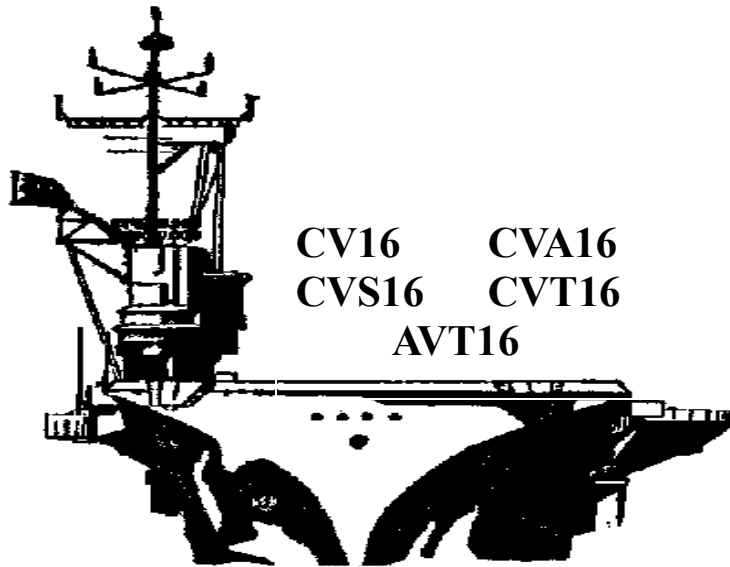











Home Port of:
USS Lexington CV 16 Association
P. O. Box 16
Lexington, IL 61753



CV16 CVA16
CVS16 CVT16
AVT16

USS LEXINGTON

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** E-mail Version ONLY*



The Sunrise Press

USS LEXINGTON CV16

49 YEARS OF SERVICE
 NOW THE USS LEXINGTON MUSEUM ON THE BAY
 IN CORPUS CHRISTI, TX

July, 2011



A Word from Lance Wagner:
 Look at the list of new members; if you see someone you once knew and want his address and phone number, write to me and I'll get it to you. If you know someone who served on the Lex, let me know and I'll send them some information about our group.

Please remember if you move to send me your change of address and new telephone number. Please be sure to include the area code, as many have changed.

Another thing, **look at the date after your name on the label that was used to mail you this newsletter.** It is the date your dues are paid to. If it is 2010 or before, you are behind on your dues.

**Send dues to: Lance Wagner,
 71-21 73rd Place
 Glendale, NY 11385**

Remember that dues are **\$15/yr;** make checks payable to: USS Lexington Association.



If anyone has any articles they'd like to see included in the newsletter, please send them to me and I'll put them in, space permitting, including a byline to credit you with the submission. My postal address is: **23428 College Avenue, Robertsdale, AL 36567.** Otherwise for electronic submissions, my e-address is **gplante@gulftel.com.** PLEASE put USS LEXINGTON or even just LEX in the subject area so that my spam filtering software won't delete it on me.
 Thanks, Greg Plante.
Editor, Sunrise Press

Sunrise Press Newsletter is a quarterly publication of the USS Lexington Association CV, CVA, CVS, CVT, AVT16, It's Editor is Greg Plante, with contact information in the box to the left, if you have any questions about anything in the newsletter, or would like to offer anything for inclusion.

WEBSITE:

www.usslexingtoncv16.org/

Association Officers:

*President: Allen Zellers
 Vice President: Bob DiMonte
 Treasurer: Lance Wagner
 Secretary: Lloyd Friedli*

WELCOME ABOARD

NAME	SPOUSE	DIVISION	YRS. ON LEX
George C Ash	Missy	V2	1962-1964
Keith Connealy	Linda	V6	1970-1971
Gerald Berg	Donna	S1	1977-1980



TAPS



Richard Fullam

Bud King

Louis Keacher

Glenn Voskuil

Adolph Kustra

Glenn T Harvey

Scott J Yost

Mitchell K Miller



**RECEIVED
IN MY
MAILBOX**

A letter from shipmate Glen Seibel. I'm hoping someone out there can help him find his friend.

Dear Greg,

I am writing to you to see if you can give me any info on a Dewey Wilkinson that was in my department on two ships. The USS Lexington, and repair ship USS Deta.

After WWII was over we were both, among others, trans-

ferred from USS Lexington in 1945. He at one time lived in Pasadena Texas.

I had not heard from him in many years until one night the phone rang and my wife answered it. He said he didn't know if he had the right place, but wanted to know if Glen Seibel from Peabody, Kansas lived there. My wife told him he had the right place, and gave me the phone. We had a long conversation together, and after that time we had been talking to each other quite often.

When I talked to him last, he had a stroke on one side, but could still talk pretty well.

His family moved him closer so they could look after him, and I believe it was to La Porte, Texas.

I thought maybe he had passed away, but in the Lexington newsletter, I never noticed it, so thought maybe I had missed it.

I know he was a member of the Lexington Association as I also am, and knew he had been to several reunions.

If you have any information, please let me know, as I never knew any of his family.

Glen E Seibel
507 East 6th
Lamar, MO 64759

If you left high school before graduation to join the military service, whether by enlistment or draft, you are entitled to receive your high school diploma.

Even if you obtained your GED, your life experience far outweighs any structured education.

Most states participate in this program and I can help you with the paperwork. There is no charge for this service.

Contact Frances Cuellar, a life member of the American Legion Auxiliary, H U Wood Unit, Seguin, Texas at (830) 401-0975.



From: Laurie D Idd2@cox.net
Sent: Sat 09/04/11 10:39 AM
Subject: Wilbert F. Clark

Looking for Information, I was wondering by chance if anyone would know my father Wilbert Francis Clark that served in the Navy WWII 1942-1945. He was seaman, second class sv6 USNR. Was on the USS Lexington CV16. He worked on the flight deck. I was wondering if anyone would know of him. He has since passed in Feb 1, 1995. He lived in Lincoln, Addison Co., Vermont, I am his daughter Dolores D. Clark I live in Nevada now. I have always wanted to chat with someone that knew my father or just anything.

Thanks for listening.

Contact me at E-mail- Idd2@cox.net
Dolores Clark Desrochers-2628

Hi Greg,

My name is Tom Huonder, OI Div. Radarman 3/C. I served aboard the Lex in '61, '62, and '63. I'm very proud to tell people that. We patrolled the Coast of Vietnam in early 62 and then the old man said we were never there. I think to this day it is still a classified mission. But that's not what I wanted to write to you about.

I'm asking if you could put in the next news letter a short note about citizens helping our service men and women overseas in Iraq and Afghanistan.

A young mother who had 2 sons overseas at the same time wanted to know what she could do to help. Her sons said to help the families at home. She started an organization called "Warrior 2 Citizen". There is a web site that you can go with links that describes what we do. I'm on the Committee also. We have approx: 25 - 30 members and about 300 volunteers. You know yourself, like I do, that when we need help, we're too proud to ask for it. So most of the things that these families need is through word of mouth. An email goes out and right now we have people out there taking care of the problem. From yard work, cleaning, painting, plumbing, electrical, auto fixing and the list goes on and on, our volunteers do. This takes the stress off the spouse who's overseas, and they can concentrate on their job over there and not have to worrying about how their family is doing.

The young mother who started this program, got so involved with it, and is now working for the adjutant general of Minnesota, traveling throughout the state spreading the word, trying to get other towns and communities involved. You don't have to be a current vet or involved in this time frame. We've helped vets from WWII, Korea, Vietnam and the first time we were in Iraq. Most of the committee are all the older vets who understand these problems and are constantly coming up with new ways and ideas to help. The only thing we don't offer is money.

Is there anyway to ask our members for contributions to build up the funds to be able to carry on the work that we do? If so, would you please put something in our next newsletter? Greg this is a 100% non charitable organization. Any small word about us would help us to continue the work we're doing. This lady doesn't know at this time that I'm writing to you. Something inside me told me to do this, and ask for help. Her name and address follows. (and there's nothing crooked going on since her husband is a Farmington Police officer. Thanks for your time.

Tom Huonder (hounddog)

Annette Kuyper

20530 Dyers Pass

Farmington, MN. 55024

email: supercop4716@charter.net

MARINE CAREER vs. NAVY CAREER

An old Navy Chief and an old Marine Gunny were sitting at VFW Post 2391 in St. Augustine, arguing about who'd had the tougher career.

I did 30 years in the Corps,' the Marine declared proudly, and fought in three of my country's wars. Fresh out of boot camp I hit the beach at Okinawa , clawed my way up the blood-soaked sand, and eventually took out an entire enemy

machine gun nest with a single grenade.

As a sergeant, I fought in Korea alongside Chesty Puller. We pushed the enemy inch by bloody inch all the way up to the Chinese border, always under a barrage of artillery and small arms fire.

Finally, as a gunny sergeant, I did three consecutive combat tours in Vietnam . We humped through the mud and razor grass for 14 hours a day, plagued by rain and mosquitoes, ducking under sniper fire by day and mortar fire all night. In a firefight, we'd fire until our arms ached and our guns were empty, then we charge the enemy with bayonets'.

'Ah', said the Old Chief, 'You lucky bastard, all shore duty, huh? '

A BETTER NEWSLETTER!... AND IT'S FREE!

The cost of publishing the newsletter, printing and postage, is growing, and a decrease in the number of newsletters mailed out will greatly help.

We are looking for people who have a computer with e-mail, or access to e-mail, and are willing to receive their newsletter in their e-mail.

The Press can be stored and read on your machine at your leisure, or printed to take with you. It is also better than the print version, with color graphics, pictures, all sorts

of stuff including 2 - 6 bonus pages not in the print version.

PLEASE give this some real consideration !!! To give you an idea of what you're missing, go to the Association website where the last several issues are posted and see for yourself. That's www.ussexingtoncv16.org

Send your e-mail address to gplante@gulftel.com. Please remember to put **Lexington** or **Lex** in the Subject line so my virus filter will leave it alone.

EMAIL RECIPIENTS!

I'm often asked in e-mails for dues expirations by various members, since there is no address sticker on a mailer label. We've come up with a solution.

Lloyd Friedli, a man of many talents, has found a way to get his databases to tell him all of those fine things, and he will do a mailing twice a year to anyone that comes up showing in arrears, so, watch your e-mail for a note from Lloyd and don't delete it. You'll need it to know what you owe.



will soon enough have a supply of both the smaller and larger patches of the same design. Contact for the patches will be:

**Lance Wagner
71-21 73rd Place
Glendale, NY 11385**

It was discussed at the last reunion business meeting that there were so many different patches for the Ship and the air groups that it was impractical for the ship's store to try and carry them all. The cost would be too great to the Association. So, it was moved and seconded that the patch that Roland King designed and copyrighted be considered the official Association patch. The motion carried, and the ship's store

Want information about the Lexington, my uncle Eugene Frengel was on the flight deck crew, he wore a yellow turtle neck sweater. He also was on the Lexington crossing the equator. I read a recent story about the Lexington sending food etc to POW's at Kawjalein, Japan. The book is "Unbroken" page 311, the author mentions the Lexington twice. My Uncle Eugene Frengel still lives in New Castle, Pa. Phone 724-652-0592.

Please email me anything you can tell me about the ship. Thank you. frengel2@comcast.net

Is there a way we can get out a blurb asking if anyone served in 1st Div during the 1961-62 Westpac cruise or the 1962-63 deployment to the east coast? So far, I have only found one shipmate that was in 1st Div during the Westpac cruise, and between those 2 years, there were quite a few men in 1st Div.

If there is a way to ask in the newsletter if anyone knows of anybody that served in 1st during those 2 years, that would be awesome.

Ken Minkus
3052 NE Harrison St.
Issaquah, WA 98029
Ph: 425-369-2555 Fax: 425-392-1081
Ken cell: 206-200-5577 Nancy cell: 206-755-0522

kenminkus@aol.com
nminkus@aol.com

LOOKING FOR 'THE BLUE GHOST': Edward (Percy) Atkinson is looking for a book 'The Blue Ghost' written by Lee Fleming Reese. This book is about the USS Lexington and a number of copies were published. Please contact Percy at (618) 244-1873 if you have a copy available.

"I am looking for information about any ships cooks that served on board Lex during the period that I served on board. I served from Jan 1959 to April 1964. Kenneth Tuttle, Ret. CS1; 209 S State St., Knob Noster, MO 65336; (660) 563-3044"

Dear Mr. Plante,
My name is John Wald, I have been searching for someone who can point me in the right direction to find information on a fighter pilot on the Lexington in VF-16 who was lost on September 26th 1943. His name is Ltjg. Edward L. Mathias, I have exhausted most of the normal search avenues available to me on the internet, I noticed that the Lexington is having a reunion in September and perhaps there is someone you know that would be able to help me. Thank you for your time.

John Wald j.wald@sbcglobal.net

WAR LORE

Submitted by: W. Lee Andrus

Editor's note: Sometimes I have to edit things for space, or content, but the following is going to be the first in a series of memoirs that were sent to me by shipmate W. Lee Andrus in full as it was given me, as I think it best represents his heart and soul in putting this together. I hope you enjoy getting to know him as much as I did. Greg Plante

PART III

We left off with W. Lee Andrus manning his rangefinder and marveling at the spectacular sight that night firings made for even in the midst of battle. We'll begin with a recap of the last paragraph of the last issue's installment.



W. LEE ANDRUS FCO/3c

The night sky was dark and clear. All of these large caliber rounds were glowing a dull red in their trajectories, making an enormous red dome some eleven miles large. I stood in front of my rangefinder with my helmeted head and my shoulders out of the hatch above me, spellbound while observing this extravaganza, ignoring the enormous concussions from the giants below me. It was an unprecedented, unforgettable, awesome, and magnificent wonder for this 19 years old sailor to behold.

It was unique; What with heavy warships exchanging hostile naval gunfire. Never had there ever been so much colossal power brandished; five battleships, five heavy cruisers, and four light cruisers throwing all of their might into the fray. Five battleships had fired a total of 285 14" and 16" rounds and the cruisers had fired 4,280 9" and 6" rounds. It

lasted some 20 minutes.

Oldendorf ordered "cease firing" when he learned that our destroyer USS Albert W Grant (DD649) of Captain Roland Smoot's Des'ron 56 retiring from her torpedo run, was taking both enemy and friendly fire. Grant had 34 men killed and 94 injured. Real heroism abounded aboard Grant this night as some of her crew performed above and beyond the call of duty!



We all fired armor piercing projectiles sent on their way with full service charges (5 bags of powder). Only Japanese Destroyer Shigure escaped the bedlam of this titanic battle and the ensuing destruction of the cripples by our cruisers and out Taffy airmen.

At 0600 hours, 26 Japanese warships, commanded by Vice Admiral Takeo Kurita, surprised and attacked Rear Admiral Clifton A.F. Sprague's (seen at right) Taffy 3 Escort Carriers in the Philippine Sea. Incredibly, they were stopped by the Taffy 3 Destroyer men and the Taffy 1, Taffy 2, and Taffy 3 airmen.



Vice Admiral

Kurita's men sank 4 of our Taffy 3 warships; Destroyers Hoel and Johnston, Destroyer Escort Samuel B Roberts, and the Escort Carrier Gambier Bay. Kurita's men holed most of the other Taffy 3 ships. The Taffy 3 warships suffered 898 dead and 913 wounded in this encounter with Admiral Kurita's armada.

Later that same day, the Taffy 3 Escort Carrier USS St. Lo was hit by a suicide plane. She exploded and sank. A suicide plane hit USS



USS St. Lo CVE63

Santee CVE29 of Taffy1, killing 16 men and wounding 27. Kitkun Bay was hit, as was Kalinin Bay. USS Suwannee CVE27 of Taffy1 was hit, killing 143 and wounding 102. A great army of those lost died

in the water awaiting rescue. The destroyer escort Eversole DE404, of Taffy 1 was torpedoed by Japanese submarine I-45 while she was searching for St. Lo survivors and she sank, taking 124 of her 222 man crew down with her. St Lo was the first ship sunk by a suicide plane; she would not be the last! The enemy's suicide plane attacks would burgeon exponentially and with ever increasing ferocity until war's end.



The US Army got ashore okay at Leyte with few casualties, but 43 suicide planes crashed into our warships, and many more tried. Six of our warships were hit by torpedoes, 4 were bombed, 4 hit mines, 6 were hit by shore fire, 4 were hit by friendly fire, 16 were hit by Japanese naval gunfire. 24 of our warships were sunk. More than 3,200 of my shipmates afloat were killed there in his camp. One a highschool friend named T.L. (red) Morris, Seaman 1st class. Most were killed by the Japanese warships and suicide planes. We dispatched all that we could. We suffered his wrath. Battleship West Virginia was 30 days at Leyte. Staying alive there was difficult indeed.

MINDORO

We went to the island of Mindoro, between the Sulu Sea and the Sibuyan Sea somewhat south of Manila. D-Day would be 15December, 1944. All expected a suicide plane slaughter. Our admirals pleaded with MacArthur to postpone the Mindoro operation until the airfield on Leyte was operational, but MacArthur said no; go! We left Kossol Passage at Palau, armed and provisioned 11 December 1944. 11,878 US Army troops would go to Mindoro but we would lose some to the enemy on the way.

When in the Sulu Sea 13 December 1944 @ 1500 hours, Light Cruiser Nashville CL43 was severely hurt



USS Nashville CL43

by a suicide plane. It crashed into Admiral Strubel's cabin. The Flag Bridge and CIC were destroyed. She lost 133 of her

1,363 men, as well as incurring 190 wounded. She limped back to Leyte Gulf for repairs.

22 Suicide planes crashed our ships and oodles tried. Four ships were bombed, one LST was hit by an enemy plane's torpedo, one was hit by naval gunfire, and one was hit by friendly fire. Three were hit by debris from the Merchant Marine Ammunition ship SS John



Burke when a suicide plane crashed her and she disappeared instantly in a blinding white flash.

Three of Admiral Halsey's Task Force #38 destroyers were sunk in a typhoon trying to help us. 847 of Halsey's men were lost in that enemy's camp and 587 of my shipmates were killed at Mindoro. That typhoon denied us Halsey's help which contributed to our losses. Twelve of our warships were sunk. It was a suicide plane frenzy! We splashed all that we could but 1434 of our shipmates afloat died that day at the enemy's hand. Mindoro and the typhoon was punishing to us. Staying alive was becoming more and more difficult. We were very much in harm's way there at Mindoro.

The Japanese could not let Mindoro go without a fight. They sent Admiral Kimura with the heavy cruiser Ashigara and the light cruiser Oyodo and five destroyers to sink any shipping there as well as shoot up the beachhead. He was spotted 26 December by one of our patrol planes, but no surface forces were close enough to oppose him. He shelled the folks there for 40 uninterrupted minutes. He fired in the liberty ship Breasted and set her afire. Her skipper beached her to prevent her sinking. Kimura retired under heavy air attacks that had damaged all of his ships. At 0500, PT boats 221 and 223 attacked him. Ltjg Harry Griffin, skipper of PT223 got at least one torpedo into the Japanese destroyer Kiyoshimo, sinking

her. We were at Kossol Passage and gave chase at flank speed (21 kts) until it seemed useless. Kimura had done little damage, but he had put a real scare into all of us.

LUZON LANDINGS AT LINGAYEN GULF

We were in Seedler harbor at Manas Island in the Admiralties where we celebrated Christmas aboard ship, but left 26 December for Palau and anchored in the Lossol Passage there in Western Carolines a few hundred miles east of Leyte Gulf. We were armed and ready to take the Philippine Island of Luzon from the enemy. D-Day would be 09January1945. Our slogan, "End the War in '44" now became "Home Alive in '45." It was a tall order. More than 6,600 of us would not make it.

We would begin by violating the enemy's tent at Lingayen gulf near the northwest end of the Philippine Island of Luzon.

We were to arrive 06January45 to bombard the landing beaches. We left Kossol Passage at Palau 01January and proceeded to Lingayen Gulf. We were in the enemy's camp and were in the Sulu Sea approaching the South China Sea on 03January at 1712 hours, when a suicide plane surprised everyone and crashed our escort carrier Ommaney Bay right before my eyes. I was at my rangefinder when Battleship Mississippi, on out port beam, open fire moments before the crash on Ommaney Bay. We slued Sky 1 onto him just as he hit. Ommaney Bay burned, and finally had to be put down. Destroyer Escort Eichenberger (DE202) was alongside helping with the firefighting when Ommaney Bay exploded, killing two of Eichenberger's crewmen. We director folks watched Ommaney Bay's crew leaving the ship knowing we were watching men die. Ommaney Bay had 93 men dead and 65 injured at that point. One does not put an 860 man crew into the water and expect to save them all. The way to Lingayen Gulf 02-05January was most terrifying. We battled, bled, and died at the hands of the suicide pilots. They hit 9 of our warships and many more of them tried to as well. More than 150 of my shipmates failed to stay alive until reaching Lingayen Gulf. Some 410 were injured, and would be awarded Purple Heart Medals. We suffered the suicide pilots continually.

On 06 January, we fought our

way into the enemy's tent with fear and dread at Lingayen Gulf. Six January was sheer bedlam. It was a continuing pandemonium of antiaircraft fire. Never before nor since did I ever see such a turmoil of suicide planes. The suicide plane attacks were so fierce and they caused so much confusion that too many of our casualties were from friendly fire. Five of our warships were hit by friendly fire. Before we got out of there, all but 3 of our "Bombardment and Covering Force" warships had been hit by suicide planes at least once. Heavy Cruiser HMAS Australia was hit four times.



Fifty one suicide planes crashed our ships and more than ten times that many tried. Three of our warships had been bombed, 2 were torpedoed, 5 were hit by shore fire, and five were hit by suicide boats. The foe sank sixteen of our warships and damaged 87. Battleship West Virginia was not hit because we killed all those that came for us. Nearly 1200 of my shipmates were killed there and did not make it "home alive in '45." 1560 were wounded, qualifying them for Purple Heart Medals. IT WAS THE SUICIDE PLANES... We came to his camp, We entered his tent, and we bore his wrath. Staying alive was becoming quite a formidable task.

I was promoted to FCO/2c on 01February45, for I had become proficient at my job, which was kill Japs, kill Japs, and kill more Japs. For that, I got an \$18 per month raise.

Luke 12:4-5. "And I say to you, My friends, do not be afraid of those who kill the body, and after that have no more that they can do. ⁵ But I will show you whom you should fear: Fear Him who, after He has killed, has power to cast into hell; yes, I say to you, fear Him!"

We left Lingayen Gulf on 10 February, 1945. Some of us had stayed an extra week to discourage the Japanese Navy from showing up as they had done at Mindoro.

Next Month.... IWO JIMA

Getting To Know... John Oparowski

Time has been catching up to us old has-beens, so before it passes us by, there are some events and incidents I'd like to share.

Our story began with Tarawa and while our planes were over the island we were at GQ. Tense and nervous, we were going to meet the enemy for the first time!

Our starboard screen was a cruiser and from the barebacked sailors laying around sun bathing, it was plain that they weren't as concerned as we were. Little did they know!

As expected, three planes came low from the starboard bow, hopping over the cruiser, which put the barebacks in direct line of fire. Angle zero we opened up; our baptism under fire. We were ahead by three. I don't know if our barrage hit the ship or not, but by the way they scrambled for cover, they must have been shocked to find themselves at the tail end of a shoot out.!

The first commendation given was for this episode on page 390 of "The Men of the Blue Ghost." LtJg Crane writes that he got the Silver Star for shooting three planes.

Our next encounter almost was a disaster. Two planes coming hell bent for leather and we got the word they were TBF's. Before we could say not so, the lead plane rose and released his bomb. I watched from the bow 'til it landed shortly beyond the stern. A second or two sooner, it would have been a hit. All the while, the port battery, grasping the situation, took it upon themselves to end it. The plane went down in flames.

Later, when things got calmer, we heard of a fiasco that took place at the starboard after guns. It seems that we had 2 20mm

mounts that were manned by ship's stewards. One of the crew blasted the gunner for not firing at the plane. In his own words, "Yo dunn muff yo chance a getta zero." The gunner didn't take it too well, and it ended up with a lot of expletives.

After we were hit with the torpedo, which happened during what was called the longest cat and mouse game in the war, we went via Pearl Harbor to Bremerton for repairs. While there, we obtained a compartment that was to become the Gunnery Shack. One of the crowd coming back from leave obtained a Silex coffee pot which was put into use. I dare say, not many yard workers didn't partake in a cup or two daily while we were there. In gratitude, they installed three bunks and a rag bin. Said rag bin played a significant part in our time in the Pacific.

Repairs all done, we joined the fleet again. Not having kept a diary or notes, I can't guess as to what happened later.

However, one fine day while at the gun shack doing very little, slowly Charlie the lamp lighter sneaked in and dropped a bomb at the port beam. All hands scrambled. I started, and then went back and put the coffee pot in the rag bin. That was it's station for the duration of the war. After that time, it was worth it's weight in some thing or any other.

Not all tragedies were caused by war. We had on the fan tail some alcoholic solution that was supposed to give the fighter planes some extra speed when engaging Zeroes. It wasn't long before some educated noses sniffed that out, and one morning we woke to a big commotion where we heard that there was a party that night. As one sailor

put it, "they turned to stone in their bunks." We heard other carriers just mentioned the Lex buried "X" number of men. They didn't have any problems.

Somewhere down the line, a ship was sunk. We sailed by some wooden debris, and several men were clinging on and as we went by, not more than six feet from the starboard side of the ship one man looked up and waved his right hand..

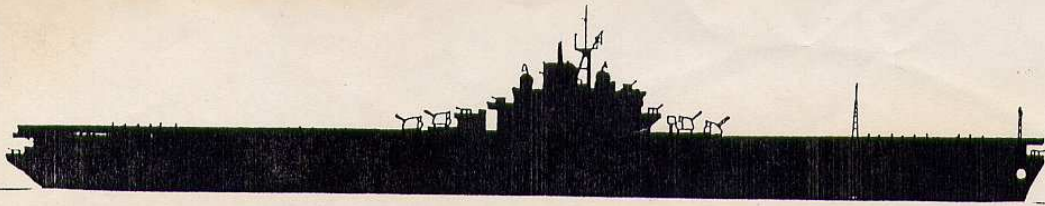
Later, we heard that the Marines had to restrain a pilot who wanted to turn the 20mm's on them.

I believe the men were picked up as we had several Orientals aboard. I heard we had a Japanese speaking intelligence officer aboard.

When we hit Truk, we had reports of some planes being shot down. We heard of a couple of pilots who had to ditch and were floating on their rafts in the harbor. A seaplane pilot landed in the harbor, but not being able to take off with the extra weight, he taxied, towing the rafts out to sea, where I imagine they were picked up by a sub. No doubt every place we hit there had one or two subs hanging around.

Of all of the occurrences we had, I only remember two; both during the Philippine Sea battles. We got the report of many bogies. Our fighters thinned them out somewhat but some always got thru. It seems every ship shot. The skies were covered from ack-ack bursts, and no planes got near us. Then things quieted down and I thought we had survived another. Suddenly the entire Starboard battery opened up on a plane diving on the Princeton. It was mostly to alarm the Princeton as I didn't see any indication of them firing. I believe they were caught looking the other way.

Continued on Page 10



USS LEXINGTON CV-16

"THE BLUE GHOST"

Air Groups 16 - 19 - 20 - 9 - 94

Combat World War II

1943

1945

Tarawa	Ulithi Atoll	Camrahn Bay
Wake Island	Iwo Jima	Hong Kong
Mille Island	Haha Jima	Tokyo 1st Carrier Raid
Kwajalein Atoll	Chi Chi Jima	Amami Gunto
Woleai Island	Mindinao	Leyte
Hollandia	Cebu	Kamaishi
Truk Island	Manila	Hokkaido
Saipan	Okinawa	Kobe
Philippine Sea #1	Formosa	Kure
Guam	Philippine Sea #2	Honshu
Palau Island	Luzon	Tokyo
Yap	Mindoro	Days in Combat: 221

JAPANESE LOSSES

PLANES:	Shot Down	387
	Destroyed on Ground	635
SHIPS:	Naval, Sunk or Damaged	588,000 Tons
	Merchant, Sunk or Damaged	497,000 Tons

"AWARDS"

- Presidential Unit Citation
- Asiatic-Pacific 11 Battle Stars★★★★★★★★★★
- American Area Service Medal
- World War II Victory Medal
- National Defense Service Medal
- Armed Forces Expeditionary Service Medal
- Philippine Presidential Unit Citation
- Philippine Liberation Ribbon 2 Stars ★★

CASUALTIES:	Air Groups and Ships Company	
	Killed in Action:	238
	Wounded in Action:	162

Reported Sunk Four Times "The Blue Ghost" Sailed on, to Fight Again.

Oparowski... Continued from pg 8

The other was the kamikaze. Watching the tracers around him I couldn't believe he got through. Every second I expected him to fire up but he hit us. It was almost as if it was meant to be. When he hit, the fire extended past the port side of the ship. We lost an entire 20mm group. What body bags I saw had no bodies... just parts. Up on the island structure, I saw a body hanging by his feet,

stuck to the signal bridge. No missing parts, but the back of his head and left shoulder were sliced off as by a large knife.

We stripped the guns for parts and for the longest time, the stench was on them.

When CV2 was sunk in the Battle of the Coral Sea, Captain Sherman vowed if given another carrier he would sail it into Tokyo Harbor. The Blue

Ghost was the first carrier to sail in. On the bridge was Captain Sherman taking us in.

I don't believe any of us can say if we were good or just plain lucky. I believe history can answer that.

John Oparowski
2486 Corbin Ave
New Britain, Ct. 06053

2011 Las Vegas Reunion Attendees

Roger	Bacon	On Board 1971	Phillipsburg, NJ
James	Barnes	On Board 1959	Fountain Inn, SC
Madeline	Barnes	Wife	Fountain Inn, SC
Gerald	Berg	On Board 1977-1980	Gulf Breeze, FL
Donna	Berg	Wife	Gulf Breeze, FL
Edwin	Clawson	On Board 1958-1960	Lakewood, OH
Annette	Clawson	Wife	Lakewood, OH
Shirley	Canty	Sister-In-Law	Lakewood, OH
Keith	Connealy	On Board 1970-1971	Pensacola, FL
Linda	Connealy	Wife	Pensacola, FL
John	Cuellar	On Board 1956-1959	Seguin, TX
Frances	Cuellar	Wife	Seguin, TX
John	Delaney	On Board 1962-1964	Minden, NV
Marjorie	Delaney	Wife	Minden, NV
Bob	DiMonte	On Board 1972-1974;1977-1979	Pensacola, FL
Tom	Doss	On Board 1958-1961	Chula Vista, CA
Adolphe	Dugas	On Board 1943-1946	Webster, MA
Emily	Dugas	Wife	Webster, MA
Darrell	Edwards	On Board 1955-1958	San Diego, CA
Paula	Edwards	Wife	San Diego, CA
Lloyd	Friedli	On Board 1955-1957	Lexington, IL
Mary	Friedli	Wife	Lexington, IL
Becky	Truax	Daughter	Fountain Hills, AZ
Michael	Truax	Son-in-Law	Fountain Hills, AZ
Daisy	Hadley	On Board 1980-1983	Temple Hills, MD
Jerry	Hinson	On Board 1957-1960	Huntersville, NC
Annette	Hinson	Wife	Huntersville, NC
Raymond	Kolar	On Board 1958-1961	Jefferson Hills, PA
Mary Ann	Kolar	Wife	Jefferson Hills, PA

Don	Kremer	On Board 1956-1957	Simi Valley, CA
Shirley	Kremer	Wife	Simi Valley, CA
Richard	Lucero	On Board 1961-1964	Riverside, CA
Elvia	Lucero	Wife	Riverside, CA
Robert	Nieman	On Board 1942-1945	Lake Placid, FL
Bettie	Nieman	Wife	Lake Placid, FL
Scott	Redding	On Board 1969-1973	Littleton, CO
Missy	Redding	Wife	Littleton, CO
Bruce	Roberts	On Board 1959-1961	Quincy, IL
Judy	Roberts	Wife	Quincy, IL
Bill	Royer	On Board 1944-1946	Akron, PA
Helen	Royer	Wife	Akron, PA
Charles (Tony)	Sayre	On Board 1956	Deming, NM
Michael	Sayre	Son	Deming, NM
Jerry	Spilloway	On Board 1955-1957	Lodi, CA
Arlene	Spilloway	Wife	Lodi, CA
Art	Streitz	On Board 1943-1945	Lacrosse, WI
Bev	Davy	Guest	Lacrosse, WI
Archie	Via	On Board 1960-1961	Indio, CA
Joyce	Ward	On Board 1980	Raleigh, NC
Jerry	Warner	On Board 1957-1958	Yucaipa, CA
James	Wass	On Board 1943-1945	Philadelphia, PA
Joel	Wass	Son	Philadelphia, PA
Angie	Wass	Daughter-In-Law	Philadelphia, PA
Marcelle	Wheatley	Wife	Louisville, KY
Ron	Wheatley	Son	Louisville, KY
Carolyn	Wheatley	Daughter-In-Law	Louisville, KY
Ken	Williard	On Board 1955-1956	Brooke, VA
Mary	Williard	Wife	Brooke, VA
Philip	Yeutter	On Board 1960-1961	Alexandria, MN
Joe	Zikewich	On Board 1943	Lake Orion, MI
Bill	Zikewich	Son	Lake Orion, MI
Linda	Zikewich	Daughter-In-Law	Lake Orion, MI

USS LEXINGTON SAILOR EARNED TEN BRONZE STARS WHILE SERVING AS A GUNNER ABOARD

USS LEXINGTON CV-16

Submitted by Jim Perkins...
www.BattleStarsAndNavalAwards.com

Yes, ALL TEN BRONZE STARS. Rudolph Gonzales was awarded the Asiatic Pacific Medal with 8 Bronze Stars, the Philippine Liberation Medal with 2 bronze Stars, and the WWII Victory Medal.

In addition to his DD214 form, he also has a copy of the Presidential Unit citation awarded to the USS Lexington (CV-16), his Honorable Discharge Certificate, a congratulatory letter from the Department of the Navy, a congratulatory (signed) letter of thanks from Secretary of the Navy James Forrestal, and a signed letter of acknowledgment from President of the United States, Harry Truman.

Copies of 3 of those documents mentioned can be seen on this page.

THE SECRETARY OF THE NAVY
WASHINGTON

The President of the United States takes pleasure in presenting the PRESIDENTIAL UNIT CITATION to the

U.S.S. LEXINGTON

and her attached Air Groups participating in the following operations:

September 18, 1943, Tarawa; October 6-8, 1943, Wake; November 12 to December 5, 1943, Gilberts; AG-16 (VF-16, VB-16, VT-16).

March 18 to April 30, 1944, Palau, Hollandia, Truk; June 12 to July 5, 1944, Marianas; AG-16 (VF-16, VB-16, VT-16, Part of VFN-76).

July 18 to August 5, 1944, Marianas, Palau, Bougain; September 5 to November 8, 1944, Philippines, Palau, Yap, Ryukyus, Formosa, Luzon; AG-16 (VF-16, VB-16, VT-16, Part of VFN-76).

December 14-16, 1944, Luzon; January 3 to 22, 1945, Philippines, Formosa, China Sea, Ryukyus; AG-20 (VF-20, VB-20, VT-20).

February 16 to March 1, 1945, Japan, Bonin, Ryukyus; AG-9 (VF-9, VBF-9, VB-9, VT-9).

June 20, 1945, Wake; July 10 to August 15, 1945, Japan; AG-94 (VF-94, VBF-94, VB-94, VT-94).

for service as set forth in the following

CITATION:

"For extraordinary heroism in action against enemy Japanese forces in the air, surface and afloat in the Pacific War Area from September 18, 1943, to August 15, 1945. Spearheading our concentrated carrier warfare in the most forward areas, the U.S.S. LEXINGTON and her air groups struck crushing blows toward debilitating Japanese fighting power; they provided air cover for our amphibious forces; they fiercely countered the enemy's aerial attacks and destroyed his planes; and they inflicted terrific losses on the Japanese in Fleet and merchant marine units sunk or damaged. Daring and dependable in combat, the LEXINGTON with her gallant officers and men rendered loyal service in achieving the ultimate defeat of the Japanese Empire."

For the President,

James Forrestal
Secretary of the Navy

0-7298



RUDOLPH GONZALEZ

You who answered the call of your country and served in its Armed Forces to bring about the total defeat of the enemy, I extend the heartfelt thanks of a grateful Nation. As one of the Nation's finest, you undertook the most severe task one can be called upon to perform. Because you demonstrated the fortitude, resourcefulness and calm judgment necessary to carry out that task, we now look to you for leadership and example in further exalting our country in peace.

Harry Truman

THE WHITE HOUSE

SEPARATION FROM U. S. NAVAL SERVICE

111 50 76
GONZALEZ, Rudolph (N)
Fireman First Class SV-6 USNR
29 East 107th Street Apt. 16
New York (New York County), New York

USS Personnel Separation Center
Lido Beach, L.I., N.Y.

HONORABLE

Same as #4

11-1-21 Gen. Aguirre, P.R.

8-15-43

New York, New York

AS, F2C, SC, F1C

AS, F2C, SC, F1C

USNS, Sampson, N.Y.
R/B Shoemaker, Cal.
USS LEXINGTON
PSC Lido Beach, L.I., N.Y.

Asiatic Pacific Ribbon 8 Bronze stars
Philippine Liberation Ribbon 2 Bronze stars
Victory Ribbon

F. R. ARADY Lt. (Jg) USNR
By Direction

Jim Donahue
New York City

1941
1943

App. Welder

Undecided

12-31-45



Arlo and Janis

BY: Jimmy Johnson



I strongly encourage you to go this artist's website. He has graciously allowed me to place his work in our newsletter at no cost to us. It is: <http://arloandjanis.com/>



How to know you're about to have a surprise GQ.

Speech My Senator John McCain at the 2011 Tailhook convention.

Submitted by Shipmate Bob DiMonte

"Thank you, Rabbit, for that very kind introduction. There are many people here tonight who rank among the true heroes of Naval Aviation, including George Walsh, Tom Hudner and ADM Tom Heyward. I thank you for your service to our country and your leadership in this wonderful profession we all cherish." "On behalf of all the McCains who have served in Naval Aviation - from my grandfather who earned his wings as a Captain in 1936; my oldest son, Doug, who earned his wings in 1985; to my son, Ltjg Jack McCain, who earned his wings this past January - I thank you for the very generous recognition you have given my family. It has been a privilege for all of us to serve and to have played a small part in the first 100 years of Naval Aviation history. "Ever since reporting to Pensacola more than 50 years ago, I have had the pleasure of being involved with Naval Aviation in some capacity. I acknowledge that my early involvement was at times 'eventful' - and that my mishap record certainly contributed to the national debt. I doubt that I would last very long in today's Navy

"One of the benefits of living as long as I have, is that you get to see a lot of history in the making. And if you are paying attention, you can learn the lessons of what we did right, and what we did wrong. Both should be carefully studied. At the very least, we should make it our goal to repeat what worked well - and to avoid what didn't.

"Tonight I would like to talk briefly about what I believe to be the key factor in the success of Naval Aviation over the past century. It is one of the things we did right. It has to do with leadership.

"Although we just celebrated the 69th anniversary of the Battle of Midway, I want to return to that battle to make a fundamental point. At Midway, barely six months after the attack on Pearl Harbor, we faced an enemy supremely confident in their ability - not just to defeat, but to annihilate - the battered remnants of Halsey's Pacific Fleet. We were overwhelmingly outnumbered and outgunned. The Japanese brought 8 carriers, we had barely three; they had 11 battleships, we had none. And the Japanese had the best fighter aircraft in the Pacific - the Mitsubishi Zero - that easily dominated the slower, less agile TBDs, SBDs, F4Fs, and Marine F2As.

"Making matters worse, our forces were plagued by faulty equipment. The Mk 13 torpedo was notoriously unreliable. In fact, not a single torpedo dropped at Midway by Torpedo 3, Torpedo 6 or Torpedo 8 even detonated. And the new electrical arming system on the SBD's had the annoying habit of randomly releasing the bomb when the Master Arm switch was selected.

"But in the end, the battle turned not on numbers or equipment - but rather on the actions - and the leadership - of some truly extraordinary men. What they did at Midway has become the stuff of legend.

"Men like LCDR John Waldron, skipper of Torpedo 8, who led his 15 TBD Devastators against one of the enemy carriers at wave-top height and barely 100 knots, while trying to fend off the far more capable - and deadlier - Zeros. With no fighter cover of his own, Waldron's fate was sealed. His last transmission to his squadron-mates was simple: 'We will go in. We won't turn back. We will attack. Good luck.'

"And men like Marine Major 'Joe' Henderson, who led his mixed squadron of F4Fs and F2As against the carrier Hiryu. Struck by anti-aircraft fire, his aircraft in flames, Henderson pressed the attack - on what would be his last flight.

"And LCDR Wade McClusky, who, despite being dangerously low on fuel, kept searching for the Japanese carriers until he found them, and whose extraordinary leadership - according to Admiral Nimitz - 'decided the fate of our carrier task force and our forces at Midway.'

"My friends, the Battle of Midway was won not by superior equipment, and certainly not because we outnumbered the Japanese. We won because of the stout hearts and uncommon leadership that for one hundred years has been the hallmark of Naval Aviation.

"My grandfather, who commanded a carrier task force in the Pacific during WWII, lived large and was always larger than life to me. He rolled his own cigarettes, smoked constantly, swore and drank more than he should have. He was known as one of the Navy's best cussers, probably not the sort of recognition one would want today. 'Slew' was his call sign. James Michener described him in *Tales of the South Pacific* as 'an ugly old aviator' but he was more than that, especially to his men. He was revered for his gregarious, salty attitude, and for his keen interest in his sailors and their thoughts on just about any subject. He made it a point to talk with pilots after they returned from a strike, asking them, 'Do you think we're doing the right thing?' Here was a 3-star admiral, taking time during the course of war to receive honest feedback from men under his command. My grandfather knew that if you ever stopped learning, especially from your men, then you also stopped leading. And he knew how to lead.

"Today, we hear a lot about 'management' and not enough about leadership. That worries me. One thing of which I am certain - there is a great difference between managers and leaders. Good managers are plentiful - in fact, our nation graduates over 150,000 MBAs every year. But true leaders are rare. And believe me, there is a difference:

--Leaders inspire people; managers, well, they "manage" people and assets.

--Leaders think about protecting and promoting their people; managers think about protecting their own careers.

--Leaders take charge and accept responsibility; managers often pass the buck to higher authority for fear of making a wrong decision.

--Leaders take risks when necessary; managers are taught to avoid risks whenever possible.

"Ronald Reagan was a leader - Jimmy Carter was a manager. Halsey, Nimitz, and Spruance were leaders. Henderson, McClusky, and Waldron were leaders. If any one of them had opted for caution rather than courage when their moment of testing came, the outcome at Midway would have been radically different.

"My father - who was not an aviator but knew something about leadership - used to say that technical experts are a 'dime

a dozen'. You can always find a man who can tell you how many foot-pounds of force are in a piston, or what the aerodynamic effects on a plane will be at a certain airspeed and altitude. But, he said, 'The business of leadership is another matter entirely. It's one of the most difficult subjects there is - to inspire in people subordinate to you, the desire to do a better job.' That is where true leadership trumps management - in the art of inspiring others to perform far beyond their self-imposed limits.

"In recent years, I have often wondered if we have forgotten some of the more salient lessons of history, particularly as they apply to the development and selection of our military leaders. Have we allowed ourselves to be knocked off course to the point that we strive now to produce the 'ideal manager' rather than the next generation of true leaders? Have we focused too much on the strategy and tactics of the battle - and not enough on the leadership skills of those who really decided the outcome, not just at Midway, but at countless other critical battles throughout the past century?

"I am at heart, and always will be, a Naval Aviator. It was my first profession and will always be my favorite. And just in case there is someone here tonight who does not understand why I place so much emphasis on leadership over management, let me be clear. The very nature of our profession demands it. No manager, however competent, will ever be able to inspire people to endure the hardships and make the sacrifices that we all know must come with Naval Aviation. Enduring those hardships and making those sacrifices is the price we pay for the privilege of defending our great nation.

"So as we celebrate the centennial of Naval Aviation and begin to contemplate the next 100 years, I encourage all of you to look back on those who led us through our first century. I urge you to study their lives and their leadership styles. Then strive to be like them. Learn to inspire the men and women who work for you. Learn to lift them up, to give them meaningful responsibility, to allow them room to grow, and yes, even to make mistakes. Be slow to judge, and remember that many of our most gifted leaders would never have survived in a 'one strike' or 'zero defect' environment. If instead, your style is to be quick to criticize, slow to praise, and you are unwilling to forgive, I urge you to seek a different profession. And if you have not yet learned the power of redemption, I encourage you to read the biographies of Nimitz, Halsey, Boyington, Henderson, McClusky, and Waldron - just to name a few.

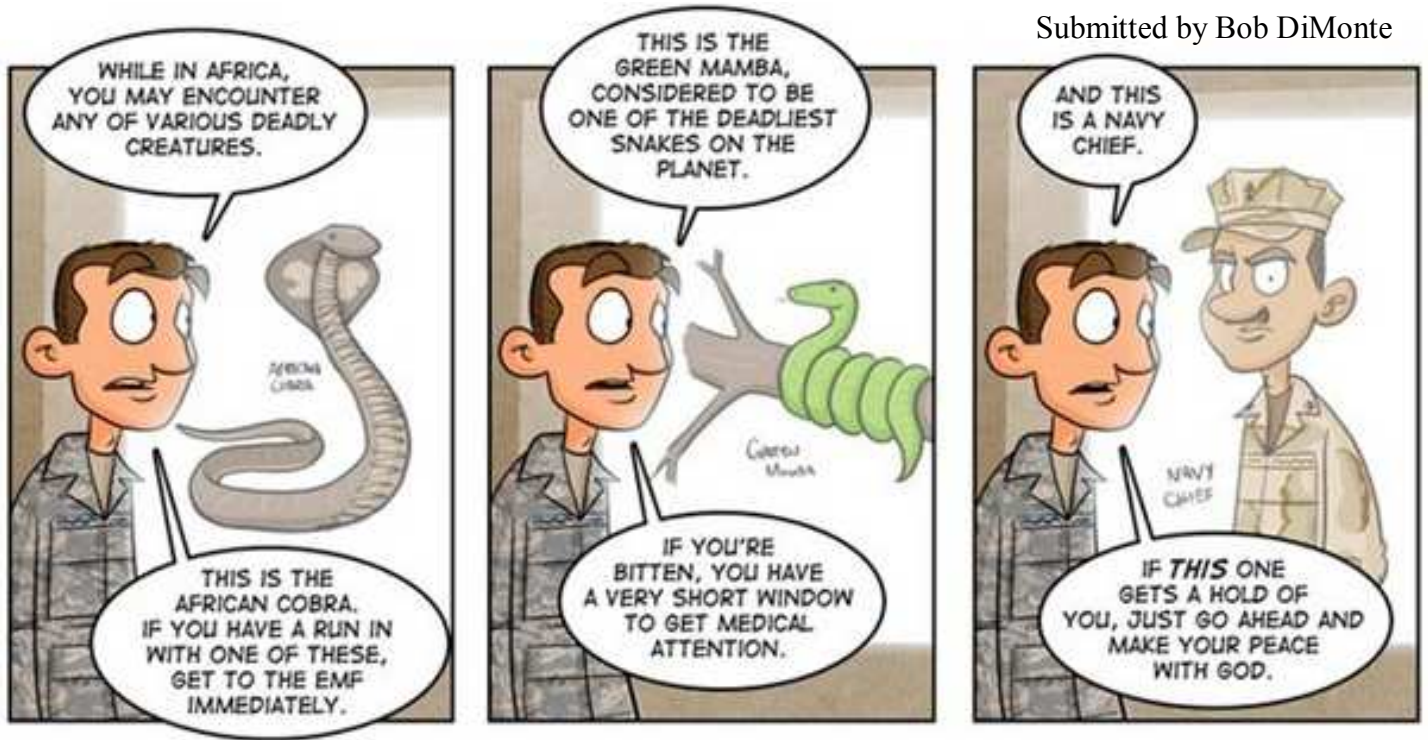
"Now as I look around the audience - at some of the younger faces - I see another reason why I love Naval Aviation. I can imagine myself, 50 years ago, sitting in this audience, with a wide grin on my face, because I knew I was very lucky to be in this position. I envy you, with your ability to do the same things I did, only better. I can't turn back the clock, but I can live a little vicariously through you. Make us proud. Make us better. Our future belongs to you now. Make the next 100 years of Naval Aviation something old 'Slew' and John Waldron and Wade McClusky would be proud of.

"Thank you and God Bless."

Here is a sneak peak of something going into the next issue. This is an actual picture taken at the National cemetery in St. Paul, MN. My father-in-law confirmed it, and said that when he was doing some work near there, he saw them all of the time.

This photo speaks volumes all by itself, and I will let it do so now. ENJOY!!





MCPON Designates Bill Cosby Honorary Chief

By Chief Mass Communication Specialist (SW/AW) Sonya Ansarov, Office of the Master Chief Petty Officer of the Navy

WASHINGTON (NNS) -- Master Chief Petty Officer of the Navy (MCPON)(SS/SW) Rick D. West, along with Secretary of the Navy (SECNAV) Ray Mabus recognized actor/comedian and former Sailor, Bill Cosby, as an honorary chief petty officer in a ceremony held at the U.S. Navy Memorial and Naval Heritage Center Feb. 17.

Cosby began his relationship with the Navy in 1956 when he joined as a hospital corpsman and attended recruit training at Naval Training Center Bainbridge, Md.

During his four-year tour, he was stationed at Marine Corps Base Quantico, National Naval Medical Center Bethesda, Naval Hospital Argentia, Newfoundland, USS Fort Mandan (LSD 21), and Philadelphia Naval Hospital.

During his time at Quantico and Bethesda, Cosby worked in Physical Therapy helping to rehabilitate Korean War veterans, a duty he liked and excelled at.

He was also an athlete for the Navy playing football, basketball, baseball, and running track and field.

Cosby said that the Navy transformed him from an aimless, uneducated kid into a man with drive, discipline and self-respect.

"Bill Cosby is not just a comedian and an actor, although he's pretty good at both, he's also been a tireless advocate for social responsibility and education – and a constant friend to the Navy," said Mabus. "Last year was the highest compliment I've ever received – being made an honorary chief petty officer, and now Dr. Cosby – you're about to get the same honor."

MCPON and SECNAV placed the Chief anchors on Cosby in front of a huge gathering of Chief Petty Officers and Sailors. MCPON helped Cosby don a Chief Hospital Corpsman service dress blue jacket and SECNAV presented Cosby with a Chief's cover.

"I will tell to you like I tell all of our new chiefs ... when I pin these anchors on you, your job isn't over and your journey is just beginning," said West. "There is no greater honor than having earned the title "Chief" and the responsibility to our Sailors and our Navy that comes with it and we will expect more of you."

"Thank you all," said Cosby. "The years I spent in the Navy and so many moments remembering that the Navy gave me a wake-up call. The Navy showed me obedience and that's the thing that pushed me to realize the mistakes I had made in my young life at 19-years-old and that I could do something with myself and become somebody."

Cosby was honorably discharged in 1960 as a Hospital Corpsman 3rd Class. His awards included Navy Good Conduct Medal and National Defense Service Medal. He also received the 2010 Lone Sailor Award from the U.S. Navy Memorial.

This word search has assorted words taken from this month's edition of the Sunrise Press.

GOOD LUCK !!

M	O	B	M	P	H	C	M	D	T	W	N	A	T	U	K	A	N
L	V	R	R	N	T	P	A	C	I	F	I	C	G	L	O	R	Y
I	A	I	I	E	O	E	S	N	D	N	O	M	Y	A	R	U	T
U	D	S	G	H	M	L	T	N	I	S	L	L	E	E	I	S	N
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C	U	D	K	E	R	A	R	A	N	L	E	L	C	E	U	E	D
N	E	A	T	C	G	I	M	T	T	R	A	U	A	D	K	L	R
A	L	Y	E	O	V	A	A	A	O	H	D	A	N	H	N	L	A
V	E	P	K	T	A	R	S	S	Y	N	E	F	N	O	I	A	E
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B	E	E	C	A	R	D	I	A	K	N	I	K	M	R	D	L	A

Akutan
Cantrell
Givens
Killen
Las Vegas
Master Masons
Pacific Glory
Rearden
Walkinshaw

Boiler Room
Clipper
Hoover Dam
Kinkaid
Leadership
Minkus
Pan Am
Russell
West Virginia

Bremerton
Dechaineux
Intercept
Koga
Leatherneck
Nugget
Pride
The Hump
Yamashiro

Cannonball
Delbert
Intrepid
Lake Mead
Leyte
Oldendorf
Raymond
Vance
Zero