



# Station Ship News



DING DING . . . DING DING . . . ALL CREW ARRIVING . . . ABOVE AND BELOW DECKS . . .  
IN THE AIR, AT SEA AND IN PORT . . . DING DING . . . DING DING

## You're in the Navy Now

The year was 1945. The war in Europe was over, but the war in the Pacific with Japan raged on. In his hometown of New Haven, Connecticut, Art Timson was fast approaching 18 and graduation from high school. He had a tough decision to make—either wait and be drafted into the Army or join the Navy.



**SN1 Art Timson (1945)** - Fresh out of high school, in the Navy and ready for adventure at sea

Art joined the Navy. “In my eyes, I thought the Navy would be the branch of service I would like to experience,” he recalled.

Excellent choice, Art!

After basic training at Sampson Naval Training Center in New York, Art received orders to—you guessed it—the USS Midway, CVB-41. While he was at Newport, Rhode Island, training with Midway’s commissioning crew, the war ended.

The war ending before he had a chance to be in it was bittersweet for Art. “In some ways I was glad it was over,” he recalled, “but I would have liked to experienced duty in the Navy under wartime conditions.”

He remembered the first time he saw Midway at Norfolk Naval Shipyard in Newport News, Virginia. “It was quite a sight to see this magnificent vessel. It was the largest ship I had ever seen.”

Midway didn’t go to war, but she did go *Way up North* to the frigid waters of the North Atlantic, after her shakedown cruise to the Caribbean with a stop at Guantanamo Bay, Cuba.

“Operation Frostbite” was quite an experience trying to maintain normal ship operations in severe weather. Even with all the cold weather gear that was provided it was difficult to keep warm, especially when we had to stand watch at our duty stations,” Art recalled.

He remembered how the cold weather and high seas took their toll on the port-side elevator sliding doors. They had to be supported by timbers to keep them in place as they were being pounded by the waves. Also, the 40 mm quad guns on the forecastle were pounded by the waves and the barrels of the guns were beat upward to about a 25-degree angle. “Just watching the destroyers accompanying us rolling with the waves would make you seasick,” he said.

Another memorable experience was “Navy Day” 1946, New York City. “The Midway was unable to detach itself from the buoy in the East River,” he said. It took a few hours to get some torches to cut the anchor chain bolts and allow the ship to leave the city. The local newspapers made numerous comments about the reluctance of the ship to leave the city.”

Art’s enlistment was for the duration of the war, plus six months, so he was back home in Connecticut in 1946. With the help of the GI Bill, he graduated from William Jewell College in Missouri, and then was employed by the AllState Insurance Company for 38 years.

“While living in Seattle, Washington, I retired in 1988,” he said. “During my time at William Jewell College, I met my wife, who lived in the area. We were married in 1951. We now have four daughters, seven grandchildren and 2 ½ great-grandchildren. This April we will have three.”

One of Art’s grandsons is carrying on his grandfather’s Navy tradition in proud fashion. “I was fortunate to have a grandson who attended the Naval Academy and graduated in 2011,” he said proudly. “It was a great experience to attend the graduation and have a tour of the Academy. He is currently aboard the USS Dewey (DDG-105), stationed in San Diego. It was through this

grandson that I was introduced to the USS Midway Veterans Association.”

Oftentimes, it seems, a twist of fate, or perhaps an act of providence, brings people together to the benefit of both parties. That is how MVA President Oscar Granger became involved.

Art explained: “While attending a wedding reception, this grandson became acquainted with Oscar Granger. When the Midway was mentioned in the conversation, my grandson spoke up and said that his grandfather was in the commission detail of the ship and had recently attended the decommissioning ceremony as a plankowner.”

Shazam! “Midway Magic” strikes again!

We look forward to meeting and honoring plankowner Art Timson and his family at the reunion in September.

←  
**Editor’s note:** Special thanks to Becky Hoover, Art’s daughter, who helped her dad compile and type this information on her dad. Not only was she a great help to her dad, but she made my job a lot easier, too.  
→



Art Timson and wife Louise at their home in Denver

### Banquet Speaker Former Midway Skipper

Shipmates, it is our great honor to announce that the keynote speaker for the reunion banquet will be RADM Riley D. Mixson (Ret.), commanding officer of the Midway from July 1985 to April 1987. Admiral Mixson is a Vietnam and Operation Desert Storm veteran. He has over 5,600 pilot hours in 41 aircraft types, 920 carrier landings, and 250 combat missions in Vietnam.

In Desert Storm, he served as the commander carrier task force Red Sea and commander Carrier Group Two, a three carrier battle force of over 30 U.S. and allied coalition ships, 300 aircraft and 25,000 men and women. Additionally, he held numerous aviation commands over the course of his career.

Admiral Mixson, whose Navy career spanned 36 years, from 1958 through 1994., is the recipient of many

combat awards, including Air Medal w/ Bronze 24 & Gold Star, Meritorious Service Medal, Legion of Merit w/ Gold Star, and the Distinguished Service Medal w/ Gold Star.

The link below takes you to a summary of Admiral Mixson’s long and distinguished career.

[http://www.epnao.com/BIOS\\_files/REGULARS/Mixson-%20Riley%20D.pdf](http://www.epnao.com/BIOS_files/REGULARS/Mixson-%20Riley%20D.pdf)



## President’s Report

What is the USS Midway Veterans Association?

I’ve been privileged and honored to meet and know many wonderful people during my lifetime. I’ve rubbed shoulders with some truly great people, many with names familiar to you. I’ve worked alongside many of them. I’ve thanked them for their service and they’ve thanked me for mine. They are our friends, our brothers and sisters; our leaders; our ministers and priests and rabbis; they are our protectors; they are the veterans of military service; in a word, they are us!

After leaving the Navy, time marched on and I really didn’t give much thought to my Navy service until one Fourth of July celebration. The family was walking across the parking lot toward the field where we could enjoy the fireworks celebration. A young man in a wheel chair, sporting a pretty scruffy beard and wearing his Army fatigues, was racing from person to person handing them small American flags. He saw I was wearing a Midway cap and he asked me if I was a veteran. I said I was – that I’d served on the USS Midway and that we were in Vietnam. He extended his hand to me and with a smile, said the most meaningful words I’d ever heard – “Thanks for your service.”

So where are we going with this? The time you spent in a military uniform and the service you provided are as important to you and your shipmates as it was to our great country. It doesn’t matter if you were a reservist and you did two years active, or were a ‘kiddy-cruiser’ and did less than four years, or if you retired out at 20 or 30 years, the relationships you built and the friendships you developed in that time are enduring and they have survived.

We can’t get back all the intervening years, but we can use the remaining years we have to rekindle old friend-

ships and relationships created with our service. The USS Midway Veterans Association was formed to provide the venue and the opportunity to find and reconnect with those shipmates and friends you haven't seen in all those years. We're more than 300 strong and gaining every day.

Finally, we are also as much a support group as we are a reunion group! As we age, our need for support from our families and friends increases. We see the value of these reunions in the faces of the veterans as they gather in the hospitality room to tell their stories and relate the lives they've kept to themselves for all those years. There is no better support group than with those you lived with aboard a ship at sea and shared your life with. We'll be together again soon, and we can finally 'let it all hang out'!

Help us help you! Get the word out to your shipmates that there's another Midway reunion opportunity coming in September to get together.

In the meantime, stay healthy and get set for a great time in San Diego, September 12 – 14.

Thank you for your service!

**Oscar Granger, President USS Midway Veterans Association**

## VP-Reunions' Report

When planning a reunion, there is never enough time in the day to get everything done on your to-do list. That said, I am down to the last few details of SD13, and once they are completed, we can finish the reunion registration form and the separate reunion program. The reunion program will contain summary information about the reunion and aid you in filling out the registration form. These two reunion documents will be snail-mailed to all members as well as E-blasted to all members with e-mail and posted on the MVA website and Facebook page. We plan to make them available far and wide, on a number of venues. Then it will be your turn to go to work. Complete the registration form, add up all of the activity costs you have selected, write a check, and send it back to **Dave Payson**. At this point, some four months before SD13, I will finally begin to see if those big numbers I have been promising our vendors will really be realized.

Thank you to everyone who has made their hotel reservations at the Wyndham San Diego Bayside. By doing this you gave me some early indications that the numbers I was using were in the ballpark. And a note on the hotel, yes it did change ownership on March, 1, 2013, and we had more than a few problems with changing to a new reservation system, but all that is now fixed and we are steaming at flank speed. In one way, the conversion just after we signed our contract with them was a

blessing, because we got a lot of re-branding bugs out of the way long before the reunion. Shown below is a short description of things that have been added to SD13 since you last heard from me.

I also want to give a huge thank you to MVA member **John Newlin**, the newest addition to the MVA Board of Directors, VP-Administration, who lives in the San Diego area. Trying to plan this event from Reston, VA, is a challenge without having someone who is familiar with San Diego to be my eyes and ears there—we call this "boots on the ground." John has cheerfully followed-up on the many questions I had about the local scene and given me reassurance that I was headed in the right direction, or not. BTW, it is not all hard duty, he got to do the menu tastings with our final two caterers; I even heard he got a doggie bag from one of them. Thanks, John!

## NEW EVENTS/UPDATES FOR SD13

- The Midway Service project is going to happen on **Thursday, September 12**. You can put on your veteran's hat and talk to Midway Museum visitors, assist docents at their stations, or participate in a living history project with the ship's historian. Since this will be arrival day for many of our members, you can do as much, or as little as you want. But first, be sure to register in the hotel at the designated location (TBD) and pick up your T-shirts and registration packet, which will be chock-full of navy goodies. Thursday evening, after the Midway service project on the ship, commencing at about 1800, there will be a Welcome Reception at the hotel, on the Loma Vista Terrace overlooking San Diego Bay. There will be passed hors d'oeuvres plus various appetizer stations and a cash bar, as we meet and greet new friends and former shipmates.
- **Friday, September 13** now has been filled-in. We start with a "meet and greet" on the ship with many Museum senior staff people. That afternoon, you can board buses to NAS North Island for a visit to an active duty CVN and a visit to the Midway Museum's plane restoration hanger. **BIG DISCLAIMER**—we have received approval from NAVAIRPAC for our CVN visit, but as always this is **contingent upon the ship's operational schedule**. We have been promised an alternate activity at North Island if a carrier is not available.
- **Saturday, September 14**—The last day of the reunion commences with the general business meeting at the hotel (agenda forthcoming). After the business meeting, the tour we talked about before has now been set. We will be going to Old Town San Diego for lunch and then

on to La Jolla to see some of the more impressive sights in this famous California city. You already know about the premier event of SD13, our Grand Banquet on the Midway's flight deck. Our caterer has been selected and a menu picked, so plan to enjoy every minute of this activity. And things just got even better, for we have confirmed that our guest speaker will be former **USS Midway Commanding Officer RADM Riley Mixson (USN, Ret.)**. Mild night, gentle breeze, great food, outstanding speaker, and gathering with your ship-mates—how can it get any better?

**Jim Hayter, VP-Reunions, USS Midway Veterans Association**



**Night Launch**

by **John Newlin, 1960-62 / Ltjg/VF-21**

At sea the moonless, mantled night is blacker than a hundred midnights deep in the maw of a cypress swamp and the aircraft carrier's deck lights are hooded and dimly impotent.

Sixty feet above the sea's foaming curl sleek swept-winged birds are unchained from the slippery gray steel flight deck.

The sound of hot, howling engines scream their power to sustain flight.

The inky blackness is punctuated by director's glowing amber wands, like syncopated fireflies beaconing signals by practiced hands, guiding blind craft to the catapult.

The movement is a symphony of frantic, chaotic precision that reaches a shuddering crescendo with each taut, measured decision to unleash the catapult's awesome might.

Each cockpit is an instrumented womb of pale red profusion, eerily silhouetting mask and helmet donned by young lions--their calm tension mounting as the critical moment nears.

First a red wand circles, stabs the gloom, urging throttles forward to ignite twin afterburner tongues of flame searing the fragile veil of the night. The tethered bird shrieks and strains to soar.

Then the green wand—all is right—signals in a graceful, swinging arc. powerful scalding, steam is unleashed to hurl the bird into the milky dark, jolting the pilot with blurring force.

And the loud, sweaty ballet goes on as each winged chariot, one by one, is given the wrenching gift of flight, until the last is away and gone, engines' thunder fading in the night.

**Vice President - Administration Appointed by MVA BOD**

John Newlin, a V-21 F3H Demon pilot aboard Midway '60-'62, has agreed to serve as the acting VP-Admin. for the MVA, at the request of the Board of Directors. This board position has been vacant for 2½ years. John's immediate duties include helping prepare for the San Diego reunion and exploring the MVA's potential role in the USS Midway Museum's Tenth Anniversary Ceremony in June of next year, which will include the unveiling of the Battle of the Midway Theater. John, a retired Navy Commander, is also MVA's poet laureate. His poem "Night Launch" is featured here. An MVA member since 2010, he lives in Vista, California. We welcome John as our newest member of the MVA Board of Directors.

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<b>OSCAR GRANGER (President)</b>	<b>JIM HAYTER (VP-Reunions)</b>
<b>DAVE PAYSON (Sec.-Treas.)</b>	<b>JOHN NEWLIN (VP-Admin.)</b>

**Tax-Exempt Receipts for 2013**

Now that we are a tax-exempt 501(c)(19) military veterans organization, As I did for 2012, I plan to send tax-receipt letters to our members as proof of donation (including membership fees, or dues) made over the course of the tax year. These receipts, for use when you file your income tax returns, will be mailed quarterly. Members who made donations during the first quarter of 2013 will receive their receipts in the mail soon. Regards . . .

**Dave Payson, Secretary-Treasurer, MVA**

### New Men

The following USS Midway Veterans have joined our association since the last newsletter:

- Eugene Jacks (57-64) - Newman, CA
- Roger Arnold (57-60) - Portland, OR
- Sam Underwood (60-62) - Dallas, TX
- Charles McBee (53-56) - Kansas City, KS
- Ronnie Cothron (60-64) - Richmond, TX
- Sergio Frost (60-61) - San Diego, CA
- Robert Colburn (72-75) - Canaan, NH
- Harold Muse (58-61) - Ada, OK
- Mike Booker (69-71) - Duluth, MN
- Robert Rimar (85-88) - Danville, CA
- Tommy Moore III (69-73) - Jacksonville, FL
- Danny Garcia (73-75) - Ruidoso, NM
- Jim Wheeler (59-63) - Romeo, MI
- Joe Bembry (63-66) - Chino Valley, AZ
- Arthur Weiss (45-46) - Delray Beach, FL

*Welcome aboard, Men, for our own special brand of Midway Magic!*

**Editor's note:** Jim Wheeler, a machinist mate *back in the day* on Midway, is brand new to our organization. But he's a valuable man to have in our ranks, because if the Midway ever needs to get underway, he's the one who can get # 1 engine room ready, as you'll read in his story. Admiral Mac, take note!

### The Engine Room

**Jim Wheeler, 1959-63 / MM1**

My name is Jim Wheeler and I spent almost 8 years on active duty with the US Navy, leaving in 1963 as a First Class Machinist Mate. After boot camp and A school I served 3 years aboard the light cruiser USS Worcester (CL-144) and 4 years aboard the USS Midway. Being a Machinist Mate I worked in the engine rooms aboard both ships. For the past decade or so I've had a recurring dream that comes on me three or four times a year. It's a very pleasant dream, no stress or anything unpleasant about it, but I am down in the engine room aboard one of those ships lighting off the engine room and making ready to get underway.

In naval engineering terminology you don't start a piece of machinery, you light it off. This comes from actually lighting off the boilers with a torch soaked in oil. You light off the first burner with the torch and the other burners from that one. So you light off a boiler, you light off a main generator or you light off a main engine, whatever you start you light it off.

Midway has four main engines, Westinghouse high pressure steam turbines, and twelve boilers, three for each engine. They are M type express boilers capable of putting out steam at 600 pounds pressure at 850 degrees super heat. Work is accomplished with steam by making it expand and drive either a piston or a turbine. The boilers and main engines are in what they called GROUPS. One group in B division had 1 Able, Baker & Charlie boilers while one group in M division had two Westinghouse 1250 KW main generators, a main pump room, and a main engine room. Aboard Midway I was in one group, in one engine room.

In February of this year my wife and myself plus my daughter and son-in-law were in San Diego and went aboard Midway. At first I was told that # 1 engine room was not open to the general public, but a very kind docent by the name of Mr. Len Gray, when finding out I was a Midway veteran and that I had left the ship 50 years ago made things happen. He contacted the head of the safety team, a Mr. Joe V. and a safety team member Mr. John S. and away we went down to # 1 engine room. I was quite pleased to be able to show my family MY engine room and just how an engine room worked. The high pressure and low pressure steam turbines which comprise the main engine, the pumps and reduction gear and the myriad of steam lines. Yet all the while I was explaining to my family how the engine room worked I was ticking off in the back of my mind the steps I would take to light it off again and make it ready to get underway. I also have to mention that the engine room wasn't as clean as it was when I left it 50 years ago.

In closing, I'd like to say to Admiral McLaughlin that if BUSHIPS ever contacts him stating that Midway must be made ready to put to sea and go in harms way, the first move he should make is to call me, I'll get One Group and # 1 engine room ready. And I firmly believe that with all the former crewmembers out there, officer and enlisted, we could man this ship, make it ready and take that Lady back to sea and let her Rock & Roll one more time.

Raise your hand.



MVA members and spouses on the flight deck of the USS Midway Museum – 2010 San Diego reunion



**Notice:** We post our organization's roster on our website only with the permission of our members. If you don't want your contact information published, let us know and we'll remove it.

**USS Midway Veterans Association Web Site**  
<http://ussmidway.net/home.html>

**USS Midway Veterans Association Facebook**  
<http://www.facebook.com/USSMidwayVeteransAssociation>



"I have not yet begun to fight." Photo by Ron Pope, EM3 (58-61), taken at United States Naval Academy at 2012 Reunion

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**The Masthead  
USS Midway  
Veterans Association**

A newsletter serving USN and USMC Veterans who served aboard USS Midway, and who are friends eternal.

President

Oscar Granger - (425) 831-6891  
North Bend, Washington  
[orange@comcast.net](mailto:orange@comcast.net)

Vice President-Reunions

Jim Hayter - (703) 264-0542  
Reston, Virginia  
[mva41vpr@comcast.net](mailto:mva41vpr@comcast.net)

Vice President-Administration

John Newlin - (760) 726-4876  
Vista, California  
[jnewlin@cox.net](mailto:jnewlin@cox.net)

Secretary-Treasurer  
Newsletter Editor

Dave Payson - (509) 946-0810  
Richland, Washington  
[minandave@charter.net](mailto:minandave@charter.net)

Webmaster

Craig Harper - (775)-544-3700  
Reno, Nevada  
[craig\\_harper@charter.net](mailto:craig_harper@charter.net)

Membership Committee Chair

Turner Mann - (405) 732-2890  
Midwest City, Oklahoma  
[tmann1@cox.net](mailto:tmann1@cox.net)

Membership Committee Vice Chair

Ron Pope - (972) 735-7850  
Plano, Texas  
[ronaldpope79@yahoo.com](mailto:ronaldpope79@yahoo.com)

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