

The Sunrise Press

USS LEXINGTON CV16

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

October, 2015

Copied from Navy Times Online.

ANNAPOLIS, Md. — With a crisp salute to his predecessor, Adm. John Richardson completed his 33-year rise to the Navy's top post Friday, assuming command as the 31st chief of naval operations.

Richardson, a decorated submarine leader and recipient of the Navy's top leadership award, became the CNO at a ceremony at his alma mater, the Naval Academy. Richardson takes the helm of a service facing myriad challenges, including a looming budget crunch and relentless demand for Navy forces overseas.

In his comments, Richardson acknowledged the challenges, alluding to growing maritime powers like China.

"I think that deep in our guts we sense a shift in the world, and we sense that once again it will be vitally important to protect our interests on the seas," Richardson told the crowd of hundreds, including 4-star fellow service chiefs. "Things are changing. There are regions and countries that are growing, economic centers of gravity that are shifting.

"And as it has been forever, when nations become strong enough to have global ambitions, it is only a matter of time before they turn to the sea to enhance their prosperity and their security."

Richardson characterized the world situation as "sporty," and said it was more important than ever for the fleet to be forward — one of the tenets of the outgoing CNO, Adm. Jon Greenert.

Navy Secretary Ray Mabus told the audience that Richardson is up to the task, noting the collateral duties he's heaped on him over the years: from lead investigator into the 2013 Navy Yard shootings to the Navy's leading authority to disciplining officers caught up in the "Fat Leonard" bribery scandal, the Navy's largest in decades.

"No matter how hard the task, he was always up to it with calm professional-

into special warfare," Mabus said.

The ceremony, held in the academy's basketball stadium, was attended by hundreds of enlisted, officers, and foreign dignitaries. Among those in attendance were Defense Secretary Ash Carter, Chairman of the Joint Chiefs Army Gen. Martin Dempsey, Marine Corps Commandant Gen. Joe Dunford, U.S. Northern Command boss Adm. Bill Gortney, Vice Chief of Naval Operations Adm. Michelle Howard, Pacific Fleet Commander Adm. Scott Swift, Fleet Forces Command head Adm. Phil Davidson, and others.

Greenert, who retires Oct. 1, was seemingly the happiest and most upbeat person in the room. The 1975 academy grad entered the stadium grinning. He joked with the crowd about selling a DVD set of all 750 of his public speeches made over the past four years for the low price of \$19.99.

Greenert kept his remarks brief, thanking his friends and family and reflecting on what he'd learned as CNO

during a turbulent four years.

"When I took watch there were storm clouds on the horizon," he said. "But the best place to be in storm is on the bridge, where you can see what's coming."

Greenert and Richardson both commanded the attack submarine Honolulu, a fact that Richardson noted in his remarks, saying that one of his great qualifications is that he had "become an expert at following Adm. Greenert."



ism," Mabus said. "Try as I could, I could not find a task that could defeat or discourage John Richardson. I am confident that John Richardson is ready for whatever faces him and our country."

Mabus praised Greenert's heart for the men and women of the Navy.

"He's been a fierce advocate for sailors, filling gaps at sea, expanding opportunities for education, and leading efforts to integrate women in subs and



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.com/

Association Officers:

President: Jim Barnes

Vice President: Keith Connealy

Treasurer: Lance Wagner

Secretary: Jay Southard

Chaplain: Christopher Hagger ThM

WELCOME ABOARD



TAPS



Patrick Campa

Richard Fink

A sailor will walk 10 miles in a freezing rain to get a beer but complain mightily about standing a 4 hour quarterdeck watch on a beautiful, balmy spring day.

REUNION NEWS

WOW... What a great time we had in Baton Rouge. The Hotel, people, and food were wonderful. The tour of the Cajun swamp and WW2 museum, were both interesting and exciting. Were can you hold and pet a live "gator"? The French Cajun dancers rocked the building and everyone enjoyed their music and performance.

My thanks to all that helped put this together. A big thank you to Del Florian and Mary Friedli for hosting the hospitality rooms, it stayed crowded the entire reunion, At times; I thought security might shut us down. Thanks also go to J and Sheila Southard for all their administrative and photographic efforts.

2016 Pigeon Forge TN.

The contract has been signed and the date will be Sept 12 -16, 2016. The host Hotel will be Music Road Resort, a 163 room luxurious hotel and convention center. The resort has a seasonal waterpark and indoor pool. The rate will be \$109 a night and includes a full breakfast. More details will be coming in the January 2016 Sunrise Press, stay tuned, you do not want to miss this reunion.

Bob DiMonte
Past President

A Call to Remember

By: Chaplain Christopher Hagger



When I was a boy growing up in small town named Port Arthur, Texas; there was nothing like the days of summer. Those summer days were filled with riding my Schwinn bicycle throughout the neighborhood with friends. If we got real bold and our parents were at work, we would sneak to another part of town to explore. The fourth of July was always exciting. My dad would spend all morning preparing to

barbeque; it was like a religion to him. The meat had to be seasoned just right. We would repeatedly ride by him, eagerly waiting to see when he took something off the grill, so we could be the first to sample the prize.

I remember, once while watching the evening news with my dad; the news anchorman, Roger Mudd was doing a story on Vietnam. I remember watching soldiers walking until they disappeared within the giant green leaves that hid them in the jungle. I asked my dad once; if he thought I would go to war. His reply was a low and barely audible, "No son; it will be over soon." I hoped it would be, and it was. I started noticing my friends' brothers returning from the war. I remember seeing them sitting in the park attempting to put their lives back together. We didn't have a name for what they were doing then, but now we do. I remember listening to their stories; they spoke of their experiences so vividly that you could almost smell the stale jungle water that soaked their boots and socks. In my mind, I could see the flares and smell the cinder; I could hear the screams and their prayers wishing for home.

I often think of those young men and

where they are today. Then, I remember, we still have young men and women away in foreign lands today. I am sure they are thinking of home; I know I did, especially during the holidays. Let us remember not only the sacrifice of others, but also the sacrifice we all made while serving in the military; those who served in the past and those serving now. After all, my brothers and sister, there is a small town somewhere in the USA, where a young boy or girl is riding their bicycle enjoying summer and barbeques. Their freedom is because of you. Our freedom was because of those young men, I saw on television long ago, marching into an unknown certainty in the jungles of Vietnam. God has blessed America, because we sacrifice for the greater good. I am proud of all my brothers and sisters in arms. Let us remember them today.

Happy Fourth of July!

a better newsletter!... and it's free!

The costs 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, e-links

to more info, 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 <http://www.usslexingtoncv16.com/>

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.

Jay Southard's, databases tell him all of those fine things, and he will do a mailing twice a year (January & July) to anyone that comes up showing in arrears, so, watch your e-mail for a note from Jay and don't delete it. You'll need it to know what you owe.



The patch that Roland King designed and copyrighted is the official Association patch, 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**

From Shipmate Roger Wolfe.....

I am forwarding the below as an FYI to anyone who served aboard the Lex when she was the CVA 16.

I ordered a CVA 16 hat from Militarybest.com. I have a CV 16 hat, but it's the first time I have been able to order a CVA 16 which was the designation when I was aboard in 1955-1957.

Subtotal 18.95
Shipping 3.99
Tax 0.00
Total 22.94

Congratulations to Sarah McCabe of Garden City, NY

Granddaughter of Shipmate Joseph G. McCabe, on winning the \$1000 USS Lexington Scholarship. It is with great pride that we share your submission below.

Throughout our country's history, millions of men have died fighting to protect the people and preserve democracy at its very core. One of those brave men, my Great Uncle Francis McCabe, was a Seaman 1st Class on the U.S.S Lexington Essex-class Aircraft Carrier during World War II. She served as the flagship of Fast Carrier Task Force 58 and participated in every major naval operation from Tarawa to Tokyo. Tokyo Rose nicknamed her "The Blue Ghost" because she didn't wear the typical camouflage paint and always returned after the Japanese thought she was sunk. Upon the ship, my Great Uncle Frank was a gunner who won 6 medals, and the Purple Heart, for his bravery in battle. Frank memorialized his experiences by keeping logs, which included his brilliant cartoons. He drew very artistic pictures of his views of what was occurring at the time. On November 5th, 1944, Frank was manning his gun during the Battle of Leyte Gulf. That day, Frank and forty-nine other men were buried at sea after being hit by a Japanese kamikaze plane. He was only twenty-two years old. The remaining crew managed to put out any fires within 20 minutes, and the Lexington pushed on, continuing to fight. In 1993, my grandfather, Joseph G. McCabe, donated all of Frank's medals and war-time memorabilia, including the Purple Heart, to the U.S.S. Lexington Museum On The Bay, so that others could see what Frank had achieved, what he died for. There, those reminders will remain an ever-lasting tribute to Frank's memory and of all of those who fell alongside him, protecting our great nation.

Shipmate Ron Haag, I must say, sends me some of the doggone most interesting articles and such pertaining to our Navy's history, that I think he must be at his computer for endless hours scouring the internet for these things. Some are too long to put in the press, but this one, though long, I had to include. I'll make the pictures a little smaller and change the font size of the writing, but I believe that you'll find this as interesting as did I. Enjoy, Greg Plante

US Army Aircraft Carriers. Yes, **US ARMY** Aircraft Carriers!

The saga of the seasick US Army Piper Cubs on the Navy's smallest aircraft carriers

During World War 2, like most red-blooded Americans, the Piper J-3 Cub was called to serve in the military. Classified as the L-4 by the Army but most commonly called "Grasshoppers," more than 4900 were used to help spot and correct the fall of artillery shells over enemy lines and otherwise help coordinate troops.

Well, it turned out that the Army needed these planes in some pretty inaccessible places, and that's where the Navy came in.

The problem During the first part of World War 2, the Allies were on the defense, falling back and able to use their local airfields



to house and feed their planes of all types. Then in 1943, the tide soon turned as the Allied forces in the Pacific, starting at Guadalcanal, as well as in the European theater, with the invasion of Sicily, started taking the war to the Germans, Japanese, and Italians.

It was in these invasions, however, that the Army soon realized that their fleet of small, fixed wing L-4 Pipers and L-5 Stinsons were out of service until airfields could be captured or built in these new areas. This put the generals on the ground blind and reliant on long-range reconnaissance aircraft and Navy planes to provide their eyes.

However, there soon became a fix for this in place.

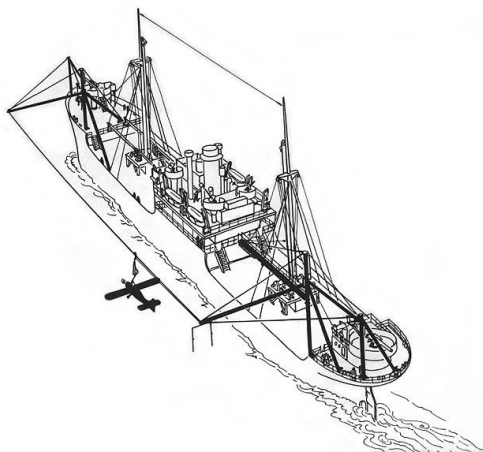
The solution

In late 1943, an Army Transportation Corps Captain by the name of [James H Brodie](#) was busy with a solution. Stationed in New Orleans and detailed to work supervising the loading of cargo ships with war materials, he sketched out a design for a boom and line system with a release that could hold a small aircraft fitted with a corresponding hook along the top of the wing roots.

With the boom, a small plane (Cub!) could be lifted into the air, then the engine worked up, and, when rpms were high enough to be reasonably sure of lift, released to fly away. To land, the system worked in reverse, capturing a passing hook-equipped Grasshopper by wire and allowing it to spin down.

Of course, we all know that the Cub

is a tail-dragger and to make that three point landing pilots pull the stick into their belly. However, doing this on the hook just north of that 38-ish knot stall speed took some getting used too. And if the stick was pressed forward at the stall, but not on the hook, then the pilot is going to eat dirt. So don't try this at home!



The Brodie System was invented during World War II. A pilot could take off or land with the aircraft hooked to a trolley that ran along a cable. On landing, the trolley provided braking for a smooth stop. The cable and trolley could be rigged on very short jungle fields, or even on ships. This picture shows how a light aircraft could take off or land on a ship using the cable. Image Credit: National Air and Space Museum, Smithsonian Institution NASM-9A001183

This meant that by using Brodie's system, a Cub or even a larger Stinson could be launched and recovered in a very small area, without a landing strip, allowing it to operate from a clearing, a small field, or even the deck of a medium-sized ship.

Use

The Navy had by early 1944, several hundred ships they classified as "Landing Ship, Tank." These purpose-built vessels were built to carry several hundred tons of cargo, as well as vehicles and up to 160 or so soldiers or marines into combat, landing them on the beach where giant doors would open up and spit them out on to the sand.

The Navy built so many of these ships, so fast, that they didn't even bother to name them although they were some 328-feet long and crewed by a 7 officers and 104 sailors. As such, they just had numbers, such as USS LST-16, etc.

Big blue had enough of these LSTs around that they agreed to allow the Army to use a few of them in 1944 as tiny aircraft carriers. While L4s and L5s had flown off big deck Navy carriers earlier in the war, the Navy really didn't like Army planes on their flattops, so the arrangement worked out nicely.

The idea would be that 6-10 small Cubs or Stinsons would be loaded on an LST, modified with a 220' x 16' flight deck. From the

top of this tiny ersatz carrier, they would take to the sky over an invasion beach, scout out enemy locations, and call artillery strikes in on said bad guys. Once the GIs moved inland and acquired access to more real estate, especially airfields, the grasshoppers could leave their LST behind and relocate to drier accommodations.

One ship, LST-906 was ready for the invasion of southern France in September 1944, Operation Dragoon.



"Here is the photo of LST-906 with Capt. Alfred "Dutch" Schultz as pilot of 'Janey' the L4B Piper Cub artillery spotting plane. This information comes from Dutch Schultz's book "Janey: A Little Plane in a Big War". Dutch was the Pilot of the plane that my Dad flew in and took pictures for the 3rd Division. I met him last year and he remembered my Dad from more than 55 years ago. The Seabees converted the LST-906 into a homemade aircraft carrier, which was used in the Invasion of Southern France at St. Tropez." Image credit: Rich Heller, Webmaster The Society of the 3rd Infantry Division, U.S. Army



USS LST-906, with US Army Air Force L-4 Grasshopper on her flight deck being prepared for take-off. Note additional L-4 type aircraft stowed alongside the deck. How would you like to take off on that flight deck? Talk about get it right the first time. Image credit: US Army Signal Corps photo.

Continued on page 6



USS LST-16 underway in the Mediterranean area. Note the USAAF L-4 Grasshopper on the 220ft x 16ft flight deck ready for take-off. US Navy photo from "Aircraft Carriers" by Norman Polmar.

Although some 25 "L-Bird carriers" were to be created from the teaming of Navy LST's and Army L-4s and L-5s, just eight ships received the conversion. This included USS LST-16, USS LST-337, USS LST-386, USS LST-525, LST-776, and USS LST-906. Not all of these did so and not all of these

used the Brodie system.

On some ships, the Grasshoppers would take off once and land ashore at a location that had been captured and designated. While this was not ideal, it did get the small planes ashore and ready to operate rather than land them in boxes and reassemble them on the ground.

One early ship, USS LST-386, had only a small 210x10 deck with a 1-foot stepboard around it and no Brodie system, and was the first of the "L-Bird carriers" to see operational service.

They proved themselves off Italy, France, the Philippines and later,

Okinawa and Iwo Jima.

Moreover, we thank them for their sea-going service as the Army's unsung fleet of carrier-based airplanes.



Recap of the BATON ROUGE REUNION 2015

Monday, DAY 2 – 'OK, let's hunt alligators today!' Well maybe not 'hunt' but let us go see if we can find some. The one tour at this reunion was a great one, leaving the hotel we went toward New Orleans and our first stop was at Cajun Pride where we boarded a flat boat and we proceeded through the swamp. And this is where we met the alligators, one in particular that our guide-boat driver Brandon 'called' to the boat and gave us a show as he fed him. It was impressive, as was the animals and flowers, etc. in the swamp. We also ate lunch at this stop and it was fabulous and gave us a chance to receive our first (of many at the reunion) serving of bread pudding. Then on to New Orleans to the National World War II Museum. We could have used more time here as the museum featured the war in Europe completely with many exhibits. If you are ever in the New Orleans

area I recommend this museum be on your agenda, especially since in the future they are planning to have multiple exhibits featuring the war in the Pacific. Enough of the Day 2 tour – A new, and very nice feature at the registration desk this year was that as we checked in Jay and Sheila took our pictures and on the last day gave us a sheet with all our pictures thereon. That first day ended with a welcome reception which featured very good hors d'oeuvre's served buffet style and gave us a chance to visit and meet new people.

Tuesday – Day 3 we met for a breakfast and a welcome from the President of the Baton Rouge Chamber of Commerce. At the conclusion of that welcome our memorial service was held which honored our deceased shipmates with the 'ringing of the bell' ceremony. The remainder of Tuesday was free time in which some went to casinos, some went to visit the local plantations and some stayed to visit with new and old friends.

Our final day included the business meeting in the morning and the banquet in the evening. The minutes of the business meeting will reflect that the 2017 reunion will be in Minneapolis, Minnesota, and was a good meeting with ideas on revamping the scholarship program and a spirited discussion on the reunion site selection process. At the conclusion of this meeting our annual raffle of items, brought and donated by the attendees was held. Lots of great items were donated and the ladies conducting the raffle are congratulated on a job well done. In the evening the banquet included an excellent meal and it should be noted that the food at this hotel was excellent throughout the reunion. Then we were treated to entertainment that was fun and entertaining with dancing and Cajun music. Smaller in number though we were everyone I talked to was having a great time. Thanks to Bob DiMonte for planning and hosting an excellent reunion. Now it is Pigeon Forge, Tennessee in 2016. Put it in your 2016 plans!

2015 BATON ROUGE, LOUISIANA REUNION ATTENDEES



Name	Member	Hometown
Barnes, James	Yes	Fountain Inn, SC
Barnes, Matieling	Spouse	Fountain Inn, SC
Berg, Donna		Gulf Breeze, FL
Bidwell, Hank	Yes	Pensacola, FL
Aberg, Debbie	Guest	Pensacola, FL
Blackford, Ralph	CV2 Survivor	Lakeland, FL
Hays, Lee	Grandson	Lakeland, FL
Brophy, Dawn	Yes	Menasha, WI
Brophy, Emmett	Spouse	Menasha, WI
Cole, Yvonne	Spouse	Lexington, KY
Connealy, Keith	Yes	Pensacola, FL
Connealy, Linda	Spouse	Pensacola, FL
Cuellar, John	Yes	Seguin, TX
Cuellar, Frances	Spouse	Seguin, TX
Dietel, Deane	Yes	Hutchinson, MN
Dietel, Darlene	Spouse	Hutchinson, MN
DiMonte, Robert	Yes	Pensacola, FL
Ortez, Camille	Guest	Pensacola, FL
Florian, Del	Yes	Cantonment, FL
Friedli, Lloyd	Yes	Lexington, IL
Friedli, Mary	Spouse	Lexington, IL
Ghrigsby, Ann	Spouse	Anderson, AL
Ghrigsby, Dan	Yes	Anderson, AL
Hagger, Christopher	Yes	Odessa, TX
Hagger, Darlene	Spouse	Odessa, TX
Hallman, James	Yes	Vanceleave, MS
Harlow, Bobby	Yes	Cookeville, TN
Hinson, Jerry		Huntersville, NC
Hinson, Annette	Spouse	Huntersville, NC

Name	Member	Hometown
Hooper, Robert	Yes	Waynesville, MO
Hooper, Susan	Spouse	Waynesville, MO
Kennedy, Mary		Arnold, Mo
Williams, Melba	Guest	Arnold, Mo
Lambeck, Chuck	Yes	Pensacola, FL
Lambeck, Linda	Spouse	Pensacola, FL
Minogue, Pat	No	Louisville, KY
Morgan, Kathryn		Gulf Breeze, FL
Smith, Mark	Guest	Gulf Breeze, FL
Nieman, Robert	Yes	Lake Placid, FL
Nieman, Bettie	Spouse	Lake Placid, FL
Nieman, Robert Jr.	Son	Lake Placid, FL
Nieman, Robbie	Grandson	Lake Placid, FL
Plante, Greg	Yes	Robertsdale, AL
Plante, Theresa	Spouse	Robertsdale, AL
Royer, William	Yes	Akron, PA
Royer, Helen	Spouse	Akron, PA
Rabuck, Bobbie	Guest	Akron, PA
Rabuck, Brad	Guest	Akron, PA
Shorrel, Barbara	Spouse	Chippewa Falls, WI
Shorrel, Gary	Yes	Chippewa Falls, WI
Southard, J.	Yes	Marion, AR
Southard, Sheila	Spouse	Marion, AR
Wagner, Cheryl	Spouse	Port Washington, NY
Wagner, Lance	Yes	Port Washington, NY
Wheatley, Carolyn	D-I-L	Louisville, KY
Wheatley, Marcelle	Assoc. Member	Louisville, KY
Wheatley, Ron	Son	Louisville, KY

2015 Baton Rouge Reunion Business Meeting Minutes

Meeting Called to Order at 0905 by President Jim Barnes

Jim welcomed everyone to the reunion and asked we stand for the Invocation and Pledge of Allegiance
Invocation by Christopher Hagger.

Jim began the business portion of the meeting with old business.

Jim stated that the association needed someone to take over Facebook for the association. He mentioned that J. Southard had been willing to oversee that effort. J advised the group that he had created a new USS Lexington CV-16 Association Facebook group and would work to maintain it. He also advised the group that anyone who wanted to join the group should see him following the business meeting. He also stated that the Facebook group would be open to any USS Lexington crew, family member or active supporter.

Minutes: Minutes of the 2014 Business Meeting were read and accepted as read.

Financial Report: Lance Wagner presented a 2014 reunion financial report. The regular financial report runs through September 30. Due to the schedule of this year's reunion, the end figures aren't done yet. Our expenses are \$841 for donations, and scholarship of \$1000. The Sunrise Press expense is \$3200 and a special thanks to Greg for keeping the Sunrise Press going. Total expenses are \$5041.

Summary of financial report – Added notes – Our goal at the reunion is to break even. It's a good thing if we show a profit. We try to pay for most of our expenses on our Lexington credit card. This gives us points. In December, we will cash in our points, which we do every couple of years. This should give us about \$400 to \$500, which will be added to our account. It's more than we would be making in an interest bearing account.

Lance asked if there were any questions. Motion was made and carried to accept the financial report.

Lance added at this point that the dues will remain at \$15.

Jim Barnes then went back to old business. He reemphasized that he wanted to promote our Facebook presence to attract new members. He then thanked the younger members of the association for taking such an interest in the association over the past year. This will help with the propagation of the association.

Website – Bob Dimonte addressed the group and advised that four years ago we contracted with Barry Marple to create our website at www.usslexingtoncv16.com. He has done a wonderful job. Our initial payment was \$1500 and we haven't paid him a thing since. We have created a tentative contract to continue his managing our website for us. Lance Wagner advised that the proposed contract would be for two years at a cost of \$1225.39. We haven't paid Barry anything since the initial startup which occurred during the Branson reunion. A motion was made and passed to enter into this contract with Barry Marple to continue his support of the association website. Lloyd Freidli advised that we should put information on the website as whom to contact when wanting to put information on the website or the Sunrise Press.

Donations - Jim advised that at the executive board meeting, we discussed keeping our donations as they were. Lance advised that we would be keeping the following donations in place. \$200 to the USS Lexington Museum on the Bay (4th of 5 year obligation), \$200 to the Veteran's Memorial Park (4th of 5 year obligation), \$200 to the Wounded Warrior Project (2nd of 5 year obligation), \$213 to the memorial through Daisy. We get a very nice letter from the memorial thanking us for the donation. We have the scholarship, which amounts to \$1000. Our recipient for the scholarship this year is Hannah Blizzard. She is Jim Barnes grand-daughter. We did receive a large donation from Wanda after Harold passed. It was for \$1000.

Jim advised that we did discuss the possibility of adding an additional scholarship, bringing the total to two \$1000 scholarships. Discussion from the floor requested clarification that this scholarship would be for a crew descendant graduating from high school. It was suggested that we might include other descendants who weren't fresh out of high school in order to widen the pool of possible recipients. Some of the kids going into college can't afford to do it immediately after high school and the recommendation was made that we should also give these students an opportunity. The discussion then continued to include any first year college freshman.

Additionally, J. made a suggestion to include students attending trade schools as well as college. Lloyd Friedli suggested that a group be formed to look into the possibility of expanding the scholarship program. This group should then prepare a proposal to present to the group at the 2016 reunion. A motion was made and passed to form a committee to look into the expansion of the Lexington Association scholarship. The group was advised that the deadline to apply for the scholarship is August 31. The scholarship will remain a single \$1000 to a graduating high school student for the next year.

Jim advised that Daisy had written a letter requesting \$213 for the memorial again this year. Lance advised that the reason for the letter is because Daisy isn't in attendance this year. Lance and Jim further advised that the funds could be used as additional moneys to another charity if it weren't designated to Daisy. It was explained that this was for the Lone Sailor Dinner in which the association pays half and Daisy pays the other half. A motion was made and seconded to provide Daisy with the \$213. Bob Nieman advised that we should pay all of the cost for Daisy to represent the association. Lloyd Friedli advised that he felt that Daisy should be present to request the money in person. Christopher Hagger advised Daisy has a personal issue that prevented her attendance. Christopher further requested that we keep Daisy in our prayers. Bob requested that the motion be changed to give Daisy all of the funds required for her to attend the Lone Sailor Dinner. Christopher advised that Daisy was willing to pay half of the funds. Bob's motion to fund Daisy attending the dinner was seconded. The motion passed to provide \$500 to Daisy for the Lone Sailor Dinner.

New Business - Jim thanked Mary Kennedy for all of the material that she brought for the raffle. Jim then thanked Dell Florian for running the hospitality room. Jim thanked J for running the registration desk.

2017 Reunion – Jim advised that the current contenders for the 2017 reunion are Omaha, Minneapolis, and San Diego. Deane Dietel advised that he's had the Minneapolis reunion ready to go for three years. He further stated that he felt the process for getting a reunion venue selected was flawed. He advised that the officers get together and find a way to make the selection process better. Deane advised that he had a brochure laying out the information for the Minneapolis venue was in the registration room.

Lloyd Friedli advised that Omaha would be a good place due to the number of tours and attractions available. Deane advised that the Minneapolis venue would include a city tour of Minneapolis – St. Paul, a trip to the Mall of America, a gangster tour, the Wakeshaw caves, and Fort Snelling. The hotel that Deane has recommended has free transportation to the airport and Mall of America. Deane advised that there was a riverboat cruise that could be made available to the association members in attendance. Lloyd advised that Omaha also had many places including a riverboat cruise, the Space Museum, and Boy's Town. Deane renewed his comment that a process needed to be established to make the selection of a reunion venue easier. Bob DiMonte advised to the group that a process does exist to aid in the selection of a venue. He advised that the officers discuss possible reunion venues during the entire year. The executive board then looks at the information available and forms proposals that will be voted on by the membership at the reunion business meeting. Lloyd advised that Bob was correct that there has always been a procedure for selecting a venue and that the final decision was left to the voting members of the association. President Barnes then asked for a show of hands for each location, at the end of the 'show of hands' the 2017 Reunion location was determined to be Minneapolis, MN. Deane Dietel agreed to be in charge of the Minneapolis reunion.

Jim advised that if a person wants to promote their city for a possible reunion venue, they should get all of the necessary information together and forward to Greg Plante for submission in the Sunrise Press. Greg agreed that this would be possible. Greg also recommended that a form be designed for people to use when preparing a proposal for consideration.

Christopher Hagger reminded the membership that he is the chaplain for the association. When he is notified of the loss of a member or loved one, he makes himself available to the surviving family members.

Del Florian was called up to present framed photographs of the USS Lexington with a Blue Angels flyover to our World War II members in attendance. The pictures were given to these veterans thanking them for their service and continued support of the association.

The meeting was adjourned at 10:17.

Our Secretary, Jay Southard and his wife Sheila had a very special treat for the early arrivals to the reunion. They took photos of them and then had some very nice keepsake photosheets printed to share with those who had their picture taken. What a nice memento with which to remember the reunion.

2015 - USS Lexington Bathtub Regatta



Bobby Harlow
Christopher & Darlene Hagger
Chuck & Linda Lambeck
Dan & Ann Ghrgsby
Dawn & Emmett Brophy

Deane & Darlene Dietel
Del & Earlene Florian
Gary & Barbara Shorrel
Hank Bidwell & Debbie Aberg
J. & Sheila Southard

James & Madeline Barnes
James Hallman
Jerry & Annette Hinson
John & Frances Cuellar
Kathryn Morgan

Keith & Linda Connealy
Lance & Cheryl Wagner
Levi & Ann Hopkins
Lloyd & Mary Friedli
Marcelle, Carolyn, & Ron Wheatley

Mark Spivey
Mary Kennedy & Melba Williams
Pat Minogue & Elaine McGrew
Ralph Blackford & Lee Hays
Robert, Bettie, Robert Jr., & Robbie Nieman

Robert & Susan Hopper
Robert DiMonte & Camille Oertel
Todd McAllister
William & Helen Royer with Brad & Bobbie Rabuck
Yvonne Cole





Arlo and Janis

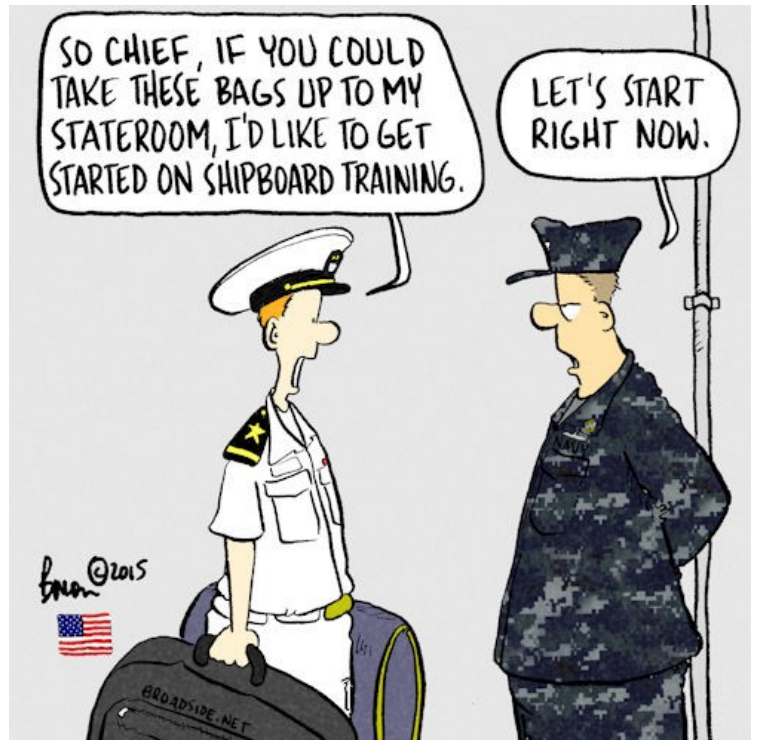
BY: Jimmy Johnson



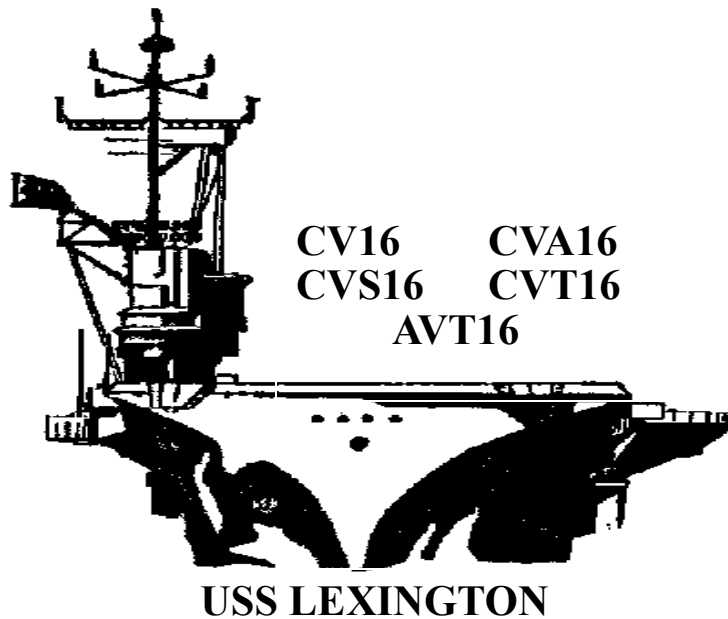
Online viewers, can't get enough of these characters? Click the Arlo and Janis logo, and it'll take you to the artists personal blog page.









Some sea stories should not be told.



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



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-  The Grab Bag (Email Version Only) Pg.13
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* E-mail Version ONLY

The Grab Bag

This page is for various links to websites sent me in my email from shipmates wanting to share things they've found. Some are serious, some not so much. Some political, some day-to-day. Just putting them out there for whomever might be interested. Though we're all adults, I still attempt to keep things rated at the worse, PG. Greg

Shared by Shipmate Ron Haag

KINDA NICE WHEN THE SEAS ARE CALM, BUT WHEN THEY'RE NOT????

<http://player.vimeo.com/video/31549908?autoplay=1>

And also.....

Considering we have a desert full of flyable combat and logistics aircraft, this could be a big step if we get into a serious war. Just think how valuable some of those obsolete B-52s could become with a little upgrading.

This is just amazing. Didn't realize drone technology has advanced this far so quickly. They are using up all their obsolete F-16s

You may have seen this. Not a good day for the future of manned aircraft. The pilot is on the endangered list it seems.

This little 4 minute Boeing video is really something... a first for a full size jet airplane.

Thousands of planes that were grave yard bound, with costs in the hundreds of millions, now can be used as never before. These F-16 Boeing aircraft have been in the bone yard at Davis-Monahan for 15 years and are now being used as drones.

<http://video.boeing.com/services/player/bcpid1173939806001?bckey=AQ~~%2cAAAAukPAIqE~%2coAVq1qtdRjwBrIkHYj2MSytJiEK9s5fy&bclid=0&bctid=2684464741001>

Shared by Shipmate Bob DiMonte:

Please show this to your children, they will not learn this in school!!!!

Subject: How we got our national anthem

Remember, our President has said he wants to change our National Anthem as The Star Spangled Banner is just too combative and portrays violence!

Click on this link for a great video. The history of our National Anthem.

<<https://www.youtube.com/embed/YaxGNQE5ZLA>>

Shared by shipmate Bill Ward:

This is extremely cool....it's best from a PC and not a smartphone.

On each picture, left click, hold and drag your mouse gently from right to left and it will become the exact same location today. Reverse the motion to take it back to the original. Scroll down to see the next photo. Amazing to see the same buildings in pictures 70 years apart!

<http://interactive.guim.co.uk/embed/2014/apr/image-opacity-slider-master/index.html?ww2-dday>