughout his academic career. He once served as a spotter for legendary sportscaster Red Barber during a Navy home football game. Barber even requested his services for a road game and the Academy acquiesced.

The Naval Academy instills a sense of purpose and Ghysels said the discipline ingrained at Annapolis is critical for shaping leaders.

"That was always extremely important," he said.

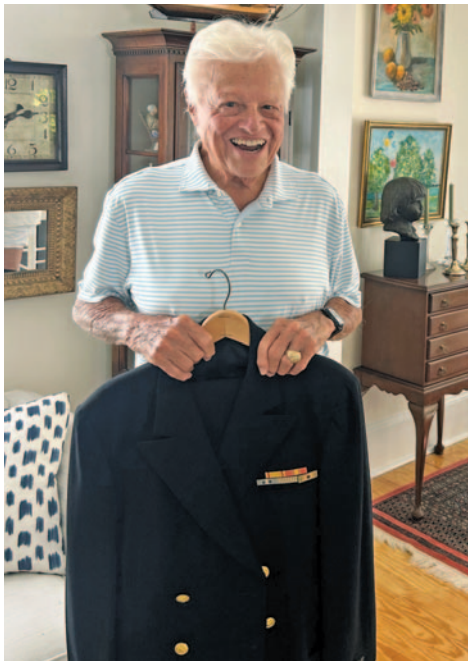
After commissioning, Ghysels' first assignment was to Supply Corps school then he was assigned to serve aboard SAIPAN. He transferred to T.E. CHANDLER in late 1951. He also spent three years as a Central Disbursement Officer, Ninth Naval District in Great Lakes, IL.

Crane Innovation

Ghysels transitioned into the private sector with a career in the construction equipment business. He went from not knowing much about the industry to helping revolutionize the construction crane market.

In 1965, he built the world's largest telescopic hydraulic crane, the 45-ton Sargent Crane. His innovations include the self-propelled model in which one operator can control the entire crane instead of needing two operators in separate positions.

"That became the standard," Ghysels said.



David Ghysels '51 still has his Navy uniform and the belt he wore at the Naval Academy. He retired to Oxford, MD, after a long career innovating and selling the world's largest telescopic hydraulic cranes.

The size and capabilities of his cranes continued to expand. Ghysels said he set a record with the 65-ton P&H crane (1967-69). In 1970, he joined Grove Manufacturing Company, the world's largest manufacture of hydraulic cranes as senior vice president of marketing and engineering. There he built an 80-ton telescopic crane, followed by a 125-ton model in 1973.

Ghysels remained in the crane business until 1989.

JACK YOUNG '52

The order for an expediated deployment of nuclear-powered submarine PATRICK HENRY came directly from President Dwight D. Eisenhower.

Jack Young '52 was PATRICK HENRY's reactor officer and part of the crew charged with ensuring she set off on her first deterrent patrol before the end of 1960. During the summer of 1960, Eisenhower lit the fire under PATRICK HENRY Commanding Officer Harold Shear '42, USN (Ret.), because then-Sen. John F. Kennedy was suggesting there was a "missile gap" between the U.S. and the Soviet Union, Young said. PATRICK HENRY was originally scheduled to commission in 1961.

During his 26 July 1960 speech at the Republican National Convention, Eisenhower publicly pledged that the submarines GEORGE WASHINGTON and PATRICK HENRY, which were equipped with new Polaris missiles, would be operational before the calendar flipped to 1961.

"This has been done in two-thirds of the time predicted by the most optimistic of the scientists and sailors," he said. "Incidentally, the Polaris submarine has just passed its final tests with flying

colors. And here is another interesting fact: this revolutionary and practically invulnerable ballistic missile system was brought from initial concept to perational status entirely within the years of the present administration."

PATRICK HENRY commissioned 9 April 1960 but her missile systems were still being tested when Ike visited the Rhode Island base.

"We went at terrible, breakneck speed to get the boat ready and adequately tested," Young said. "We were on a catch-up schedule."

Young said the first missiles PATRICK HENRY launched were failures. However, they secured new missiles in Charleston, SC, and shipped out to Cape Canaveral for another round of tests which were successful.

It was a pivotal moment, Young said noting Russian ships were brazenly posted near the Florida coast.

"It was all right there for the world to see," Young said. "This is how you win the Cold War."

PATRICK HENRY headed for the North Sea on 30 December 1960 for its first deployment.

"We made it. We went into the North Sea to do our jobs," he said.

Young's experience with PATRICK HENRY illustrates the Cold War tensions that began post-World War II. He said it was an exhilarating time as the United States implemented the latest technological advances to stifle the Russian's aggression.

"We were right there at the sharp end of the arrow," Young said. "It was exciting, demanding and there was no second chance. It had to be right."

'Tip of the Spear'

Young submitted his resignation with the Navy before PATRICK HENRY deployed but agreed to stay on another year at Shear's request. His tour of the North Sea was the culmination of nine years as a Navy officer following an unforeseen education at the Naval Academy.

As a UCLA student, Young was digging sewers when a "guy in a flashy white uniform was looking for me." His brother, Duane '49, had returned from Scotland where he attended a memorial service for John Paul Jones.

"I thought, maybe I'd like to go to the Academy," Young said.

An initial meeting with his congressman didn't elicit an appointment to Annapolis but Young quickly learned the principal appointment had withdrawn. He entered with the Class of 1952 and credits the Academy for "squaring" him away.

Young advises current midshipmen to pay attention to the details. It will pay dividends once they commission.

"It got me organized, disciplined and allowed me to set goals," he said. "Keep your attention and keep your focus while looking for new challenges. Remember, you're leading a bunch of great sailors."

After graduation, Young spent a year as a surface warfare officer before heading to submarine school. He referred to his time on Pacific duty as "inconsequential."

None of Young's cruises were near Korea during the war. But, he said, that time helped him learn how to be Navy officer.

During his submarine career, Young served aboard TILEFISH, POMODON and PATRICK HENRY. He enjoyed that period, particularly serving as a deterrent to Russia.

"I thoroughly enjoyed that life," Young said. "We deployed extensively all around the sensitive areas, including Russia."

"My prenuclear days were extremely interesting. We saw all the Russian activity up close. We carried intelligence staff with us. We were right at the tip of the spear."

Following his Navy career, Young spent six months with the Atomic Energy Commission. The U.S. was just starting its first commercial nuclear reactors, but they hadn't been licensed. He served as the licensing agent for commercial operators.

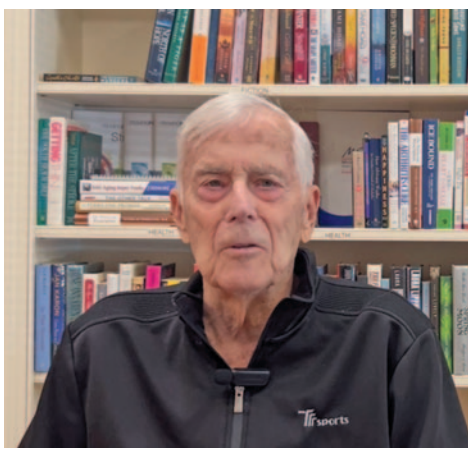
Young was adamant that operators be more than administrators. He worked to ensure the sensitive technology had the appropriate oversight and by folks with technical backgrounds.

After denying licenses, he had to justify why to power brokers in Washington. When the maritime ship NS SAVANNAH was initially denied, Eisenhower was among those with questions since he was scheduled to attend the ship's launch. Young was steadfast noting SAVANNAH had quality young officers aboard but he was not satisfied with the administration's hands-off handling of the reactor.

To license SAVANNAH, Young suggested personnel upgrades. The changes were approved, SAVANNAH went to sea, and Ike attended the commissioning.

"You can't go to sea like that," Young said. "Are we really going to have standards? We fought hard and we came out with a good situation for commercial operators."

Young then entered the private sector where he would work for the next 47 years. He served as vice president for NUS Corp., CEO of Time Sharing Terminals Inc., president of the custom systems division with Computer Science Corp, president of Fuel Frontiers Inc., and CEO of Highland Light Management.



Jack Young '51 served as a nuclear submarine reactor officer in the Navy and worked for the Atomic Energy Commission before entering a long career in the private sector.

LIEUTENANT COMMANDER JOHN C. TSIKNAS '48, USNR (RET.)

John Tsiknas received an alternate appointment to the Naval Academy in 1943, so he figured he'd dive right into pilot training with the U.S. Army Air Corps.

His preflight training in Michigan did not go as the future surface warfare officer imagined.

"After a few lessons, my instructor said you'd be a better passenger than a pilot," Tsiknas deadpanned.

He then switched to navigator training. Before he could earn his navigator wings, Tsiknas' Naval Academy appointment came through. He entered Plebe Summer with the Class of 1948 and retired as a lieutenant commander in the U.S. Navy Reserve.

After commissioning, Tsiknas served aboard FRESNO, an anti-aircraft cruiser which had 5-inch guns in forward and aft mounts. He was part of the team that decommissioned her in New York Naval Shipyard in May 1949.

After FRESNO was decommissioned, Tsiknas served two years as communications officer on TERCEL, a 220-foot minesweeper on which he had various duties and where he perfected his seamanship and ship handling.

Tsiknas said war with Korea didn't enter his mind until 25 June 1950 when North Korea's army sent about 75,000 soldiers across the 38th parallel, the line separating North and South Korea.

"All of a sudden 1950 came along and there we were," Tsiknas said.

With hostilities ramping up in Korea, Tsiknas was part of the crew recommissioning the destroyer MCNAIR in Long Beach, CA. MCNAIR was recommissioned on 6 July 1951 and sent through the Panama Canal to her home port in Newport, RI. She then went back through the Panama Canal to Korea.

Tsiknas said MCNAIR provided plane guard duty for the 7th Fleet carriers' pilots and bombardment support for the task force. During the three-month patrol, Tsiknas said MCNAIR's crew rescued a pilot whose plane malfunctioned.

"It was freezing," Tsiknas said. "He was happy to see the medical guys."

After spending 20 minutes in the frigid water, Tsiknas said the ship's medical staff said the pilot would have survived only a few more minutes in the water.

While aboard MCNAIR, the navigator mentioned to Tsiknas that he didn't enjoy his job. So, Tsiknas asked if it would be all right if he requested the captain give him the job

"He said, 'be my guest,'" he said. "The skipper treated me like a son."

MCNAIR navigated the Suez Canal on her way back to Newport and arrived on 11 April 1953.

Tsiknas' next mission was as commanding officer of patrol craft PC-1423. He worked with students studying sonar in the anti-submarine warfare (ASW) community. He said they would give students their first experience of live ammunition during simulated submarine hunts.

"When we contacted one, we would drop a hand grenade," Tsiknas said, noting this was his favorite assignment. "The students would plot the course and where (the submarines) were going."

'Do The Best You Can'

Raised in Cape Cod, MA, Tsiknas said a customer of his father's vegetable business was a math professor at the Naval Academy. Up until that point, he was interested in attending West Point.

After learning more about Annapolis, his focus shifted to the Naval Academy. He credits the Academy for shaping him into a leader for his sailors.

"The most important thing was leadership," Tsiknas said. "I benefited from it, particularly on the destroyer."

When the Navy onboarded recent draftees during the Korean War, Tsiknas encouraged them to make the most of their time in uniform, even if they weren't happy about it. That advice proved fortuitous for some sailors under Tsiknas' tutelage.

"At the time, we were drafting (young men) and they all wanted to get out," he said. "I had a young sailor who served with me. I told him, 'you may want to get out but while you're here, do the best you can and you may get promoted.'

"A few of them did and I was really proud of that."

LCDR John C. Tsiknas '48, USNR (Ret.), was prior enlisted in the U.S. Army Air Corps before entering the Naval Academy. He taught anti-submarine warfare students (ASW) to use sonar as the commanding officer of a patrol craft in the early 1950s.

COMMANDER G. PHILLIP CASE JR. '52, USN (RET.)

The Korean War was in its final months by the time then-Ensign G. Phillip Case Jr. made it through the Panama Canal aboard MISSOURI.

"We had about one yard clearance on each side of ship passing through the locks," Case said. MISSOURI left from Norfolk in September 1952 headed for Korea. Case served in the five-inch gun director battle station. He said he knew little about Korea or the war before commissioning.

During its four-month cruise around Korea, Case said MISSOURI fired five-inch shells at targets ashore. As MISSOURI made its way back to the United States, Case served as assistant navigator.

Case, who spent the majority of his 22-year Navy career in the Silent Service, credited the Naval Academy for providing the foundation for a rewarding career. Young officers must be adaptable particularly to meet the challenges in a world of uncertainty, Case said.

"Be prepared," Case said. "If, and when, you go to war, if you're prepared, you'll have a much better chance to do well against whomever the opponent might be."

While at the Naval Academy, Case said he learned about submarine and aviation pay. That helped steer him to submarines.

"That didn't hurt," he joked.

Case was aboard CLAMAGORE and AMBERJACK, which were home ported in Key West, FL. He served for three tours in Guantanamo, Cuba. Following those deployments, Case was assigned engineering duty at the Norfolk Naval Shipyard. There, he was ship superintendent and planning officer for the first nuclear submarine overhaul.

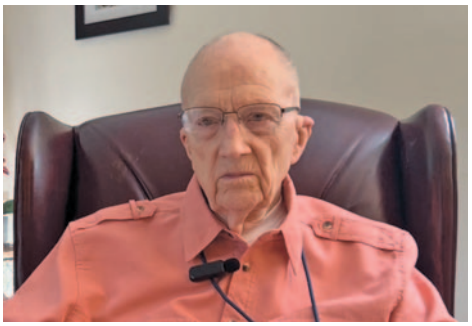
He spent four years in Norfolk and 25 percent of his time was overhauling the first nuclear ship.

"The nuclear system was very strict about everything they did," he said. "The workmanship and training with people who did the work was a long process."

After Norfolk, Case was assigned to Guam as repair officer aboard PROTEUS. He tended to submarines equipped with Polaris and Poseidon missiles operating in the Pacific Ocean. Following that two-year tour, he returned to the United States Naval Ship Systems Command for four years before retiring in 1974.

Case said he couldn't have predicted how his life of service would have unfolded while in Annapolis. He encourages future generations of midshipmen to persevere through difficult times and trust the leadership lessons instilled in them at the Naval Academy.

"Hang in there," he said. "Do as well as you can at the Naval Academy and be ready for a good career."



G. Phillip Case Jr. '52, USN (Ret.), was a submariner during his 22-year Navy career.

THE HIGHEST HONOR

During the Korean War, three Naval Academy alumni were awarded the Medal of Honor which is United States' highest award for military valor in action. The recipients are:

CAPTAIN THOMAS J. HUDNER '47, USN (RET.)

On 4 December 1950, Hudner and Ensign Jesse L. Brown, USN, were among the pilots in Fighter Squadron 32 providing air support to American troops during the battle of the Chosin Reservoir. Brown's plane was shot down by anti-aircraft fire. Brown, the first Black man trained as a naval aviator, crashed behind enemy lines.

Hudner, seeing his squadron mate was still alive and trapped in the burning wreckage, intentionally crash-landed his aircraft near Brown's on the snow-covered mountain. While Hudner's efforts to free Brown were unsuccessful, he was commended for using his bare hands to pack the fuselage of Brown's plane to keep the flames at bay.

Hudner's Medal of Honor Citation reads, in part:

"He then remained on the spot despite the continuing danger from enemy action and, with the assistance of the rescue (helicopter) pilot, renewed a desperate but unavailing battle against time, cold and flames. Lt. (j.g.) Hudner's exceptionally valiant action and selfless devotion to a shipmate sustain and enhance the highest traditions of the U.S. Naval Service."

Hudner and Brown were the subjects of the 2022 movie *Devotion*.

FIRST LIEUTENANT BALDOMERO LOPEZ '48, USMC

Lopez was killed in action on 15 September 1950 during the invasion of Inchon, Korea. He was posthumously awarded the Medal of Honor.

During the invasion, U.S. Marines were met by a 10-foot seawall. Lopez took the lead over the wall (see cover photo). As he raised his arm to throw a grenade at the machine gun bunker that had pinned down the Marines, he was hit in the right arm and shoulder. The grenade landed a few feet from him. To shield his fellow Marines, Lopez pulled the grenade under his wounded body.

His Medal of Honor Citation reads, in part:

"In critical condition from pain and loss of blood, and unable to grasp the hand grenade firmly enough to hurl it, he chose to sacrifice himself rather than endanger the lives of his men and, with a sweeping motion of his wounded right arm, cradled the grenade under him and absorbed the full impact of the explosion. His exceptional courage, fortitude and devotion to duty reflect the highest credit upon First Lieutenant Lopez and the United States Naval Service. He gallantly gave his life for his country."

SECOND LIEUTENANT ROBERT D. REEM '48, USMC

As a platoon commander, Reem led his Marines trying to uproot enemy infantry units in fortified positions on higher ground on 6 November 1950. The Marines faced machine gun and rifle fire and were repulsed three times by hostile fire. On the fourth attack, an enemy grenade landed near Reem who was issuing last-minute orders to his non-commissioned officers.

Reem's Medal of Honor Citation reads, in part:

"Unhesitatingly chose to sacrifice himself and, springing upon the deadly missile, absorbed the full impact of the explosion in his body, thus protecting others from serious injury and possible death. Stouthearted and indomitable, he readily yielded his own chance of survival that his subordinate leaders might live to carry on the fight against a fanatic enemy."

He was posthumously awarded the Medal of Honor.