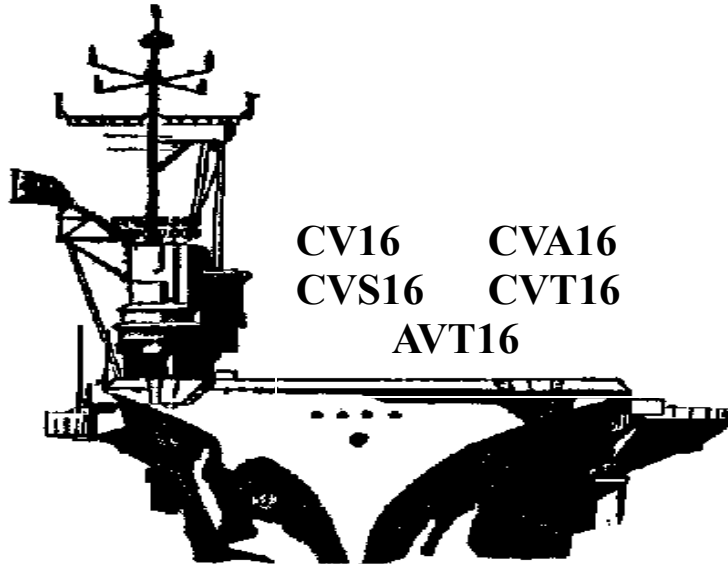











Home Port of:
USS Lexington CV 16 Association
P. O. Box 16
Lexington, IL 61753



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
Delbert Lang	Marva	OE	1962-1964
Russell O'Day		H	1965-1967
Allen R Josey		E	1943-1944



TAPS



Roy Cantrell

Stephen A Walkinshaw

Conley Vance

Henry Givens

----- Original Message -----

From: Shay Cornelius scornelius@Intrepidmuseum.org

Sent: Wed 16/02/11 4:21 PM

Subject: Fwd: Seats of Honor at the Intrepid Museum

To Whom It May Concern,

I hope this message find you well. My name is Shay Cornelius, and I work at the Intrepid Sea, Air & Space Museum in New York City. As you may know, the Intrepid Museum is a fellow former Essex class aircraft carrier that served both in times of war and in times of peace. Docked on the West Side of Manhattan at Pier 86, the Intrepid Museum is dedicated to its mission to "honor our heroes, educate the public and inspire our youth" through educational tours and innovative exhibitions.

I realize that only a select number of Essex class aircraft carriers still exist today, and I wanted to take this opportunity to tell you about an important and inspiring new program going on aboard the Intrepid called *Seats of Honor*. This program is a special way to dedicate an inscribed plaque in our theater for current or veteran military men and women. It is a very moving way for families, friends or veterans themselves to commemorate their role in preserving freedom and serving our country. We are reaching out to all military men and women, but our former crew members and the former crew members of other Essex class aircraft carriers are an especially important part of our community.

We know some of your members will want to participate, and we will invite them to a special dedication ceremony that we expect to be Memorial Day weekend. I would very much like to know if you have a suggestion for how we might tell people about the program in the USS *Lexington* Association, perhaps either by email, mail or possibly put a notice in your newsletter about the project. I look forward to speaking with you about it, but for additional information, please visit www.seatsofhonor.org.

Thank you for your time and please let me know if there is a good time to speak. Have a pleasant day!

All My Best,

Shay Cornelius

Development Associate and *Seats of Honor* Coordinator

Intrepid Sea, Air & Space Museum

One Intrepid Square

12th Avenue & 46th Street

New York, NY 10036-4103

(P) 646-381-5272

(F) 646-381-5275

scornelius@intrepidmuseum.org

Honor a veteran with a dedicated Seat of Honor at the Intrepid Museum! Visit www.seatsofhonor.org.

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

BOOK REVIEW

Book Title: PACIFIC GLORY

Submitted by Lloyd Friedli

Author: P. T. Deutermann

Publisher: St. Martin's Press

Copyright: 2011

"Now all hands, abandon ship abandon ship" came over the ship's announcing system. The words were barely audible above the roar of escaping steam and the rising pandemonium around the forward hatch. The repair party men dropped all their firefighting gear and began the bunch up at the top of the ladder, where only one man at a time could pass through the round scuttle. Marsh felt the water tugging at his shins and filling his sea boots." (Page 9 excerpt)

"Marsh called down to Combat, telling them again they'd be firing torpedoes to port and asking them to compute an intercept course on the lead battleship, which was still lobbing main battery salvos at the jeeps.

'Intercept, Captain?' Hennessey called back. Marsh wondered if he was losing it.

'Yes - I want to lay her right alongside the big guy. It's the only safe place out here.'

That provoked a stunned silence in Combat and also out on the bridge. One of the bosuns was calmly swabbing the deck where the phone talker had exsanguinated. They'd moved his body now to the back wall of the pilothouse. It was one more surreal sight that morning a nineteen-year old sailor in his battle helmet and kapok with swab in hand, mopping up the slippery blood, while outside another salvo of fourteen-inch shells walked even closer to the ship this time shaking *Evans* from stem to stern. The shell splashes were so enormous that a fine rain seemed to be falling. Marsh made another course change, doing it randomly now, hoping the probabilities would work in their favor for a little while longer, long enough for them to get the last of their torpedoes away." (Page 293 excerpt)

During World War II, in the Pacific near Leyte, there was a sea battle at Samar that saw United States destroyers do battle with Japanese battleships and cruisers. This is a fictionalized account of the USS Johnston, and other destroyers battling the Japanese battleship IJN Yamato and her escorts.

This is a brutally realistic story of naval warfare as well as a poignant love story involving three naval academy graduates and nurses in the months after Pearl Harbor as the men go to sea and the women work to comfort and help them as they return injured, both mentally and physically

One dies in the Arizona on December 7, 1941; another is a pilot who suffers several failures because of his renegade (do your own thing) attitude and one is the 'Captain' Marsh in the above excerpt. This is a book filled with tremendous action, romance and heroism. The author takes you into the lives of his characters and into the battles raging in the air and on the sea. If you have an interest in the war in the Pacific during World War II and realize this is a book of fiction you will enjoy this book.

For a general appreciation of what happened at Leyte, the author recommends four books. *The Last Stand of the Tin Can Sailors*, by James D. Hornfischer, is an outstanding blow-by-blow description of what happened to the destroyers. *Sea of Thunder*, by Evan Thomas, expands on this story by folding in the Japanese view of the battle as well as Admiral Halsey's view. Thomas Cutler's 1994 book, *The Battle of Leyte Gulf*, has an extensive bibliography if you want to gain an expert's understanding of the battle. And, of course, there is Theodore Roscoe's 1953 classic, *United States Destroyer Operations in World War II*.

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@gulfel.com. Please remember to put **Lexington** or **Lex** in the Subject line so my virus filter will leave it alone.



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 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

LEXINGTON GETS MODERNIZED AGAIN?!!

Well, sort of. Modern technology is helping us become a better Association of shipmates. We have the newsletter going to MANY email addresses now, enabling us to give you a much better newsletter to enjoy.

Lloyd is updating the website to perk it up a little, and now *The Lexington Association is on Facebook*. Now I know that not everyone is on Facebook, but there are a few of us brave old souls that have ventured out and tried it. We're finding we like it, too. I encourage you to sign up for a Facebook page (or have your grandkids do it for you and show you up). Then, seek out USS Lexington CV16 Association in the friends utility, and send a friend request. (You can also look it up using the e-mail address cv16crew@gmail.com) I'll try to check it periodically while I'm on the road to accept friend requests. After that, the success of the site is up to you. Connect with friends, share thoughts and ideas, etc.

I intend to post any pertinent info on the page as well as we get closer to things like our reunions. I really see this as a way to help us become a closer and more tightly knit Association of shipmates.

I hope to see you online!!!

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

From: joy cone
joy.cone@gmail.com
Sent: Sun 09/01/11
Subject: USS Lexington question

I am also looking for information on someone (my Grandfather) who was on CV16 1943
If you hear anything about William Haven Cone please pass it along. Thank you,

Joy.Cone@gmail.com

I am looking for two men. Frank Covelo and Troy Sinyard.

They were on the Lex in 1957 with me.

We were in the Log Room, (Engineering Office).

Would like to talk to them again. Thanks

Deane Dietel YN3
USS Lexington

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.

From: "ANN O. BRIGGS"
abriggs31@hotmail.com
To: lex16@ussexingtoncv16.org
Sent: Wed 01/06/11 8:51 PM
Subject: Fwd: Information on my dad

I am looking for information on my dad. His name was William H. Head, Jr.. I was told he served on the Lexington as a gunner. He went by Bill or Billy Head back then. If anyone knew him I would really like to hear what they know.
Thanks-
Ann O Briggs

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

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 Lexington turning circles 30° to port as a result of the Japanese Kate torpedo bomber, and resume there with W. Lee's account of his time aboard Lexington.



There was only one man still conscious of the four men there in "trick wheel" (the steering compartment). It was QM2c Dale Woods. The Trick Wheel compartment was armored because all naval engineers took note (I suppose) of the German Battleship Bismark's fate. Woods courageously and skillfully managed to straighten out the rudder in about 20 minutes, even though injured, and working frantically alone with portable Jerry-rigged equipment, below the water line. Dale was decorated because all by himself, injured and in great peril, he managed to avoid a disaster for Lexington: (20 minutes to ponder eternity, it seemed an eternity). We escaped on our two port screws with an awful fifty foot gaping hole in our stern. We had nine men killed and 23 injured (some from the strafing). We commended our dead to the sea the next day from the port side of the

flight deck. Most of those not on watch attended the sober, solemn, and sorrowful ceremony, myself included.

Let them have silence, call the roll of their names, to deep silence they have gone, deep among the never forgotten.



BB-48, USS West Virginia

BATTLESHIP WEST VIRGINIA BB-48

We left Pearl Harbor 17 December for Bremerton, Washington, leaving our air group behind. I was transferred 10 February 1944 to the Battleship USS West Virginia, BB-48 (One of Pearl Harbor's victims) while Lexington was being repaired. West Virginia was being completely rebuilt. Only her hull, armor, main battery, and main propulsion were retained. All else was brand new. She was some 33,000 tons fully loaded as she drafted about 35' feet of sea water. She was 624' long with a beam of 114', and would be state of the art when ready for sea. We carried a crew of 2,180 men. Our skipper was Captain Herbert V Wiley USN, and we called him "High Velocity Wiley"... but never to his face.

BB-48 was to be like unto a brand new battleship with all of the latest technology (it had taken two years to rebuild her). My battle station was again rangefinder operator in Sky#1 (one of four, Sky 1 was forward of the superstructure, #2 to port, #3 to starboard, and #4 aft of the superstructure).

I met my future wife; lovely, shapely, raven haired, brown eyed 15 year old Vada Wilson, in a Bremerton Washington roller skating rink just walking distance from the south gate of the ship yard and built out over the water. We fell for each other... (smile)

We left Bremerton 24 July, 1944 for a shakedown cruise out of San Pedro, California. My work assignment was to maintain Sky 1 (except the radar; the ra-

dio techs took care of that), all the fire-control equipment in the twin 5" mounts #1 and #3, and the searchlights. After having exercised all of USS West Virginia's equipment and having sharpened our skills, we dry docked at the San Pedro Terminal Island Naval Base for a final tune up where we calibrated our Sperry

Gyros, which can only be done in dry-dock because we had fired our main batteries in practice which does move things about. They were known as "stable verticals," and fed the ship's pitch and roll into our Ford Instrument Company Mark 1 Five inch battery computers that needed to know precisely and continually which way is up.

We were ready for battle, and *battle there would be!*

Operation King 2 Leyte Gulf, Philippine Islands

We left San Pedro 08 Spetember 1944 for Manus Island in the Admiralties (refueling in Pearl Harbor), north of New Guinea. We anchored in Seadler Harbor at Manus Island 05 October among hundreds of other ships. We would go to the enemy's camp, we would enter his tent, we would kill him if we could, and we would suffer his wrath. He was camped in the Philippine Islands and his tent was at Leyte gulf between he large islands of Samar and Leyte. We entered Leyte Gulf 17 October 1944; the emeny immediately brandishing his ire, the battle was conjoined, and the killing began. D-Day would be 20 October. We were the 7th Fleet commanded by Vice Admiral Thomas C Kinkaid, USN who reported directly to General Douglas MacArthur. Our "Bombardment and Covering Force" was commanded by Rear Admiral Jesse Barret Oldendorf.



Vice Admiral Thomas C Kinkaid, USN

We were some 90,000 men strong, and would bombard the landing beaches, provide air cover, and “call fire” for the troops ashore. We would try to splash any enemy aircraft that might try to interfere, and respond to counter battery fire. At dawn on D-Day I sat atop Sky 1 and watched the Expeditionary Force come over the horizon. There were more than 700 warships, completely filling the Leyte Gulf entrance horizon. We were able to watch General MacArthur wade ashore with our powerful director optics and declare (as he had promised), “I have returned!”



It was 21 October there in Leyte Gulf (D-Day+1) that the suicide plane attacks began. The Heavy Cruiser HMAS Australia took the first blow. We and some others were firing our anti-aircraft weapons at that enemy plane and were appalled to see him crash into Australia. HMAS Australia had over 20 killed and more than 54 wounded. Including her



Skipper, Captain Emile Dechaineux (seen at left) who later succumbed to his fatal wounds. She returned to Espiritu Santo for repairs and was back in action for yet another (of several) kamikaze attacks. The enemy air assaults continued with their bombing, strafing and torpedoing but had now added this unprecedented, dreadful, devilish, and demonic attack to their wrath.

On 24 October 1944, Light carrier USS Princeton (CVL-23) was hit by a 550lb bomb while interdicting Luzon Airfield, setting her on fire. Of her 1569 man crew, 108 men were killed and 195 injured. Her Captain, Captain Buracker, had all personnel but 240 fire fighters taken off the ship. The light cruiser USS Birmingham (CL-62) came alongside to help her with the firefighting when Princeton’s torpedo warheads that were stored in the after hangar deck exploded blasting the rear half of Princeton’s flight deck away and shattering Birmingham’s topside with her debris, tragically killing

233 men and wounding another 236 of Birmingham’s 1250 man crew. Her topside was awash in blood, littered with the injured, dying and dismembered, as well as the dead. Birmingham retired to Ulithi Atoll, and it was a pitiful, pathetic and grievous catafalque that anchored in Ulithi.

The Japanese came at us with 14 of their Men-O-War 24-25 October 1944, while we were there in Leyte Gulf (D-Day+4). They attempted to enter the Gulf from the Mindinao Sea on the west, up through the Surigao Strait. There would be an enemy imposed night slugging match between juggernauts. Many thousands would die.

Rear Admiral Oldendorf sent Captain Jesse G. Coward (and a coward he was NOT) with 5 of his 7 destroyers (DesRon 54) down the straight to



Rear Admiral Jesse B. Oldendorf

meet the enemy because he was closest to the skunks. At 0301 hours, 25 October 1944, Destroyer USS Melvin (DD-680) launched her torpedoes at the Japanese Battleship, Fuso. Two of her warheads ploughed into Fuso, setting her on fire. Fuso burned and blew herself in two. Destroyer USS McDermut (DD-677) hit the Japanese destroyers Michishio, Yamagumo, and Asagumo with her torpedoes. Michishio exploded and sank, Yamagumo and Asagumo were badly hurt. Destroyer USS Monssen (DD-978) launched her torpedoes at Yamashiro hitting her with one warhead, but Yamashiro continued on. When the remaining skunks attempted to enter the Gulf from Surigao Strait, Oldendorf was ready or them. He had Battle Line cruising at 5 knots, lined up bow to stern, across the mouth of the Strait with West Virginia in the van. He had the right flank and left flank Cruisers stationed some 6,000 yard closer to the enemy.

At 0351, Rear Admiral Oldendorf ordered “Battleline, Commence Firing!” At 0353, we in the West Virginia fired our main battery to starboard. We fired our 16 inch gun salvos inot the Battleship Yamashiro while she was flinging her 14” rounds our way. We hit her with our first salvo and fired fifteen more salvos (93 16” projectiles) ALL on target. Only 2 of our rifles fired on the 16th

salvo. The others had disabled themselves progressively due to their immense recoils.

Salvo fire is designed so that one fires *all* the main battery rifles at once. The salvo rounds land in a pattern larger than the target. If the target is anywhere inside the splash pattern, one has at least two rounds in it. West Virginia leaped and rolled to port with each 8 gun starboard broadside, ripping deck plates from I-beams and scattering all that wasn’t battened down. When our first salvo landed and our radar and spotting glass (which indicates a splash) told us we had hit Yamashiro, the main battery plot crew gave a rousing cheer. Lieutenant Fruechtl, in charge of the main Battery Plot said: “Don’t cheer; men are dying.” And he was the one man most responsible for the unsurpassed gunnery. He had hit the bulls-eye at more than 11 nautical miles on his first shot. The West Virginia was awarded the sinking of the Yamashiro even though other ships were also after her with their batteries and torpedoes. For example, Commander H.G. Corey, skipper of the destroyer USS Killen (DD-593) had fired deep running tor-



pedoes at 22 feet depth at Yamashiro while she was under our salvos. He hurt her sorely and may have broken her back. Yamashiro reversed course and sank. Our tin cans performed magnificently this night, leaving Battle Line with little to deal with.

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.

To be continued in the next issue

Getting To Know...Raymond Landry

Hello Greg,

Love the newsletter, great job, keep it coming. Here's one I'll share with you. When I got on board in Oct 1966, myself and three other guys were met by a third class BT name Collins.

We were informed that each of us was assigned to one through four boiler rooms respectively, with my assignment being number two boiler. I quickly informed him, "Sir there obviously must be some sort of mistake, you see I was informed that I was going to be an electrician's mate." His reply was, "don't call me sir and all I know is that you're supposed to go to number two fire room; now you can be anything you want but your going to be working in the fire room so come on, lets get going."

I proceeded to follow him into the bowels of the Lady Lex until I was surely at the bottom of the ship. I couldn't even touch the railing handles they were so hot as I descended the final ladders to the bottom. This was gonna get ugly, and it didn't take long to figure that one out. As I was completing my in-

doctrination tour of the boiler room and seeing where my new cleaning area would be, someone showed up and yelled, "hey, where's the new guy, who is supposed to be an electrician?" I quickly rushed over and yelled, " here I am." Thinking this terrible mess was finally straightened out.

At that point someone slid back the deck plate and said "we need a volunteer to clean the forward sump and you look like the man for the job," and a metal bucket landed at my feet. Well, I thought, "welcome aboard the Lady Lex." "You gotta be kiddin me"... "Nope, no Joke." Ya gotta love it.....

By the way the forward sump is a hole about the size of a manhole cover and about 18" deep located in the bilges, beneath the deck plates in the boiler room . And yes, everything you could possible imagine is dumped, thrown, tossed, dropped, barfed and or other wise usually winds up there or should I say down there. It can only be accessed by someone climbing down into the water, black oil, oh heck, never mind I think you get the picture by now.

Really sounds gross but was only done in a fashion as to say hello shipmate, welcome aboard, we've all been there and now you are one of us.....Ray Landry

PAN AM IN WWII

They crouched in the excavation, watching the swarm of Japanese planes dive again and again on the nearby buildings, feeling the earth shake when the bombs exploded, ducking as debris and shrapnel rained down on them.

It was unreal. Only two hours earlier, as the seven-man crew of Pan Am's Philippine Clipper, they had been on a routine flight to Guam.

Then came the unexpected message: JAPANESE ATTACKING PEARL HARBOR ... RETURN TO WAKE AT ONCE ... CLIPPER NEEDED FOR PATROL DUTY.

Now they were watching with anger and frustration as Pan Am's Wake Island base was reduced to smoking rubble.

Suddenly a Japanese fighter spotted the big Martin 130 flying boat tied to the dock. It was an easy target. Swooping down the plane open fire, raking the defenseless Clipper from nose to tail with machine gun bullets.

In five minutes it was all over. The Japanese left as abruptly as they had come. Nine Pan Am base employees had been killed, all base facilities destroyed. Hurriedly the crew rounded up the rest of the Pan Am personnel who had been stationed there and loaded them onto the Clipper.

They knew the Japanese would be back. Soon.

Riddled with 96 bullet holes, the crippled and overloaded Philippine Clipper made two unsuccessful tries to take off, then on the third attempt managed to struggle into the air. Three days later, after stops at Midway and Honolulu, it was in San Francisco, where the crew gave one of the first eyewitness accounts of the Pacific War.

Another Clipper didn't escape. Anchored in Hong Kong harbor on December 7 (December 8 Honk Kong time), fueled for a flight to Manila, it was hit by incendiary bullets from attacking Japanese fighters, caught fire, and burned to the water line. The Hong Kong Clipper II had only been in Pacific service for seven weeks.

A third Pan Am flying boat, the Pacific Clipper out of San Francisco, was on its way from New Caledonia to Auckland when it got the news of the Japanese attack. Deciding against trying to make it back over an ocean now patrolled by an enemy, it refueled in New Zealand and then headed west. Following a route close to the equator, it flew across Australia, India, the Middle East, across Africa and the South Atlantic, along the northern coast of South America and then on to New York. On the morning of January 6th, a startled officer in the control tower of New York's LaGuardia Airport heard on

the loudspeaker: "Pacific Clipper, inbound from Auckland, New Zealand. Due arrive Pan American Marine Terminal at LaGuardia in seven minutes." The incredible month-long, 31,500-mile journey was the longest ever made by a commercial aircraft and the first around the world. The Pacific Clipper had flown over three oceans, made 18 stops in 12 different countries, and crossed the equator six times.

Pan Am's experiences during the early days of World War II were unmatched by any other civil organization, but there was no time to dwell on them. With the entrance of the United States into the war, virtually all of Pan Am's equipment and personnel were assigned, directly or indirectly, to the war effort. Pan Am, the nation's only overseas airline, had a very special responsibility and it called on its 9,000 employees to respond. They rose to the challenge.

Pan Am's pilots and navigators were called in to advise the military on the techniques of overseas flying and to start training crews. At the Pan Am Navigational School near Miami, General Jimmy Doolittle's navigators trained for his bombing raid. At Pan Am bases, many departments started working around the clock. Doubling and tripling of maintenance personnel resulted in a 50 percent cut in servicing time and a 100 percent increase in aircraft utilization.

Most Clippers flew twice as many hours, twice as often as they had in peacetime. The plush interiors of the B-314 flying boats were stripped to wartime austerity and priority cargo was packed into every available inch of space. The exteriors were camouflaged by painting them with drab sea-gray paint. The Pan Am crews now wore khaki when under Army command and green when flying for the Navy.

During the first year of the war records were shattered and re-shattered. Feats that would have been considered miraculous in normal times were now all in a day's work. In 1942 Pan Am Clippers made 1,219 Atlantic crossings. The amount of cargo carried increased sharply from 16,500 pounds in 1941 to over three million pounds in 1942!

It seemed that transatlantic flight crews were in the air more than they were on the ground.

Captain H. E. Gray, who was to serve as president of Pan Am in the 1960's, made nine crossings in nine days. Pan Am pilot Joe Har made 12 in 13 days. Captain R. O. D. Sullivan made a total of 103 crossings of the Atlantic in 1942. When he became the first person in history to make a hundred aerial crossings, he wasn't even aware of it. Bringing his oil-stained, camouflaged Clipper down on Long Island Sound, he had to be told of his achievement by Pan Am's ground personnel. Asked to describe his feelings at reaching this aviation milestone he answered, "Well, I do feel a little hungry."

Although the Japanese had taken over all of its Central Pacific bases except Honolulu, Pan Am nevertheless continued to be active in Asia. Pan Am's affiliate on the mainland of China, the China National Aviation Corporation, made a heroic evacuation of some 275 U.S., British and Chinese civilians from Hong Kong, accomplished by pilots and ground crews working without rest for 72 straight hours. In April, 1942, Pan Am played a key role in evacuating more than 4,000 civilians and wounded soldiers from Burma, at the same time flying in supplies for the forces struggling to hold back the Japanese invaders-much of it accomplished in violent monsoon weather

and under constant threats from enemy aircraft.

To expedite shipments to the Asian and African war zones, Pan Am formed a new Africa-Orient Division. Its exploits are legendary. The famous "Cannonball" route was established; stretching 11,500 miles from Miami to South America, across the Atlantic to Africa and from there to India, it was the longest, fastest, big-scale air transport route in history and an important supply line for the entire Far East.

At its peak, seven flights a day in each direction were being scheduled, and one day there were 16 Pan Am-operated C-54 transport planes over the ocean at the same time. This steady flow of arms, ammunition and supplies was later given a large share of the credit for driving the Japanese out of Burma.

The Africa-Orient Division also flew supplies to China over the Himalayas, a route known as the "Hump;" one of the wildest, most rugged areas on earth with the high mountain peaks and almost constantly turbulent weather. Frequently planes were forced to struggle up to 20,000 feet to clear the peaks, sometimes without oxygen for the crew, often fighting 100-mph winds. Violent updrafts and downdrafts tossed planes around like leaves. Ice was severe. The ever-present enemy fighters also took their toll. One Pan Am plane came back with over 3,000 bullet holes. For three years the flights over the "Hump" were the sole source of U.S. and other outside help to otherwise-isolated China.

In addition to its regular flights across the Atlantic and the Pacific, and into Africa and the Orient, Pan Am allocated aircraft to special, often secret, missions. A Pan Am B 314 flew President Roosevelt and his advisors. Franklin Roosevelt celebrated his sixty-first birthday aboard the Dixie Clipper on January 30th, 1943 while over the Caribbean, on his return trip from his secret meeting in Casablanca with Winston Churchill and Charles De Gaulle, to the summit conference at Casablanca.

Other Pan Am aircraft carried top U.S. generals and admirals, Britain's Prime Minister Winston

Churchill, the Netherland's Queen Wilhelmina, Greece's King George and scores of other high-ranking diplomats and military men. Pan Am flew more than 700 of these special missions.

Although there were many acts of heroism and moments of high drama, Pan Am's major contribution throughout the war was doing what it had learned to do so expertly in peacetime: the building and outfitting of overseas air bases and the fast, dependable transportation of people and cargo over long distances.

During the war years Pan Am built some 50 airports in 15 different countries, almost all of them in remote, often hostile areas. As the largest air transport contractor to the army and the navy, Pan Am flew over 90 million aircraft miles for the government. This advertising illustration from the Saturday Evening Post, November 22, 1941, shows workers unloading much-needed engines for use on military planes. and made more than 18,000 ocean crossings. In the first years of the war, before the operation was taken over by the U.S. Air Transport Command, it ferried 542 bombers and transports to the war zones. Pan Am also trained more than 5,000 military pilots and thousands of mechanics, and established schools and procedures for the training of many more thousands.

And Pan Am paid the price: more than 200 employees gave their lives, an unknown number were imprisoned in enemy prison camps, at least a dozen aircraft were lost.

Not many people know about Pan Am's role in World War II. There was almost no publicity. There were no medals, no glory. It was all done in the line of duty. Pan Am's Herculean efforts to keep supply lines open throughout the world was one of America's most valuable secret weapons.

When the war ended, Pan Am could look back with pride on a job well done. Its unique experience, gained during years of pioneering air transportation in Latin America and across the Atlantic and Pacific, had been the basis for the country's entire wartime international transport operations and significantly influenced the war's outcome.



Sun. 9/18 Arrival and check-in (**\$49.00 per room**) Hospital-ity room, St. Andrews... Open 6 AM to 11 PM Welcome reception (Augusta room) 6 PM to 9 PM, Heavy Hors d'oeuvres and cash bar



Mon. 9/19 open day. You can check out www.vegas.com for available shows and prices. Bus pick-up is one block over and it takes you to the strip allowing you to get on and off at each casino. Day or three day bus passes are available at bus stop for a small fee. Cabs are also available.

Tues. 9/20 Lake Mead and Hoover Dam Tour. (**\$85.00 per person**) Includes a tour of Lake Mead on the paddle boat with box lunch, then up to Hoover Dam for a tour, and a stop at the Chocolate Factory on the way home. Approx. 8 hours.



Wed. 9/21 Meeting (Turnberry room) Open from 9 AM to 12 PM Dinner (Augusta room) 6 PM to 10 PM (**\$55.00 per person, inclusive**) Choice of prime-rib or Chicken Cordon Bleu with cheesecake dessert. Cash bar. Entertainment and dancing... Dave Ambrose

I am Michael Siebentritt and a member of the Greater Nevada Detachment of the Marine Corps League #186. Going through my American Legion Magazine I noticed that you are holding your reunion in Las Vegas, 9/18/2011. I live in Las Vegas and frequent the Leatherneck Club, that is home to the Detachment and the Marine Riders. We have an outstanding two story club that has a bar, video poker, museum, meeting hall and an all around great place for Marines and other service members to drop by for a beer, go to a meeting or a great place to go to, right off the strip, that they can feel comfortable at. I noticed that we have brochures on the club available and would be more than happy to send them your way; which would increase the options available to the people who are attending your reunion. I wish you the best at your reunion and look forward to answering any questions you may have.

Semper Fi
Michael Siebentritt

Golden Nugget does not have an airport pick-up Cab fare is approx \$25 from airport to hotel. There is a shuttle bus for approx \$8 one way, but stops at every casino and takes about an hour and a half to two hours to get to the hotel. Going back to the airport allow two hours as it picks up at every casino.

Golden Nugget Registration deadline is August 31,2011.
Reservation : call 1-800-634-3454 Follow the information and tell them USS Lexington

LAS VEGAS, NEVADA.
2011 REUNION REGISTRATION FORM
SEPTEMBER 18-22, 2011

Send this form and a check for the amount on line (8) made payable to: USS Lexington CV16 Association
TO:
Lance Wagner
71 - 21 73rd Place
Glendale, NY 11385

- (1) TOTAL NUMBER in our Group _____
- (2) COST to register _____ x \$30.00 _____
- (3) TOTAL AMOUNT FOR THOSE REGISTERING (1) x (2) _____
- (4) NUMBER ATTENDING WEDNESDAY NIGHT BANQUET _____
- (5) COST (per person) _____ x \$55.00= _____
- (6) TOTAL BANQUET amount (4) x (5) _____
- (7) NUMBER for Hoover Dam and Lake Mead Tour _____ x \$85.00 = _____
- (8) TOTAL for Registration, Banquet, and Tour Package(3+6+7) _____

ATTENDEES:

Name: _____	Division _____
Name: _____	Relation _____
Name: _____	Relation _____
Name: _____	Relation _____
Name: _____	Relation _____

If registering more than 5, please attach a sheet providing the additional names.

Dinner selections are: (Please indicate the number desired):

Prime Rib au jus _____

Chicken Cordon Bleu _____

The total number of meals should total the same number as shown on line (4)

In Case Of Emergency, Please Contact: (name) _____

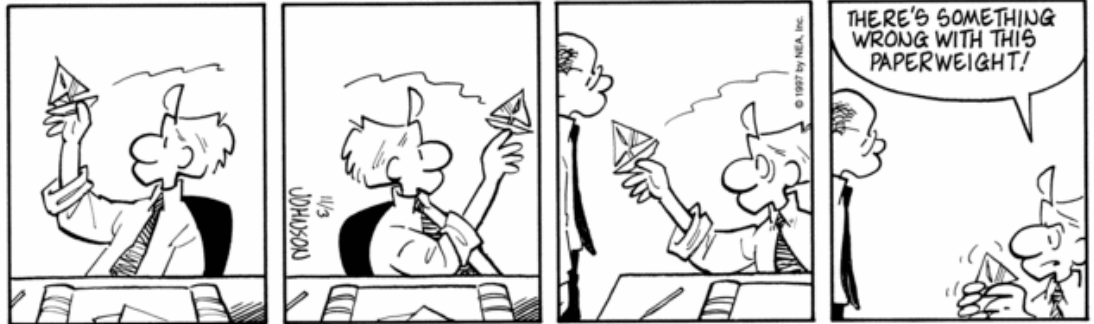
(Phone) _____

Registration Deadline is 30 August, 2011



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/>



Bob Hooper sent this little bit of trivia to me in the hopes that some of you might find it interesting.

I did, because it caused me to think about how even in the midst of service to their country, there was still time taken to give as much normalcy to their lives as possible. So as to maintain continuity with their home lives.

The real surprise of this list, is that is isn't from our beloved Lexington CV-16, but from her predecessor, the original "Lady Lex", CV-2, dated 20 November, 1930.

I also liked the brotherhood found through the ranks; from Marine Private Greer to LCdr. Cummings

I hope you enjoy this little piece of history as much as I did.

Greg Plante

Master Masons on board the U. S. S. Lexington

Lt-Comdr. G. C. Cummings, University No. 394, Los Angeles, Calif.
 Lt-Comdr. (SC) J. D. P. Hodapp, Wm. H. Upton N&M No. 206, Bremerton, Wash.
 Lt-Comdr. (MC) J. F. Hooker, Pythagoras No. 355, New Albany, Indiana.
 Lt-Comdr. G. A. Smith, Syracuse No. 501, Syracuse, New York.
 Captain (USMC) B. M. Coffenberg, Beacon Light No. 704, New Brighton, N. Y.
 Lieut. G. R. Henderson, Coronado No. 441, Coronado, Calif.
 Lieut. (SC) R. H. Lensen, Adelpic No. 509, Des Moines, Iowa.
 Lieut. (jg) J. M. Carson, Unity No. 146, Front Royal, Va.
 Lieut. (jg) H. Ebert, Conrad No. 271, Alliance, Ohio.
 Lieut. (jg) (MC) J. H. Korb, Lawrence No. 6, Lawrence, Kansas.
 Lieut. (jg) (DC) F. K. Sullivan, Naval No. 24, Warrington, Florida.
 Ch. Elec. Belknap.
 Ch. Mach. A. W. Bird, Portsmouth Naval Lodge No. 100, Portsmouth, Va.
 Ch. Gun. B. E. Blosser, West Point No. 877, Highland Falls, N. Y.
 Ch. Gun. Jack Campbell, St. Paul's No. 14, Newport, R. I.
 Ch. Pay Clerk Cessairt, San Diego No. 35, San Diego, Calif.
 Ch. Mach. P. R. Fox, Euclid No. 656, Brooklyn, N. Y.
 Ch. Bosn. G. R. Groh, Tipton No. 33, Logansport, Indiana.
 Ch. Bosn. J. F. Jeter, Wm. H. Upton N&M No. 206, Bremerton, Wash.
 Ch. Carp. H. C. Klopp, St. John's No. 1, Portsmouth, N. H.
 Ch. Elec. L. M. Larson, Brainard No. 102, New London, Conn.
 Ch. Mach. G. L. McMullen, Pensacola No. 42, Pensacola, Florida.
 Ch. Pay Clerk G. F. Wenzler, Faith Lodge, Charlestown, Mass.
 Machinist Carl Mills, Naval No. 24, Warrington, Florida
 Pay Clerk H. W. Underwood, Wilmington No. 198, Wilmington, Calif.
 Armitage, J. H., Sealc. Tomanda No. 30, Wichita, Kansas.
 Arnold, D. E., Cpl. (USMC) Pacific No. 50, Salem, Oregon.
 Aymar, R. W., Yeolc, Eureka No. 16, Auburn, Calif.
 Baker, V. W., EM1c, Elk City No. 182, Elk City, Oklahoma.
 Blattman, Clarence, P3c, Union No. 4, Fort Union, New Mexico.
 Boyle, J. C., CBM, (Pilot) Fresno No. 247, Fresno, Calif.
 Brown, E. M., CAerog., Olympia No. 808, Far Rockaway, N.Y.
 Brumage, W. H., CMM, King David, No. 28, Washington, D. C.
 Bushick, E. R., CBM, Anchor No. 424, San Antonio, Texas.
 Dannebrock, E. G., CMM, Wm. H. Upton N&M No. 206, Bremerton, Wash.
 Davis, E. O., CPHM, King Philip Lodge, Fall River, Mass.
 Dawson, J. E., Pharm1c, Sojourners Lodge, Cristobal, C.Z.
 Dixon, C. A., CEM, Humane No. 21, Rochester, New Hampshire.
 Doxey, C. R., Bmstr., Henry Price Lodge, Charlestown, Mass.
 Earl, E., Englc, East San Diego No. 561, San Diego, Calif.
 Fassberger, G. R., ACM, East San Diego No. 561, San Diego, Calif.
 Faust, H., CAP, Naval No. 24, Warrington, Florida.
 Fitch, W. W., ACMM, Silver Gate No. 296, San Diego, Calif.
 Ford P. H., ACMM, Indian Orchard Lodge, Springfield, Mass.
 Gainus, W., EM1c, Faith Lodge, Charlestown, Mass.
 Greer, G. B., CEM, Grove Station 166, Piedmont S.C.
 Greer, J. H., Pvt. (USMC) Siloam No. 197, Maynard, Arkansas.
 Grimes, Leonard, MM2c, Crawford No. 470, English, Indiana.
 Guerin, E. H., ACMM, Ocean View No. 355, Ocean View, Va.
 Haeser, E. A., ACMM, Union No. 172, New Orleans, La.
 Hawkins, H. G., AMM1c, National No. 12, Washington, D. C.
 Hodge, C., RM1c, Silver Gate No. 296, San Diego, Calif.
 Jackson, J. R., Pvt. (USMC) Glendale No. 544, Glendale, Calif.
 Johnson, J. L., MM1c, Hermosa No. 557, Hermosa Beach, Calif.
 Kelly, J. F., CEM, Valley No. 71, Orting, Wash.
 Leber, R. E., FC1c, Faith Lodge, Charlestown, Mass.
 Lehrer, L. G., CAP, West Point No. 877, Highland Falls, N. Y.
 Libby, M. E., AMM1c, Moses Webster No. 145, Vinal Haven, Maine.
 Linstadt, J. J., CSK, Scotland No. 52, Scotland, South Dakota.
 Lovelass, E. H., AMM1c, East San Diego No. 561, San Diego, Calif.
 McDaniel, J. B., MM1c, Parkville No. 199, Parkville, S. C.
 McKillop, J., MM2c, Wm. H. Upton N&M No. 206, Bremerton, Wash.
 Miner, E. A., SC2c, Wm. H. Upton N&M No. 206, Bremerton, Wash.
 Moore, A., EM1c, Port Angeles No. 69, Port Angeles, Wash.
 Morger, Frank, EM1c, Wade Barney No. 512, Bloomington, Ill.
 Norris, Arthur, Yeolc, Point Firmin No. 558, San Pedro, Calif.
 Norris, O. W., EM1c, Southside No. 114, Fort Worth, Texas.
 Osborn, C. E., MM1c, Wm. H. Upton N&M No. 206, Bremerton, Wash.
 Overstreet, H. C., CEM, Faith Lodge, Charlestown, Mass.
 Peacock, J., CCM, Cavite No. 2, Cavite, P. I.
 Perry, A. L., CCStd., Ocean View No. 335, Ocean View, Va.
 Poston, J. T., GM2c, Faceville No. 487, Faceville, Ga.
 Reames, F., AMM3c, Cross No. 173, Lumpkin, Ga.
 Smith, C. N., CP, Anacostia No. 21, Anacostia, D. C.
 Smith, Nelson, CWT, Cassia No. 273, Ardmore, Pa.
 Shade, William, Eng2c, Steadfast No. 216, Manette, Wash.
 St. Clair, D. C., AMM1c, Naval No. 24, Warrington, Florida.
 Tevis, J. S., CY, Magnolia No. 626, St. Louis, Mo.
 Thoreson, J. H., Englc, Osceola, No. 134, Osceola, Wisconsin.
 Townsend, J. A., Englc, San Pedro No. 332, San Pedro, Calif.
 Walton, Samuel, CRM, Ocean View No. 335, Ocean View, Va.
 Webber, P. M., QM1c, Perla del Oriente No. 1034 S. C., Manila, P. I.
 Williams, R. L., SK1c, Midland City No. 504, Midland City, Alabama.
 Weston, J. W., AMM1c, Naval No. 24, Warrington, Florida.
 York, J. H., Eng2c, St. Johns No. 4, Hartford, Conn.
 Zedaker, A. P., RM1c, Monmouth No. 172, Atlantic Highlands, N. J.

Every effort has been made to insure the correctness of this roster, and any errors or omissions are due to lack of reliable information. Please submit additions and corrections to Arthur Norris, Yeolc, "R" Division, so that future editions of the roster will be correct.

Koga's Zero

Thanks to Ron Haag for sharing this with me. I found it interesting, and I hope you do as well.

by Jim Reardon

In April 1942 thirty-six Zeros attacking a British naval base at Colombo, Ceylon (now Sri Lanka), were met by about sixty Royal Air Force aircraft of mixed types, many of them obsolete. Twenty-seven of the RAF planes went down: fifteen Hawker Hurricanes (of Battle of Britain fame), eight Fairey Swordfish, and four Fairey Fulmars. The Japanese lost one Zero.

Five months after America's entry into the war, the Zero was still a mystery to U.S. Navy pilots. On May 7, 1942, in the Battle of the Coral Sea, fighter pilots from our aircraft carriers Lexington and Yorktown fought the Zero and didn't know what to call it. Some misidentified it as the German Messerschmitt 109.

A few weeks later, on June 3 and 4, warplanes flew from the Japanese carriers Ryujo and Junyo to attack the American military base at Dutch Harbor in Alaska's Aleutian archipelago. Japan's attack on Alaska was intended to draw remnants of the U.S. fleet north from Pearl Harbor, away from Midway Island, where the Japanese were setting a trap. (The scheme ultimately backfired when our Navy pilots sank four of Japan's first-line aircraft carriers at Midway, giving the United States a major turning-point victory.) In the raid of June 4, twenty bombers blasted oil storage tanks, a warehouse, a hospital, a hangar, and a beached freighter, while eleven Zeros strafed at will. Chief Petty Officer Makoto Endo led a three-plane Zero section from the Ryujo, whose other pilots were Flight Petty Officers Tsuguo Shikada and Tadayoshi Koga. Koga, a small nineteen-year old, was the son of a rural carpenter. His Zero, serial number 4593, was light gray, with the imperial rising-sun insignia on its wings and fuselage. It had left the Mitsubishi Nagoya aircraft factory on February 19, only three and a half months earlier, so it was the latest design.

Shortly before the bombs fell on Dutch Harbor that day, soldiers at an adjacent Army outpost had seen three Zeros shoot down a lumbering Catalina amphibian. As the plane began to sink, most of the seven-member crew climbed into a rubber raft and began paddling toward shore. The soldiers watched in horror as the Zeros strafed the crew until all were killed. The Zeros are believed to have been those of Endo, Shikada, and Koga.

After massacring the Catalina crew, Endo led his section to Dutch Harbor, where it joined the other eight Zeros in strafing. It was then (according to Shikada, interviewed in 1984) that Koga's Zero was hit by ground fire. An Army intelligence team later reported, "Bullet holes entered the plane from both upper and lower sides." One of the bullets severed the return oil line between the oil cooler and the engine. As the engine continued to run, it pumped oil from the broken line. A Navy

photo taken during the raid shows a Zero trailing what appears to be smoke. It is probably oil, and there is little doubt that this is Zero 4593.

After the raid, as the enemy planes flew back toward their carriers, eight American Curtiss Warhawk P-40s shot down four Val (Aichi D3A) dive bombers thirty miles west of Dutch Harbor. In the swirling, minutes-long dogfight, Lt. John J. Cape shot down a plane identified as a Zero. Another Zero was almost instantly on his tail. He climbed and rolled, trying to evade, but those were the wrong maneuvers to escape a Zero. The enemy fighter easily stayed with him, firing its two deadly 20-mm cannon and two 7.7-mm machine guns. Cape and his plane plunged into the sea. Another Zero shot up the P-40 of Lt. Winfield McIntyre, who survived a crash landing with a dead engine.

Endo and Shikada accompanied Koga as he flew his oil-spewing airplane to Akutan Island, twenty-five miles away, which had been designated for emergency landings. A Japanese submarine stood nearby to pick up downed pilots. The three Zeros circled low over the green, treeless island. At a level, grassy valley floor half a mile inland, Koga lowered his wheels and flaps and eased toward a three-point landing. As his main wheels touched, they dug in, and the Zero flipped onto its back, tossing water, grass, and gobs of mud. The valley floor was a bog, and the knee-high grass concealed water.

Endo and Shikada circled. There was no sign of life. If Koga was dead, their duty was to destroy the downed fighter. Incendiary bullets from their machine guns would have done the job. But Koga was a friend, and they couldn't bring themselves to shoot. Perhaps he would recover, destroy the plane himself, and walk to the waiting submarine. Endo and Shikada abandoned the downed fighter and returned to the Ryujo, two hundred miles to the south. (The Ryujo was sunk two months later in the eastern Solomons by planes from the aircraft carrier Saratoga. Endo was killed in action at Rabaul on October 12, 1943, while Shikada survived the war and eventually became a banker.)

The wrecked Zero lay in the bog for more than a month, unseen by U.S. patrol planes and offshore ships. Akutan is often foggy, and constant Aleutian winds create unpleasant turbulence over the rugged island. Most pilots preferred to remain over water, so planes rarely flew over Akutan. However, on July 10 a U.S. Navy Catalina (PBY) amphibian returning from overnight patrol crossed the island. A gunner named Wall called, "Hey, there's an airplane on the ground down there. It has meatballs on the wings." That meant the rising-sun insignia. The patrol plane's commander, Lt. William Thies, descended for a closer look. What he saw excited him.

Back at Dutch Harbor, Thies persuaded his squadron commander to let him take a party to the downed plane. No one then knew that it was a Zero. Ens. Robert Larson was Thies's copilot when the plane was discovered. He remembers reaching the Zero. "We approached cautiously, walking in about a foot of water covered with grass. Koga's body, thoroughly strapped in, was upside down in the plane, his head barely submerged in the water. "We were surprised at the details of the airplane," Larson continues. "It was well built, with simple, unique features. Inspection plates could be opened by pushing on a black dot with a finger. A latch would open, and one could pull the plate out. Wingtips folded by unlatching them and pushing them up by hand. The pilot had a parachute and a life raft." Koga's body was buried nearby. In 1947 it was shifted to a cemetery on nearby Adak Island, and later, it is believed, his remains were returned to Japan.

Thies had determined that the wrecked plane was a nearly new Zero, which suddenly gave it special meaning, for it was repairable. However, unlike U.S. warplanes, which had detachable wings, the Zero's wings were integral with the fuselage. This complicated salvage and shipping. Navy crews fought the plane out of the bog. The tripod that was used to lift the engine, and later the fuselage, sank three to four feet into the mud. The Zero was too heavy to turn over with the equipment on hand, so it was left upside down while a tractor dragged it on a skid to the beach and a barge.

At Dutch Harbor it was turned over with a crane, cleaned, and crated, wings and all. When the awkward crate containing Zero 4593 arrived at North Island Naval Air Station, San Diego, a twelve-foot-high stockade was erected around it inside a hangar. Marines guarded the priceless plane while Navy crews worked around the clock to make it airworthy. (There is no evidence the Japanese ever knew we had salvaged Koga's plane.)

In mid-September Lt. Cmdr. Eddie R. Sanders studied it for a week as repairs were completed. Forty-six years later he clearly remembered his flights in Koga's Zero. "My log shows that I made twenty-four flights in Zero 4593 from 20 September to 15 October 1942," Sanders told me. "These flights covered performance tests such as we do on planes undergoing Navy tests. The very first flight exposed weaknesses of the Zero that our pilots could exploit with proper tactics. "The Zero had superior maneuverability only at the lower speeds used in dogfighting, with short turning radius and excellent aileron control at very low speeds. However, immediately apparent was the fact that the ailerons froze up at speeds above two hundred knots, so that rolling maneuvers at those speeds were slow and required much force on the control stick.

It rolled to the left much easier than to the right. Also, its engine cut out under negative acceleration [as when nosing into a dive] due to its float-type carburetor.

"We now had an answer for our pilots who were unable to escape a pursuing Zero. We told them to go into a vertical power dive, using negative acceleration, if possible, to open the range quickly and gain advantageous speed while the Zero's engine was stopped. At about two hundred knots, we instructed them to roll hard right before the Zero pilot could get his sights lined up. "This recommended tactic was radioed to the fleet after my first flight of Koga's plane, and soon the welcome answer came back: "It works!" Sanders said, satisfaction sounding in his voice even after nearly half a century.

Thus by late September 1942 Allied pilots in the Pacific theater knew how to escape a pursuing Zero. "Was Zero 4593 a good representative of the Model 21 Zero?" I asked Sanders. In other words, was the repaired airplane 100 percent? "About 98 percent," he replied. The zero was added to the U.S. Navy inventory and assigned its Mitsubishi serial number. The Japanese colors and insignia were replaced with those of the U.S. Navy and later the U.S. Army, which also test-flew it. The Navy pitted it against the best American fighters of the time—the P-38 Lockheed Lightning, the P-39 Bell Airacobra, the P-51 North American Mustang, the F4F-4 Grumman Wildcat, and the F4U ChanceVought Corsair—and for each type developed the most effective tactics and altitudes for engaging the Zero.

In February 1945 Cmdr. Richard G. Crommelin was taxiing Zero 4593 at San Diego Naval Air Station, where it was being used to train pilots bound for the Pacific war zone. An SB2C Curtiss Helldiver overran it and chopped it up from tail to cockpit. Crommelin survived, but the Zero didn't. Only a few pieces of Zero 4593 remain today. The manifold pressure gauge, the air-speed indicator, and the folding panel of the port wingtip were donated to the Navy Museum at the Washington, D.C., Navy Yard by Rear Adm. William N. Leonard, who salvaged them at San Diego in 1945. In addition, two of its manufacturer's plates are in the Alaska Aviation Heritage Museum in Anchorage, donated by Arthur Bauman, the photographer. Leonard recently told me, "The captured Zero was a treasure. To my knowledge no other captured machine has ever unlocked so many secrets at a time when the need was so great."

A somewhat comparable event took place off North Africa in 1944—coincidentally on the same date, June 4, that Koga crashed his Zero. A squadron commanded by Capt. Daniel V. Gallery, aboard the escort carrier Guadalcanal, captured the German submarine U-505, boarding and securing the disabled vessel before the fleeing crew could scuttle it. Code books, charts, and operating instructions rescued from U-505 proved quite valuable to the Allies. Captain Gallery later wrote, "Reception committees which we were able to arrange as a

result ... may have had something to do with the sinking of nearly three hundred U-boats in the next eleven months." By the time of U-505's capture, however, the German war effort was already starting to crumble (D-day came only two days later), while Japan still dominated the Pacific when Koga's plane was recovered.

A classic example of the Koga plane's value occurred on April 1, 1943, when Ken Walsh, a Marine flying an F4U ChanceVought Corsair over the Russell Islands south-east of Bougainville, encountered a lone Zero. "I turned toward him, planning a deflection shot, but before I could get on him, he rolled, putting his plane right under my tail and within range. I had been told the Zero was extremely maneuverable, but if I hadn't seen how swiftly his plane flipped onto my tail, I wouldn't have believed it," Walsh recently recalled. "I remembered briefings that resulted from test flights of Koga's Zero on how to escape from a following Zero. With that lone Zero on my tail I did a split S, and with its nose down and full throttle my Corsair picked up speed fast. I wanted at least 240 knots, preferably 260. Then, as prescribed, I rolled hard right. As I did this and continued my dive, tracers from the Zero zinged past my plane's belly.

"From information that came from Koga's Zero, I knew the Zero rolled more slowly to the right than to the left. If I hadn't known which way to turn or roll, I'd have probably rolled to my left. If I had done that, the Zero would likely have turned with me, locked on, and had me. I used that maneuver a number of times to get away from Zeros." By war's end Capt. (later Lt. Col.) Kenneth Walsh had twenty-one aerial victories (seventeen Zeros, three Vais, one Pete), making him the war's fourth-ranking Marine Corps ace. He was awarded the Medal of Honor for two extremely courageous air battles he fought over the Solomon Islands in his Corsair during August 1943. He retired from the Marine Corps in 1962 after more than twenty-eight years of service. Walsh holds the Distinguished Flying Cross with six Gold Stars, the Air Medal with fourteen Gold Stars, and more than a dozen other medals and honors.

How important was our acquisition of Koga's Zero? Masatake Okumiya, who survived more air-sea battles than any other Japanese naval officer, was aboard the Ryujo when Koga made his last flight. He later co-authored two classic books, *Zero and Midway*. Okumiya has written that the Allies' acquisition of Koga's Zero was "no less serious" than the Japanese defeat at Midway and "did much to hasten our final defeat." If that doesn't convince you, ask Ken Walsh.

INSIDE THE ZERO

The Zero was Japan's main fighter plane throughout World War II. By war's end about 11,500 Zeros had been produced in five main variants. In March 1939, when the prototype Zero was rolled out, Japan was in some ways still so backward that the plane had to be hauled by oxcart from the Mitsubishi factory

twenty-nine miles to the airfield where it flew. It represented a great leap in technology. At the start of World War II, some countries' fighters were open cockpit, fabric-covered biplanes. A low-wing all-metal monoplane carrier fighter, predecessor to the Zero, had been adopted by the Japanese in the mid-1930s, while the U.S. Navy's standard fighter was still a biplane. But the world took little notice of Japan's advanced military aircraft, so the Zero came as a great shock to Americans at Pearl Harbor and afterward.

A combination of nimbleness and simplicity gave it fighting qualities that no Allied plane could match: Lightness, simplicity, ease of maintenance, sensitivity to controls, and extreme maneuverability were the main elements that the designer Jiro Horikoshi built into the Zero. The Model 21 flown by Koga weighed 5,500 pounds, including fuel, ammunition, and pilot, while U.S. fighters weighed 7,500 pounds and up. Early models had no protective armor or self-sealing fuel tanks, although these were standard features on U.S. fighters. Despite its large-diameter 940-hp radial engine, the Zero had one of the slimmest silhouettes of any World War II fighter. The maximum speed of Koga's Zero was 326 mph at 16,000 feet, not especially fast for a 1942 fighter. But high speed wasn't the reason for the Zero's great combat record. Agility was. Its large ailerons gave it great maneuverability at low speeds. It could even outmaneuver the famed British Spitfire. Advanced U.S. fighters produced toward the war's end still couldn't turn with the Zero, but they were faster and could outclimb and outdive it. Without self-sealing fuel tanks, the Zero was easily flamed when hit in any of its three wing and fuselage tanks or its droppable belly tank. And without protective armor, its pilot was vulnerable.

In 1941 the Zero's range of 1,675 nautical miles (1,930 statute miles) was one of the wonders of the aviation world. No other fighter plane had ever routinely flown such a distance. Saburo Sakai, Japan's highest-scoring surviving World War II ace, with sixty-four kills, believes that if the Zero had not been developed, Japan "would not have decided to start the war." Other Japanese authorities echo this opinion, and the confidence it reflects was not, in the beginning at least, misplaced. Today the Zero is one of the rarest of all major fighter planes of World War II. Only sixteen complete and assembled examples are known to exist. Of these, only two are flyable: one owned by Planes of Fame, in Chino, California, and the other by the Confederate Air Force, in Midland, Texas.

Note: Jim Rearden, a forty-seven-year resident of Alaska, is the author of fourteen books and more than five hundred magazine articles, mostly about Alaska. Among his books is Koga's Zero: The Fighter That Changed World War II, which can be purchased from Pictorial Histories Publishing Company, 713 South Third Street West, Missoula, MT 59801.

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

GOOD LUCK !!

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