



Charles L. Tinker, Captain USN (Ret.)
 "Chuck"

Date of Designation: 29 August 1956 NA # V-10127

Dates of Active Duty: December 1954 - June 1986.

Flight Hours (Active Duty): 4,897 DOD Contract: 11,000

Total Flight Hours: 15,897

Carrier/Ship Landings: Fixed wing: 1,272

Approximate Flight Hours:

Jet: 4,459 Prop: 438 VF: 3,447 VT: 1,012

Combat Tours:

Vietnam: VF-162, Jun. - Dec. 1965 USS *Oriskany*

Vietnam: VF-162, Jun. - Oct. 1965 USS *Oriskany*

Vietnam: VF-191, Jun. 1972 - Feb. 1973, USS *Oriskany*

Total Combat Missions: 239

Aviation Commands:

CO, VF-191, 1972-73

COMCVW-20, 1976-78

CO, NAS Whiting Field, FL, 1980-82

CO, NAS Oceana, VA 1982-84

Combat/Flight Performance Awards:

Defense Superior Service

Legion of Merit

Bronze Star

4 Individual and 29 Strike Flight Air Medals

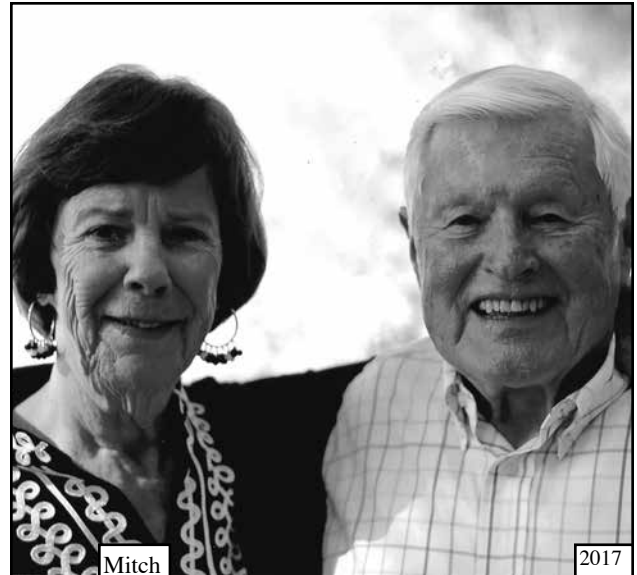
2 Navy Achievement Medals

Duty Assignment Chronology

1954-56 Naval Aviation Cadet (SNJ, T-28, F9F-2).

1957-59 VF-111, Aircraft Div. Officer, USS *Bennington*.
 (F9F-8, FJ-3M).

1960-62 VT-24, NAS Chase Field, FL. Flight Instructor/



Landing Signal Officer (LSO) (F9F-8/TF9F-8).
 1963-64 VF-124, Fleet Replacement Pilot (F-8).
 1964-66 VF-162, F-8, Safety/Admin Officer and LSO.
 1966-67 VF-124, F-8, Flight Instructor. Asst. Maintenance Officer, LSO.
 1967-69 VF-62, Operations Officer, Maintenance Officer (F-8).
 1970 OPNAV, Washington, D.C., (OP330) Aircraft Carrier Required Configuration.
 1970-71 George Washington University, Student, College Degree Program.
 1971 VF-124, FRP (Cat2, F-8).
 1971-72 VF-191, Executive Officer.
 1972-73 VF-191, Commanding Officer.
 1973-74 COMFITAEW PAC, Operations Officer.
 1974-76 CVA-64, USS *Constellation* Air Operations/Operations Officer.
 1976-78 Commander, Carrier Air Wing 20, NAS Jacksonville, FL.
 1978-80 OPNAV (OP508), Head, TACAIR Plans & Programs.
 1980-82 Commanding Officer, Naval Air Station Whiting Field, Florida.
 1983-85 Commanding Officer, Naval Air Station Oceana Virginia.
 1985-86 JCS, Vice Director, Joint Planning Staff for Space.
 6-30-1986 Retired from active duty.

Summary of Significant Career Events

(1) During my seven year career (1960-1967) as a Landing Signal Officer (LSO), I served as: Training Command (F-9, VT-24), Fighter Squadron (F-8, VF-162), Carrier Air Wing 16 LSO, (CAG, CDR Jim Stockdale), (F-8, A-4, A-3, E-1) and Replacement Air Group (F-8, VF-124).

-Continued-

Summary of Significant Career Events continued

(2) I was awarded a CNATRA Citation for controlling over 10,000 accident/incident free Field/carrier Landing Passes.

(3) Served in 5 fighter squadrons and operated exclusively on 27C (Essex class) carriers, no large deck carriers. For entire LSO career, I was never a factor in an accident/incident of any kind.

(4) As Head, OP-508, TACAIR Plans and Programs (1978-80), I created the schedule for introduction of the F-18 into the active duty Navy and USMC squadrons. Additionally provided Congress the force number required to replace the aging airframes in the AV-8, F-4 and A-7 squadrons.

(5) In 1977 because of my fighter background, I proceeded to CIA Headquarters to develop a program that would enable all Navy and Marine combat air crews to be briefed on Soviet tactical capabilities, equipment, technology and the Soviet pilot mindset.

- The briefings were presented by Soviet fighter pilot, Lt. Viktor Belenko, who defected into Japan on September 6, 1976 with a MIG-25. The schedule of presentations and locations were closely monitored by CIA due to the fact that, at that time, the KGB was still actively attempting to assassinate him.

- The program continued for over two years and succeeded in briefings being conducted at every tactical base in the U.S. Eventually, after Victor had briefed a Joint Session of Congress, a deal was struck with the Soviets to remove him from their "wanted list".

(6) Participated in the initial development of an AIRPAC LSO training program designed to establish a framework identifying those individuals best suited to train as LSO's.

(7) Leader of a section of Crusaders that intercepted the first "adversarial" aircraft to ever overfly a U.S. aircraft carrier. An Egyptian Bison over flew the USS *Shangra La* in the Mediterranean Sea in 1968.

(8) One of the most memorable missions in the Gulf of Tonkin occurred when I escorted CAG Jim Stockdale on a Bullpup launch at the Than Hou bridge. We rolled in from 10,000 ft. under an heavy overcast. About half way through the run, it looked like every anti-aircraft gun in North Vietnam opened up. He pressed the attack, scoring a direct hit on the bridge. Two days later traffic was back to normal on the bridge and CAG Stockdale was shot down.

(9) Reported to the Joint Staff (1985-85) as Vice Director for the Joint Planning Staff for Space (JPSS). The JPSS charter was to develop the position descriptions, duties, and Terms of Reference for standup of the U.S. Space Command (CINC SPACE); also to assign and define specific duties by service i.e. Army as primary user of Tactical space systems and Navy and Air Force as primarily employing Strategic use of those systems.

(10) Coordinated with "Star Wars" Staff for the development of classified space systems both offensive and defensive and heavy lift vehicles for deployment of electromagnetic and ballistic missile defense systems.

Summary of Post Significant Career Events

(1) Following active duty retirement, I was hired as a DOD Contract pilot supporting the Under Graduate Military Flight Officer Program, (UMFO), training Weapons Systems Operators Worldwide. I was promoted to Chief Pilot and Director of Flight Operations.

- Logged over 11,000 flight hrs. in T-47 and T-39 aircraft. No incidents/accidents.
- Retired in 2004 after fifty years of continuous association with Naval Aviation.

(2) As the fifth generation owner of a 300 acre farm in central Illinois, I commit considerable time to crop management, crop rotation, and structural and grounds upkeep. The farm was deeded to the Tinker Family by President Martin Van Buren in 1840, as a land grant. Designated as an historic family farm by The State of Illinois.

(3) My wife, Mitch, enjoys driving her new Camry while I drive a 60 year old Ford - a 1957 Thunderbird.