
The Sunrise Press

USS LEXINGTON CV16

49 YEARS OF SERVICE

NOW THE USS LEXINGTON MUSEUM ON THE BAY IN CORPUS CHRISTI,

JANUARY 2021

NAVY TO SCRAP AMPHIBIOUS ASSAULT SHIP...

The Navy decided to scrap the amphibious assault ship that burned for nearly five days earlier last year, concluding after months of investigations that trying to rebuild and restore the ship would take too much money and too much industrial base capacity.

The July 12 fire aboard USS Bonhomme Richard (LHD-6) began in the lower vehicle storage area but ravaged the island, the mast and the flight deck as it burned its way through the inside of the big-deck amphib. The ship remained watertight throughout the ordeal and hasn't been moved from its spot on the pier at Naval Base San Diego, but between the fire itself and the days-long firefighting effort, about 60-percent of the ship was ruined and would have had to be rebuilt or replaced, Rear Adm. Eric Ver Hage, the commander of Navy Regional Maintenance Center and the director of surface ship maintenance and modernization, told reporters today in a phone call.

"After thorough consideration, the secretary of the Navy and the chief of naval operations have decided to decommission the Bonhomme Richard due to the extensive damage sustained during that July fire. In the weeks and months since that fire, the Navy conducted a comprehensive material assessment to determine the best path forward for that ship and our Navy," he said.

Three main options were considered: rebuild and restore the ship to its original function of moving Marines and their gear around for amphibious warfare; rebuild the ship to a new configuration for a new mission, such as a submarine or surface ship tender or a hospital ship; or decommission and scrap the ship.

Ver Hage said restoring Bonhomme Richard to its original form would have cost between \$2.5 billion and \$3.2 billion and taken five to seven years. That work would have taken place in the Gulf Coast, he said.

Rebuilding the ship for a new purpose would have cost "in excess of a billion dollars" and also taken about five to seven years. Though cheaper than rebuilding to the original configuration, Ver Hage said it would be cheaper to just design and build a new tender or hospital ship from scratch.

Decommissioning the ship – and the inactivation, harvesting of parts, towing and scrapping the hull – will cost about \$30 million and take just nine to 12 months.

"Examining those three courses of action, we reached the conclusion that we needed to decommission the platform," he said.

The inactivation can't start just yet, as four investigations into the fire are still ongoing. Bonhomme Richard is already being prepped for towing, though, and Ver Hage said harvesting of

has been happening since September and will continue. Once the investigations end, more substantive work can be done to take out larger systems that could be reused by other ships in the fleet, inactivate the ship, and either tow it to the Gulf Coast for scrapping or tow it to storage in the Pacific Northwest until a Gulf Coast yard is ready for it.

Four investigations are taking place in parallel: a Naval Criminal Investigative Service (NCIS) criminal investigation, which now includes the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF); a command investigation led by Vice Adm. Scott Conn, the commander of U.S. 3rd Fleet; a Naval Sea Systems Command failure review board, which will look at safety, structural and design

issues related to the ship and how changes could be made to prevent a fire from moving through the hull the way it did on Bonhomme Richard; and a NAVSEA safety investigation board to examine the events that took place on the ship leading up to the fire compared to existing policies and procedures.

The Navy will now be down an amphibious assault ship – and one that had been recently upgraded to accommodate the F-35B Joint Strike Fighter – which will be a blow to operators. However, Ver Hage said the comprehensive assessments looked at what would happen to the industrial base and new ship construction for the fleet if the Navy opted to rebuild Bonhomme Richard, and the price – not in dollars, but in burden on the industrial base – was too great to justify.

"In the end, the decommissioning decision had a number of factors, and one of which was, what would be the impact of the dollars spent and the actual effort to rebuild, what would be the impact on the industrial base? The dollars definitely would disrupt our strategy for investment. And then from an industrial base perspective, we had concerns that it would impact new construction or other repair work, and we knew that Gulf Coast would be the spot to get the building or the restoration done because of the capacity and their capabilities – but in the end made the decision for multiple factors, as I mentioned, that decommissioning would be the way to go," Ver Hage told USNI News during the call.

Bonhomme Richard was nearing the end of a maintenance period when the fire broke out, and among the work that had been done to the ship was a modernization of computer and other systems to support F-35B Joint Strike Fighter operations.

By September, the crew was already removing from the ship gear that hadn't been damaged by fire or water, Rear Adm. Philip Sobeck, the commanding officer of Expeditionary Strike Group 3 in San Diego, told USNI News during a visit to the pier on Sept. 18.

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**Sunrise Press is a quarterly publication of the
USS Lexington Association CV, CVA, CVS, CVT, AVT16**



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Historian: Howard Canup

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A Note from the Editor:

If anyone has articles to include in the newsletter, please send them to me and I'll put them in, including a byline to credit you with the submission. My postal address is:
23428 College Ave. Robertsdale, AL 36567
For electronic submissions, email me at:
editor@usslexingtoncv16.org
Greg Plante, Editor of the Sunrise Press

Sunrise Press - EMAIL Version:

The email version is better than the printed, with color graphics & pictures, e-links and more.

For those receiving the email version of the Sunrise Press: You will receive an email stating that the Press is available for viewing on the website. Follow the link to the Association website where you can view or download the current issue of the Sunrise Press.
www.usslexingtoncv16.org



A Word from Lance Wagner:

If you know someone who served on the LEX, let me know and I'll send them information about our group. If you move, please remember to send me your new address.
Membership Dues: \$20/year - Due by Dec. 31st.
Make checks payable to: USS Lexington Association.
Send Dues to: Lance Wagner
71 - 21 73rd Place
Glendale, NY 11385

PAY ONLINE:

Association members can now pay their annual dues online. Just go to our website: usslexingtoncv16.org and press the "Dues and Donation" button.

43rd Annual Reunion of the
USS Lexington CV16 Association

Sept 27 - Oct 1, 2021

Ramada Plaza by Wyndham
Omaha, Nebraska



If you order from Amazon.com change to smile.amazon.com and select your charity as the **Lady Lex Museum on the Bay Association**. Amazon donates .5% of every purchase to the museum if you select it as your charity. This can really add up over time and it helps support the ship.
smile.amazon.com CHECK IT OUT!

Only purchases at smile.amazon.com support charity.

UPDATE: Your AmazonSmile Impact .

Your current charity:
Lady Lex Museum on the Bay has received:
\$418.76 as of September 2020.

Hagy, Dwight L.

05/15/2020 - Vandalia, IL

Onboard: 1945-1946

<https://www.legacy.com/obituaries/leaderunion/obituary.aspx?n=dwight-l-hagy&pid=196201342&fhid=10035>

Hubbard, Arthur "Blackie"

09/22/2020 - Ankeny, IA

Onboard: 1943

<https://www.legacy.com/obituaries/desmoinesregister/obituary.aspx?n=arthur-hubbard&pid=196851675&fhid=18800>

Wisniewski, Michael J.

09/20/2020 - Whiting, IN

Onboard: 1980

<https://www.baranfh.com/obituary/Michael-Wisniewski>

Fjeldheim, Richard H

5/21/2020

Onboard 1955-1958

<https://www.kelleyspaldingfuneralhome.com/obituaries/Richard-H-Fjeldheim?obId=14134356>



Help us keep our "TAPS" records up to date... We need your help. Our only way of knowing our members have passed, is if someone tells us. We ask that you please notify us of any members who are no longer with us so we can update our records and honor our deceased shipmates in the Sunrise Press.

Email notifications to: editor@usslexingtoncv16.org -or- Mail to: Greg Plante, 23428 College Ave, Robertsdale, AL 36567



**2021
ANNUAL REUNION
OF THE
USS LEXINGTON CV16
ASSOCIATION**

Save the Dates... September 27th - October 1st

 **WELCOME ABOARD: NEW MEMBERS**

Kiess, Robert G.

Onboard: 1970 - 1971

Plane Guard Detachment

Kelly, Jim B.

Onboard: 1967 - 1971

OP Photo Lab

Bureman, David R.

Onboard: 04/19710 - 08/1974

OI

Meola, Ralph A.

Onboard: 11/1972 - 11/1978

B - 1 Fire Room

USS Lexington CV16 Association: Membership

The Association welcomes all shipmates, navy, marines, Ships Company, air group personnel who served at some time on a USS Lexington CV 16 (all her designations) or on the USS Lexington CV 2.

Dues are \$20/year, and due at the end of each year.

Dues can be paid online at: www.usslexingtoncv16.org

Dues paid by mail: **Make checks payable to :USS Lexington Association**

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

RINGING IN THE NEW YEAR...



Fellow USS Lexington CV 16 Association members, I sincerely hope you have had a great holiday season in these troubled times. But, the light appears to be on at the end of the tunnel with vaccines approved or close to approval.

As I write this message I continue to respond to a few inquiries each month from former shipmates and relatives. I also have updated all needed data that I need to oversee

the affairs of the association for Omaha 2021. In this issue of the Sunrise Press you will find more detail regarding the 2021 reunion. The reunion will (or is currently planned) to be the same as was planned for 2020, only the dates have changed. As the year progresses our host and association historian Howard Canup will be finalizing the details of which there are many.

As you all know, COVID-19 has had a major impact on the finances of the USS Lexington on the Bay. Capt. Steve Banta has done great job of raising funds through donations including \$1,000 from the association and additional donations from association members. I am amazed how much the museum has improved between my last two visits. Capt. Rocco, Capt. Banta and all the staff and volunteers have done a great job and they are to be congratulated. One thing I do miss though is the smell in the hanger bay. Don't know where it went? When we were in San Diego the USS Midway still had the smell!

Lastly, if you haven't paid your 2021 dues in December please do so. Our association revenue is also down and payment of your dues will help. For the first time I paid my dues on-line at the association WEB site. It really works well and you get an email receipt shortly after you submit the payment. Our treasurer Lance takes care of the rest. A great addition to our WEB site and a benefit for the association and members.

Until we meet in Omaha stay healthy my friends and shipmates.



43rd Annual Reunion of the USS Lexington CV16 Association
September 27th - October 1st, 2021.....Ramada Plaza by Wyndham - Omaha, Nebraska

(continued from page 1)

"We're not dismantling Bonhomme Richard at all, we're just preserving what we can," he clarified, saying the gear could be put back into the ship if it was going to be rebuilt or could be put into the supply system if the ship was inactivated.

"The things that you can plug and play, we're using that for other class ships, other things, and keeping sort of the supply system going."

Ver Hage told USNI News during the media call that the ship was extensively damaged, and part of assessing that damage was pulling out gear and looking at it more closely on the pier – everything from antennas on the mast to launching gear in the well deck.

"We knew that, whether we were going to repair or upgrade to a different configuration or decommission, that we needed that gear off the ship. So that allowed us to move out with confidence on getting the most sensitive equipment off the ship. And now that we have a decommissioning decision, we're going to get after some equipment that might be a little heavier, maybe down in the engineering spaces or electrical components or things that we would have left in place if it was going to be reused, if the ship was going to be brought back to life," the rear admiral said.

Ver Hage's team at Naval Sea Systems Command is working with Naval Supply Systems Command to determine what else to scavenge off the ship that could be useful in building up the readiness of other ships in the fleet.

It's unclear if any of the systems just installed during the

recent modernization period could be saved. The Navy spent about \$250 million for an 18-month availability to upgrade Bonhomme Richard to support the F-35Bs. Ver Hage said that work was "clearly a loss" for the Navy and Marine Corps. Navy Secretary Kenneth Braithwaite and Chief of Naval Operations Adm. Mike Gilday made the decision to scrap the ship last week, just before Thanksgiving, Ver Hage said. They informed Navy leadership and Congress today.

It's still unclear what will happen with the ship's crew, though Ver Hage said Naval Surface Force Pacific would work with the personnel system to ensure all Bonhomme Richard sailors are taken care of.

Ver Hage did not want to comment on what this could mean for future Navy procurement and trying to insert another amphibious assault ship to help replace Bonhomme Richard. He said the current America-class LHAs cost about \$4.1 billion apiece and that Ingalls Shipbuilding has a hot production line, simply saying that the Navy is in a good place for LHA construction for now.

Since the end of World War II, the Navy has lost less than 30 ships due to unforeseen circumstances, USNI News reported following the fire aboard the Los Angeles-class nuclear attack boat USS Miami (SSN-755) in 2012. The last ship scrapped ahead of its planned decommissioning date was USS Guardian (MCM-5) after the mine countermeasures ship was grounded on the Tubbataha coral reef in 2013 and had to be dismantled.



OUR FLAG

As many as you know I am Pastor in Odessa, in saying this I have had the opportunity as a Hospice Chaplain to honor many service men and women by officiating over their home-going service. I want to share today the meaning of the draped flag that lies over their coffin.

When the flag fully folded after 13 folds, only 4 Stars are left showing – this is a reminder of our Nations motto, “In God We Trust.” One star for each word.

In lieu of January 6th run on our capital, I hope these words touch our heart more than ever, no matter what the situation is in our life. In God we must trust.

The 1st fold of the flag is a symbol of life.

The 2nd fold is a symbol of the belief in eternal life.

The 3rd fold is made in honor and remembrance of the veterans departing the ranks who gave a portion of their lives for the defense of the country to attain peace throughout the world.

The 4th fold represents the weaker nature, as American citizens trusting in God, it is to Him we turn in times of peace as well as in time of war for His divine guidance.

The 5th fold is a tribute to the country, for in the words of Stephen Decatur, “Our Country, in dealing with other countries, may she always be right; but it is still our country, right or wrong.”

The 6th fold is for where people hearts lie. It is with their heart that They pledge allegiance to the flag of the United States of Amer, and the Republic for which it stands, one Nation under God, indivisible, with Liberty and Justice for all.

The 7th fold is a tribute to its Armed Forces, for it is through the Armed Forces that they protect their country and their flag against all enemies, whether they be found within or without the boundaries of their republic.

The 8th fold is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day.

The 9th fold is a tribute to womanhood, and Mothers. For it has been through their faith, their love, loyalty and devotion that the character of the men and women who have made this country great has been molded.

The 10th fold is a tribute to the father, for he, too has given his sons and daughters for the defense of their country since they were first born.

The 11th fold represents the lower portion of the seal of King David and King Solomon and glorifies in the Hebrews eyes, the God of Abraham, Isaac and Jacob.

The 12th fold represents an emblem of eternity and glorifies, in the Christians eyes, God the Father, the Son and Holy Spirit.

The 13th fold, or when the flag is completely folded, the stars are uppermost reminding them/us of their/our nations motto, “in God We Trust.”

After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington, and the Sailors and Marines who served under Captain John Paul Jones, who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for them the rights and privileges and freedoms they enjoy today.

There are some traditions and ways of doing things that have deep meanings to them.

Let us remember that we are men and women created in God’s image and likeness. If the God you serve hates the people you hate and dislikes those you dislike, then your god is made after your image and likeness. If we are made after His likeness and image we should love unconditionally. Why? because we all hold high the core beliefs of this flag.

Chaplain Hagger pastors All People Worship Center in Odessa, Texas .

He also oversees the operation at All People Hospice and Healthcare.

Contact: Address: 4745 N. Sierra Ave, Odessa, TX 79764 — Phone: 432-258-7751 / FAX: 432-381-5272 / Cell: 832-312-0892

Chaplain Hagger can be reached anytime.....no matter what the time.

JOIN US IN OMAHA AT THE RAMADA PLAZA

Experience comfort and convenience at Ramada Plaza by Wyndham Omaha.

Ideally located off I-80 just a few miles from the city's top attractions, including The Old Market District. The hotel features the Coco Key Indoor Water Park (additional fees apply) on site and you can join us at the bar for refreshing cocktails. You'll also appreciate complimentary breakfast, the fitness center, and our large, guest-friendly indoor plaza. Each non-smoking guest room features an HDTV, microwave, mini-refrigerator, and work area.



OMAHA



Hotel Information

RAMADA PLAZA by WYNDHAM

3321 SOUTH 72nd STREET, OMAHA, NE 68124 PHONE: 402-393-3950

(MENTION GROUP RATE: \$84/USS LEXINGTON ASSOCIATION)

HOTEL RESERVATIONS MUST BE MADE BY: AUGUST 27, 2021

USS LEXINGTON CV 16 43rd ANNUAL REUNION
Omaha, Nebraska September 27th – October 1st 2021
ITINERARY

September 27th – Monday: Hotel Check-in/Reunion Registration

1200 Hospitality Suite opens for check in
1600 Hospitality Suite Closes for Reception
1700 Opening Reception: Finger Foods & Cash Bar

September 28th – Tuesday: City Tour, Memorial Service & Lunch

0815 Meet in Hotel Lobby for Scheduled Tour
0830 Bus departs for the City Tour of historical Omaha
1300 Lunch at Upstream Brewing Co.
1430 Memorial Service at Freedom Park
1600 Hospitality Suite Opens
1800 Hospitality Suite Closes

September 29th – Wednesday: free day for Sight Seeing, River Boat Tour

1045 Meet in Hotel Lobby for Scheduled Tour
1100 Depart for River City Star River Boat Tour and Lunch
1300 Hospitality Suite Opens
1800 Hospitality Suite Closes

September 30th – Thursday: Business Meeting and Banquet

1000 Business Meeting; All members and guests welcome
1200 Hospitality Suite Opens
1600 Hospitality Suite Closes
1800 Banquet
Social Hour (Doors will open at 1800) Cash Bar
Group Picture (Coat and Tie suggested)
Presentation of Colors / Dinner Served / Entertainment

October 1st – Friday

Checkout – Safe travels home.... Next Reunion- Gettysburg

 **2021 REUNION: SEPTEMBER 27TH - OCTOBER 1ST**

REGISTRATION FORM

2021 REUNION OF THE USS LEXINGTON CV-16 ASSOCIATION, Omaha, Nebraska

Please Note: This form does not include your hotel reservation. Hotel reservations must be done separately by you.
Ramada Plaza by Windham, 3321 South 72nd Street ,Omaha, NE 68124
Phone: 1-402-393-3950
Mention the Lexington Association - Group Rate (\$84/per night)
Hotel Reservations must be made before August 27, 2021

The Registration Form is also available on our website, with the ability to pay using your Debit or Credit Card.
www.usslexingtoncv16.org

NAME _____ SPOUSE/GUEST _____
(Additional guests - please list below and include in the final numbers below.)

ADDRESS: _____ CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

DATES ON BOARD _____ DIVISION _____

Additional Guests: _____

Register me for the following:

Reunion Registration Fee (not optional).....Number of attendees _____ x \$45 each = \$ _____

Tuesday, September 28th
City Tour/Lunch/Memorial Service.....Number of attendees _____ x \$65 each = \$ _____

Wednesday, September 29th
River Boat Tour and Lunch.....Number of attendees _____ x \$50 each = \$ _____

Thursday, September 30th
Farewell Banquet.....Number of attendees _____ x \$60 each = \$ _____

Choice of Entrée:
A.) Chicken Florentine _____
B.) Pork Tenderloin _____
C.) Sliced Prime Rib _____

TOTAL: \$ _____

Mail Registration form and check payable to: **USS Lexington CV 16 Association**
Lance Wagner
71-21 73 Place, Glendale, New York 11385

Cut-off Date: August 27, 20201

Wednesday is your Free-Day to go out and enjoy the city... Sightseeing, Shopping, Touring and More!

Omaha offers a wide verity of Museums, Parks, Entertainment and Cuisine.

<https://www.visitomaha.com/>

River City Star Riverboat Tour and Luncheon



Join your shipmates out on the two-story Riverboat, cruising the Missouri River and enjoying the sights and sounds of the river. The lower deck of the boat is fully enclosed, handicapped accessible, temperature controlled and has a fully stocked bar, comfortable seating and two restrooms. The upper deck is open air with a canopy.

*****You must pre-register (on the LEX Registration Form) for this Boat Tour*****

This park features more than 100 larger-than-life sized bronze sculptures that tell the story of the pioneer's westward journey.

PIONEER COURAGE PARK

Visitors can walk among wagons, oxen, horses and pioneers.

This unique art display stretches through six city blocks.



https://www.firstnationalcampus.com/fnc/html/en/sculpture_park/pioneer.html



Old Market

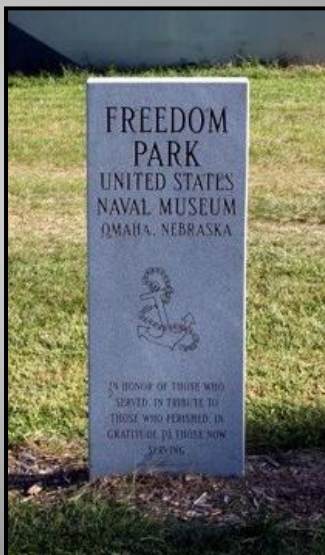
Shopping and more...

Omaha is filled with one-of-a-kind Boutiques, Art Galleries, offbeat Shops, expansive Malls and quaint Shopping Centers. <https://www.visitomaha.com/things-to-do/shopping/>
The Old Market is located in downtown Omaha. The neighborhood features a collection of unique shops offering art, fashion, jewelry, and gifts. The area retains its brick paved streets from the turn of the century, horse-drawn carriages and covered sidewalks. It is not uncommon to see a variety of street performers, artists, and other vendors. <https://oldmarket.com/>

Memorial Service: Honoring our Shipmates who have passed away this past year.



Freedom Park is an outdoor park and United States Naval Museum located along the Missouri River.



Major exhibits are a USS Marlin SST-2 and USS Hazard AM-240. The park also has a collection of jets, helicopters, rocket launchers, missiles, a Captain's Gig and more.

Orlando Lone Sailor Navy Memorial

Central Florida's naval heritage was cast in bronze on April 2, 2016, when the Lone Sailor Navy Memorial at Blue Jacket Park, honoring those who served at the Naval Training Center of Orlando for more than three decades, was dedicated and officially presented by the Navy League Council of Central Florida to the City of Orlando for safekeeping for years to come.



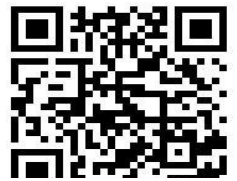
The Orlando Lone Sailor Navy Memorial is located in the City of Orlando at Blue Jacket Park in the old "grinder" area of the former Orlando Navy Recruit Training Center, and is available for use through coordination with the city, for all services, veteran service organizations, and civic groups for appropriate special events, ceremonies and patriotic services.

Two 'heroic scale' bronze sailors are depicted, *The Lone Sailor* from Stanley Bleifeld and Central Florida's own *Bluejacket Recruit* created by Don Reynolds. The 10 panel history wall depicts life as a recruit at RTC Orlando as well as current facts about the Navy in Orlando.

Be a part of the memorial and buy your paver today!
Two different sizes available to engrave as you like;
learn more at <https://cfnavyleague.org>



use this QR barcode to link to the website



Veteran's Memorial Feature:
We want to showcase Veteran's Memorials from all across the United States. Send photos and information of your local Memorials or those you come across while traveling. We'll share them in the Sunrise Press.
Snail Mail to: Greg Plante: 23428 College Ave, Robertsedale, AL 36567 - Email to: editor@usslexingtoncv16.org

MEMORIES FROM THE LEX

1956 Memory

My dad, Charles "Pat" Minogue looks forward to his monthly Sunrise Press. After reading the "History of the Lex" in the October issue, he asked me to send an email sharing his favorite memory of that time. He's 85 & doesn't have email so I'm his unofficial secretary.

He wants to share that in 1956 while in Yokosuka, Japan he was a player on the USS Lexington's fast pitch softball team. There was a tournament, held in another city in Japan (don't know spelling of), where multiple fast pitch softball teams from other military companies competed against each other. The final game came down to teams from USS Lexington and the USS Hancock with the USS Lex team becoming the 1956 All Far East Fast Pitch Softball Tournament. My Dad is very proud of his military duty in the Navy and of being a member of that winning team. He has been able to reconnect with some of the other men who played with him. Dad wanted to share this memory with the USS Lexington crew.

Sincerely,
Michele Minogue Asbury

SHIPMATES LOOKING FOR...

Looking for an old shipmate? Looking for a cruise book from a particular cruise? Maybe filling in the gaps of memory while writing some memoirs? Let us know what you're looking for and we'll include it in the newsletter. 

NAME: Robert P. Cahillane **EMAIL:** rpc@crocker.com **ADDRESS:** 377 Prospect Street, Northampton, MA 01060-2048

Subject: Blue Lunch Plate

As a former crew member, a late friend of mine when visiting the ship about 20 years ago, bought a Blue Lunch Plate with a picture of the ship, with a plane taking off, and sent it to me as a gift. Recently I had some workmen in my home and it either got broken or stolen, they claim to have no idea what happened to it. In memory of my late friend John Wayne Watkins, aka J.W., a former Princeton Sailor, if one could be found I'd like to but it, (they are no longer sold at the gift shop).

NAME: Richard Lucero

Subject: Looking for a shipmate

I'm looking for shipmates named Herbert Gelstrap, BM3, 3rd DIV 1964 and Leo Marks, a Cook or Baker

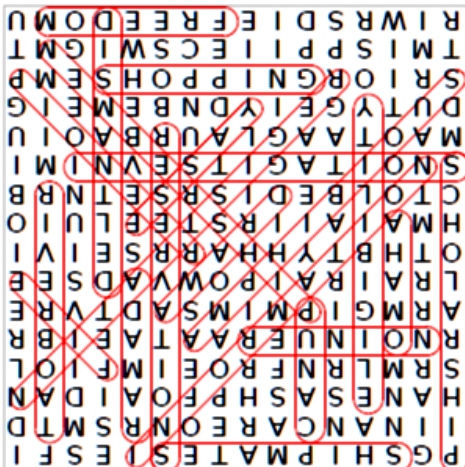
LOOKING FOR INFORMATION:

To place a notice in the "Looking For" section of the newsletter, go to the website and click on "Contact CV 16" and fill out the form. Or send an email to editor@usslexingtoncv16.org

Written submissions can be sent to:

Greg Plante, 23428 College Ave, Robertsdale, Alabama 36567

PUZZLE SOLUTIONS



Cryptogram

"THERE IS NO LIMIT TO THE AMOUNT OF GOOD YOU CAN DO

IF YOU DON'T CARE WHO GETS THE CREDIT."

RONALD REAGAN

Received from Shipmate Gary Shorrel

Subject: Old Pilot Flying Quotations

Sent to me by a retired USAF F4 Phantom pilot friend with 192 missions in the friendly skies of North Vietnam.

"There are old pilots and bold pilots but there are no old bold pilots".

God does not subtract from man's allotted time the hours spent while flying, but He exacts harsh penalties for those who do not learn to land properly.

The difference between fear and terror: fear is when your calculations show you may not have enough fuel to make it to your destination. Terror is when you realize you were right.

I wore my mask while pulling 9 Gs, checking six, pumping out flares, telling #2 to "BREAK LEFT!", selecting auto guns, locking up a bandit, selecting the AIM-9, keeping visual while gaining a tally, getting a 1500 MHz tone, watching my altitude, planning an egress, shooting the bandit, telling #2 to "bugout south", reforming into tactical formation, pushing it up, taking it down, short range radar, and resetting the CAP....and all you gotta' do is pick up a gallon of milk.

Mommy, I want to grow up and be a pilot. Honey, you can't do both.

When you see a tree in the clouds, it's not good news.

Heaven is crowded with civilian pilots who did not get their Instrument Rating.

Aviation's greatest invention was the relief tube.

My junior high school teacher told me no one would pay me to look out the window. Now I'm an airline captain.

The older I get, the better pilot I was.

I'm at the age when I realize the best thing about flying fighters was free oxygen.

Takeoffs are optional, landings are mandatory.

Never fly the "A" model of anything.

Pilots - looking down on people since 1903.

The average fighter pilot despite a swaggering personality and confident exterior is capable of feelings such as love, affection, humility, caring and intimacy. They just don't involve others.

There are three simple rules for making a smooth landing. Unfortunately, no pilot knows exactly what they are.

When everything else is going against you, remember an aircraft still takes off into the wind.

An idiot can get an airplane off the ground, It takes a pilot to get it back in one piece.

Black boxes may be replacing pilots, but pilots can be maintained easily and produced by unskilled labor.

You can only tie the record for flying low.

I was 14 when I wanted to be a pilot. I'm now 80 and still want to be a pilot, but I'd rather be 14 again.

Ladies and gentlemen, this is the Captain speaking. This was the First Officer's leg and he made that landing you just experienced. I have asked him to stand at the door and receive your comments

Soldier to a pilot: "Why didn't you join the Army?" Pilot's answer, "I found out that good food and clean sheets were readily available on nearby Air Force bases."

"Roger" - a term used by pilots when they can't figure out what else to say.

Helicopter pilots are different from airplane pilots. Airplane pilots are open, clear-eyed, buoyant extroverts. Helicopter pilots are brooders, introspective anticipators of trouble. They know if something bad has not happened, it is about to.



Have you read an interesting article or story recently?
Share it with your shipmates! Just email them to us and we'll print them in the Sunrise Press.
Email: editor@usslexingtoncv16.org

Scholarship Award Program: *USS Lexington CV-16 Association Sponsored*

The Association Scholarship Award is a one-time award to a graduating high school senior or a college / technical school student in their first two years of post-secondary education up to the age of 25. The winning award is in the amount of \$1000 and two awards of \$500 will be granted to the first and second runners up to assist them in furthering their education at a college or technical school of their choice. The award program is open to any high school senior or college/technical school underclassmen who are a family member (son, daughter, grandson, granddaughter, niece, nephew, etc.) of a USS Lexington Association member.

SCHOLARSHIP INFORMATION:

Applicants can submit an application for our scholarships online. Go to our WEB site, usslexingtoncv16.org and press the "Scholarship Program" button on the first page of the WEB site. This link will take the applicant to a page describing the program, eligibility and a form to complete and email to our scholarship program review committee. The USS Lexington CV 16 Association is proud to make these scholarships available to relatives of the Association. Good luck to all who apply.

ESSAY REQUIREMENT:

In the space provided on the application write an essay of 500 words or less concerning the United States Navy of a historical nature or more topical with respect to the current US Naval fleet. The essay should also include one paragraph about your educational or personal goals and any other pertinent information you wish to share with the award committee.

It is our desire as an Association to support continuing education for our high school seniors, college underclassmen and technical school attendees. Additionally if returning veterans meeting the family criteria continues their education we want to support that effort.



Scholarship Award Program of the USS Lexington CV-16 Association



WORD SEARCH

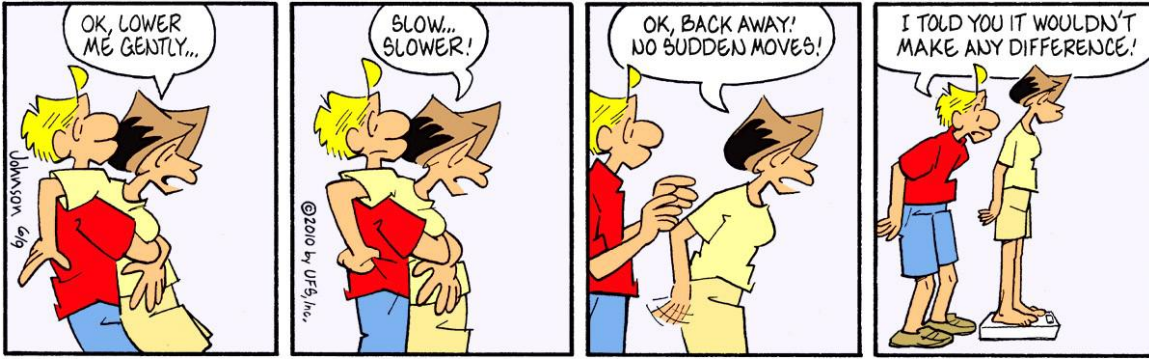
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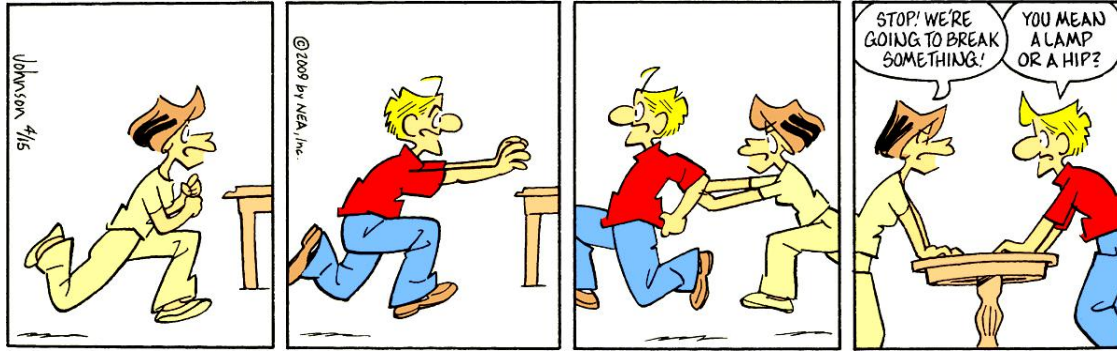
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CRYPTOGRAM

"ZGWIW XP SR KXLXZ ZR ZGW VLRFSZ RT CRRO
 BRF HVS OR XT BRF ORS'Z HVIW YGR CWZP
 ZGW HIWOXZ. " IRSVKO IWVCVS



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.

TESTING THE THEORY THAT ANY CRISIS CAN BE MADE BETTER WITH HUMOR



THE 90-10 RULE

Ninety percent of your time is spent on ten percent of your people.



AS FAR AS I CAN TELL, YOU DIDN'T ACCOMPLISH ANYTHING DURING YOUR TOUR. HECK, I'M THE SKIPPER, AND I NEVER EVEN SAW YOU.

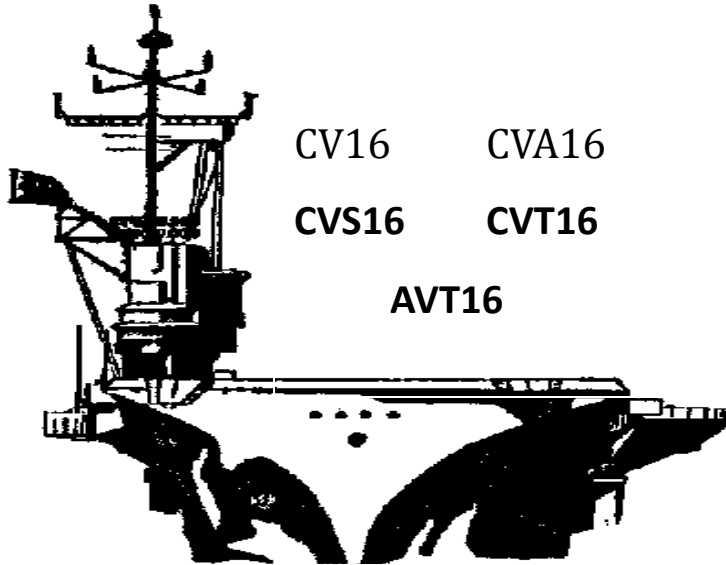


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CV16 CVA16

CVS16 CVT16

AVT16

USS LEXINGTON

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