



# 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



## Midway Memories

When the road that lies ahead  
is shorter than the one behind,  
we learn to embrace and treasure  
each sip of our past, duly refined.

So come and fill your empty cup  
with Midway memory's reward,  
and taste its salient flavors  
before the last to be poured.

Come to relive the adventure  
of days of getting underway,  
of nights in hot and humid berths  
in the City at Sea, cool Midway.

Join the gathering of her vets,  
a sweet and salty communion  
in the bay of her final home port,  
this year's grand Midway reunion.

John Newlin, '61-'62

## President's Report

**Midway Veterans:** The 2013 Midway Veterans reunion in San Diego is going to be the best one ever. In Washington, D.C., in 2012, we had about 100 veterans and guests at the reunion. With the reunion now about a month out, we have nearly 250 registrants! I truly believe that when the day comes to open our Hospitality Suite at the hotel, we're going to be overwhelmed with shipmates and friends. It's going to be a great celebration of our service to this great country – and to the USS Midway Museum.

One of the highlights of the reunion program, and to the best of my knowledge, a program that only the Midway Veterans Association conducts, is honoring our WWII / plankowner veterans. We are working closely with the families of these heroes of WWII to get them to San Diego so that we can honor them for their service. As we get closer to the reunions dates, we'll have a better idea of how this important piece of the program is going to manifest.

Another important program that we are proudly supporting is what we're calling the "Midway Service Project." Unlike most military reunion organizations, we are one of the fortunate ones to have our ship available to the nation as a symbol of freedom and honored service. What we've been asked to provide is the living history, the "Midway Magic," that we sailors created during her 47-year operational history. We tried capturing the history during the 2010 reunion without much success. This time around, however, we'll be working with the ship's historian to help us capture these experiences and stories on visual media for the museum's archives. It's the best way to ensure the lives and stories of the sailors and marines who created the Midway Magic are preserved for generations to come.

Also, as part of the Midway Service Project, the museum's planning committee has agreed to set us up in the hangar bay at our own "veterans' station" with signage informing museum visitors we are former Midway crewmembers. From this station, our volunteers will be able to talk to visitors as they take their journeys through the ship. We'll have handouts about our organization and a platform from which to tell our individual stories and experiences about our time on board the Midway. Of course, those of us not on "duty" will be free to move about the ship and tell our stories to those who ask.

If you're undecided about whether or not to join us in San Diego, give a call to some of your shipmates and friends. I think you'll find that you're the one that's "missing ship's movement" and that many of your friends and shipmates are already on board. Join them and join us for the camaraderie and friendship that we all enjoy when we get together as Veterans of the USS Midway.

Finally, remember that you don't have to be a member of the Midway Veterans Association to attend the reunions, and we welcome all sailors and marines who served aboard Midway during her 47-year reign of the seas.

Keep the winds at your back, mates, and Full Speed Ahead for San Diego! It's on the horizon!

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

### VP-Reunions' Report

(**Author's note:** all of this is good, but the last paragraph is important reading)

Ah, the ups and downs of reunion planning. Over ten months ago, the planning for San Diego 13 (SD13) started in earnest with lots of ideas on how to make this our best reunion ever. Should we move our reunion HQ from the familiar and comfortable location on Hotel Circle (very far out) to a downtown hotel that is close to everything, but with a more expensive daily rate? How about the Grand Banquet? Have it in the hotel or really blow it out and have dinner on the Flight Deck of the USS Midway? Next came tours—do we have lots of them, or do we be more selective, and give our attendees plenty of free time to do things on their own because we are very close to the ship and all the downtown attractions? Next came the question from all the vendors I contacted, how many people will be attending your events? At best, developing a number ten months in advance is an educated guess because there are so many unknowns. I used 150 attendees as a conservative, stretch target; boy, did you prove me wrong on this one! Taking the questions in order—yes, we are at a downtown hotel; yes, we are having our Grand Banquet on the Flight Deck (both the Midway Museum and our caterer have promised me perfect San Diego weather with no rain on September 14th, and, oh by the way, we have a back-up plan); and yes we are reducing tour time to give you a chance to use your free hours in whatever way works best for you. Fear not, we have plenty lined up to keep busy, but not so busy you won't have time to create your own SD13 memories. Also remember the Hospitality Suite that will be open throughout the reunion – not quite 24 x 3 but darn close – to tell, and retell sea stories to anyone who will listen. You can hook-up with old friends, make new ones, drink frothy malt beverages, sip grape beverages, eat snacks, tell more sea stories, and generally enjoy the company of your former

shipmates. Now about that number I missed. Remember I estimated 150, well how about 247, and still counting—I call this a happy problem. That means attendance is up almost 150% over 2012. The nice thing for me is seeing all this planning now coming together to create that memorable reunion I was envisioning. Wait a minute, I said ups and downs at the out-set of this report, and so far, all this is ups. The big down was losing the CVN tour, but you all have reacted just as I did when I got this news: it's not good for us, but it is good for today's sailors to be fully trained and ready for whatever their next deployment throws at them. The other nice thing was to see how quickly we could pivot and find a new tour alternative, the San Diego Air & Space Museum. I was lucky to have a great team working on this "opportunity."

You will be hearing a lot more from me as the reunion gets closer detailing reunion events and times, and providing generally interesting and informative tidbits about SD13. These will show-up in your e-mail in-box, so make sure you check it on a regular basis. Please call me at 703-264-0542 with any questions you may have.

Here is some general information about wheelchair accessibility for you or your guests at some of our locations:

- The Wyndham San Diego Bayside is fully accessible.
- The USS Midway Museum has access from the pier to the hanger bay and is accessible from the second deck to the O2 level.
- The San Diego Air & Space Museum is accessible.
- The Midway Restoration Hanger is accessible.
- Most tour buses and hotel shuttles are accessible, but scheduling may be necessary

#### IMPORTANT NOTE ABOUT THE MVA REUNION RATE AT THE WYNDHAM SAN DIEGO BAYSIDE.

I was just told by the hotel that they will make the reunion rate available through Monday, August 19<sup>th</sup>. Reservations made after that date will be accepted but at the standard daily rate which is currently \$189 per night. If you are thinking about attending SD13 and have not made-up your mind yet, my advice is to make a reservation ASAP. Any reservation can be canceled 72 hours prior to arrival without penalty, and this way you can get the much less expensive MVA reunion rate while you firm-up your plans.

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

## I Challenge You! – Fundraisers

### Reunion Specials

MVA's newly minted challenge coins will be available for purchase by our members and guests at the reunion for \$7 apiece. Profits from the sale of these coins will be returned to MVA's operating fund to help cover the production cost of the coins.



**MVA Challenge Coins - Heads and Tails**

(Designed by John Newlin)

In addition, we plan to use these beautiful coins as prizes, or as raffle items in our fundraising efforts for the museum. Whatever their use, the challenge coins will be put to good use at the reunion – and for a long time to come!

### Win American Flag Flown over Midway

As we did at last year's D.C. reunion, we'll hold a drawing for two American flags flown over the USS Midway Museum. These flags will be displayed in a professional shadow box and come with a Certificate of Authentication signed by RADM Mac McLaughlin (USN, Ret.), president and CEO of the museum. Only Midway veterans are eligible to participate in the drawing, which will be held as part the banquet program on the flight deck the last night of the reunion. Veterans who are not attending the dinner but are participating in other parts of the reunion, such as the Welcome Reception will be eligible for the drawing.

### Raffle Items from Home

If they so choose, reunion attendees are invited to bring items from home that we can use as raffle prizes. These could range from Navy paraphernalia/memorabilia to a favorite product from your region or state. The definition of what constitutes an "item" is up to you. But we welcome all "raffle-worthy" items to aid us in our fundraising efforts for the Midway Museum. Again, this is strictly on a volunteer basis.

Also, there's been a couple of questions from reunion attendees about bringing Midway-related artifacts and memorabilia to donate the Midway Museum's archives. If you do have something special in mind that you want to donate to the museum, we recommend that you con-

tact the museum's Collections manager (Dave Hanson, e-mail [dhanson@midway.org](mailto:dhanson@midway.org)). Dave works in the museum's Exhibits and Curatorial department. We checked this out with him in advance, and he said he'd be happy to work with us.

### Harbor Tour Discounts Available to Reunion Attendees

Finally, we have special discount cards for San Diego harbor tours to share with reunion attendees. You'll find these cards in your registration packets. A one-hour harbor tour that normally costs \$20.00 is only \$11.00 with the card; a two-hour harbor tour, normally \$25.00, only costs our cardholders \$13.50. These discounts are good for the duration of the reunion (3, days before, 3 days after), from Sept. 9 thru 17, and can be reused with no restrictions or limitations.

### CVN Tour Sails, Air & Space Museum Lands in its Place

As stated in our Aug. 2, 2013 e-blast to all-hands, the tour to go aboard a CVN on Naval Base Coronado had to be canceled due circumstances beyond our control. In response to the e-blast, our reunion registrants to date overwhelmingly voted in favor of substituting a tour of the San Diego Air & Space Museum in Balboa Park for the CVN tour. In fact, not one of the registrants opted for a refund. The catch is we heard from most of the registrants who had selected the CVN tour but not all; therefore, the offer stands to refund any attendee's money (\$12/person) who doesn't want to take the A&S Museum tour in place of the CVN tour. The tour includes a trip to the Midway's Aircraft Restoration Hanger located on Naval Base Coronado.

### The Tax Man Cometh

Many of you have already received "tax letters" from me this year to cover the 2013 donations/contributions you've made to the USS Midway Museum through the MVA. As you may or may not know, we are now a tax-exempt 501(c)(19) military veterans organization, and have been awarded "Tax Deductibility" status by the IRS. This means that our membership fees (dues) are tax deductible and can be declared with your other charitable donations when you file your federal income tax return with the IRS. I'm mailing these tax-receipt letters to MVA members quarterly. Approximately one-half of you have already received the letter for 2013. By the end of tax year 2013, all dues-paying members will have received one for their donation(s). We have pledged to donate 20 percent of our annual donations to the USS Midway Museum, and that is the course we plan to stay on.

Dave Payson, Sec.-Treas., USS Midway Veterans Association

## Born to Fly

Taken together with his famous namesake (he's a distant relative of the Charles Lindbergh) and his long and illustrious career (1942-1976) as a naval aviator, it's easy to conclude that retired US Navy Captain Charles ("Charlie") Lindberg, age 91, was "born to fly."



Charlie with his son-in-law and granddaughter. His granddaughter was a naval aviator and flew off carriers in the Mediterranean.

And for the better part of his 34 years in the Navy, fly he did – mostly from the flight decks of aircraft carriers. One carrier in particular – the USS Midway – is of chief interest to us here, and Charlie knows CV-41 well, as you'll read about below. But Midway is only part of the amazing story of this man who was born to fly.

Here are some of Charlie's accomplishments during his Navy career. ♦ He served as a member of the Navy's "night-attack squadron" that pioneered night flying from carriers (up to that point thought to be too dangerous). ♦ Flying off the USS Coral Sea (CV-43), he participated in the first air strikes into North Vietnam. ♦ He served as navigator and as executive officer of the USS Constellation (CV-64). ♦ He served as the captain of the USS Paul Revere (APA-248). ♦ He served as Commodore of the Pacific Fleet Training Group.

Born in landlocked Iowa, perhaps tantalized by its wide-open skies, Charlie enlisted in the Naval Aviation Cadet Program at Valparaiso University in 1942 to serve his country in WWII. But by the time he received his commission in 1945, the war was over. Among other things, this meant he would live to fly another day.

"Learning to fly, we flew biplanes with flying wires called 'two holers' (for the 2 pilots)," he remembered. "We used a 'gosport' for the instructor to communicate to his student. My instructor took me aside and said I was getting too dangerous for him and he had 2 kids at home. It was his way of telling me that it was time for my first solo."

After operational training in torpedo bombers and carrier qualification on a CVE jeep carrier, he received orders to the SB2C dive bomber squadron. He served in vari-

ous carrier attack squadrons until 1950 when he was ordered to VC-33, a night-attack carrier squadron. It was with this squadron that he first flew from Midway, a straight-deck carrier in the Atlantic Fleet. VC-33 was instrumental in developing night flying technologies and techniques that all carrier pilots employed in the future.

Next came a challenging and rewarding two-year tour at the Naval Air Test Center, where he graduated from test-pilot school and tested the newest combat planes of the era, the first of the jet planes. Among these were the Grumman Panther, the Grumman Cougar, the McDonnell Demon, and the F86 Sabre Jet.

By 1958-59, Charlie was back on Midway, this time with the VAH-8 squadron, flying the A3D Skywarrior, or "Whale" as it was so aptly nicknamed. Midway now ruled a new ocean, the Pacific, and Charlie was on board for her first West-Pac cruise (Tokyo, Hong Kong and the Philippines). "The Whale was a demanding plane to fly because it was the largest plane to ever launch off an aircraft carrier and come back aboard," he said. Also significant on this cruise was the fact that it was the first time the huge Whales were launched from steam catapults. What a ride that must have been for Charlie and his fellow Skywarrior pilots!



Charlie also relished flying off Midway's new angle deck, for it was a joyride compared to her original straight deck that he had to handle in the early 50s with night-attack squadron. "We flew prop planes on the straight deck, which is much less forgiving if your hook misses the wires," he explained. "When that happens you have little choice but to crash the plane." The angle deck eliminated that danger, he said, allowing a pilot to take off again if he missed the wires.

In 1965, flying from Midway's sister ship Coral Sea, as commanding officer of VAH-2, he participated in the first airstrikes into North Vietnam, piloting an A3D Whale with a nuclear payload, the very mission A3Ds were designed for. (That worst-case scenario never happened, of course.) "This [being a C.O. of a squadron] is the best of all commands since one of the primary responsibilities is to be the best aviator possible," he said. "It encompasses the education of other aviators in the squadron to instill the loyalty and ability to do the job."

Charlie had many memorable experiences as a carrier pilot over the years, but one in particular stands out. "One of the most exciting launches I ever did was in Pearl Harbor, in port," he recalled. "The Coral Sea was in for repairs and our three remaining A3D Whales were stuck on board. After much calculation, I flew the first

one off the Coral Sea at dusk while she was aside the dock. At the time, we discussed whether this would be a feasible operation, and it seemed most appropriate that I (as squadron leader) be the first to attempt such a launch.”

It worked! While the nearly thousand-foot-long Coral Sea was tied up alongside the pier in Pearl, Charlie put his pedal to the metal and in a cloud of steam catapulted off the flight deck in the 70,000-pound A3D Whale, shades of “Hi-Yo, Silver! Away!” *Again, the man was born to fly.*

His next tour was on the Constellation, first as navigator and then as her executive officer. As navigator he knew how to find Yankee Station, important because this was during the height of the Vietnam War; though he didn’t get to fly as X.O., his experience flying off carriers proved invaluable to the captain and the other pilots in helping keep air ops running smoothly around the clock.

Following duty on the Constellation, he served three years at the Pentagon. As a carrier pilot, this wasn’t Charlie’s favorite stop along his career path. His responsibilities included purchasing weapons systems and delivery tactics for the Navy. Definitely not Charlie.

When the Pentagon was done with him and vice versa, it was back to sea for Charlie, and this time it was as captain of his own ship, the Paul Revere, the flagship for the admiral in charge of Pacific amphibious forces. The Paul Revere came equipped with a flight deck all right, but it wasn’t much of one compared to an aircraft carrier’s – a good-sized helo pad, is all. Charlie’s primary job as C.O. of the Paul Revere, as he put it, was to drive the admiral around the seas of Southeast Asia. “It was fun driving that ship, but there was a lot of pressure on me as captain not to mess up. You feel the pressure.”

He didn’t fly as skipper of the Paul Revere. Nor did he fly during in his final tour of duty as Commodore of Fleet Training Group in San Diego, but he found the assignment enjoyable. One of his final jobs as commodore was to visit the Midway in Yokosuka, Japan, with his team and give his old ship an operational readiness inspection (ORI). “They passed,” he revealed.

Finally, after 34 years as a Navy pilot, Charlie retired in July of 1976. His truly remarkable career was over. In addition to piling up 12,000+ hours in all types of aircraft, he’d been an LSO, a test pilot, a squadron C.O., and a C.O. of a ship. “I feel honored to have served in the Navy all those years,” he said.

As it turned out, Charlie’s flying days weren’t over. As a “civilian,” his life’s passion for flying came to the fore once again, and he founded and operated Lindy’s Aero Center at Palomar Airport in Carlsbad, California. For the next decade, he taught others to fly before finally parking his plane on the tarmac for the last time.

Then Charlie and his late wife Norma got busy on their bucket lists and traveled the world. She passed away in 2008, after 60 years of marriage. Nowadays, he’s an active participant in his church activities and looks forward to visits from his 5 children, 13 grandchildren, and 6 great-grandchildren.

Charlie, do you still keep your eyes to the sky? You’re truly an amazing guy, and we’re looking forward to meeting you at the reunion. We’ll see you on the flight deck next to the A3D Whale parked up there. Now there would be a photo for the next newsletter!



Captain Charles Lindberg, USN (Ret.)



The T-shirt Logo - Blue

[16 reasons San Diego really is heaven](http://www.utsandiego.com/news/2013/jul/29/sandiego-heaven-earth-buzzfeed/#&panel1-1)  
(<http://www.utsandiego.com/news/2013/jul/29/sandiego-heaven-earth-buzzfeed/#&panel1-1>)

## New Men

(as of Aug. 13, 2013)

The following USS Midway Veterans have joined the proud ranks of the Midway Veterans Association since our last newsletter - *Welcome aboard, Men, for our own special brand of Midway Magic!*

Charles Goble (69-71) - Mansfield, TX  
Tracy Horton (82-85) - Chula Vista, CA  
Jeffrey Hardy (87-89) - Annapolis, MD  
Robert Smith (82-84) - Florence, MS  
Alex Grossi Jr. (71-73) - Grants Pass, OR  
William Mimm (63-66) - Pequot Lakes, MN  
Brian Carbo (73-74) - San Francisco, CA  
Ranny Gaines (85-88) - Palmer, AK  
Glen Brazda (57-59) - Fullerton, NE  
Malcom Hill (63-65) - Tallahassee, FL  
Glenn Wright (84-86) - Apex, NC  
Michael Turner (58-60; 80-83) - Oak Harbor, WA  
John Schafer (89-92) - Yelm, WA  
Edward Walsh (89-92) - Ewabeach, HI  
Paul Murphey (85-87; 90-91) - Silverdale, WA  
Donald Corn (57-58) - Yakima, WA  
Kevin Lemay (78-80) - Danville, IN  
Allan Gehring (65-66) - Plant City, FL  
Jerome Pilgrim (73-75) - Brighton, TN  
Leonard Martin (65-66) - Swanton, VT  
Bernard Tillery (71-74) - Amarillo, TX  
Charles Morgan (80-83) - Fountain, FL  
Mark Crytser (82-86) - Hocking, W. Australia  
Ken Lite (70-73) - Portland, OR  
Ken Zuurro (73-77) - Santee, CA  
Tony Blatnik (60-64; 72-73) - San Diego, CA  
Mark Cornelius (79-81) - Olivehurst, CA  
Mark Squire (84-86) - Anchorage, AK  
James Matson (71-73) - Anderson, CA  
John Lavallee (74-76) - Salem, NH  
David McCowan (85-88) - Medora, ND  
Virde Barton (72) - San Diego, CA  
Marc Kilgore (84-8) - Woodbury, MN  
Ronald Colman (48-52) - Long Beach, CA

Dale Osburn (85-88) - Foothill Ranch, CA  
Brian Ratliff (87-89) - Liberty, TN  
Michael Moser (79-81) - Grayslake, IL  
Kevin Watson (79-81) - Yuma, AZ  
Gary Maready (80-83) - Winston-Salem, NC  
Michael Fracul, Jr. (54-55) - Glendora, CA  
Robert Doremus (63-65) - Bexley, OH  
Robert Ager (79-81) - Melbourne, FL  
Tim Williamson (69-73) - Davis, CA  
Doug Bohs (63-65) - Fort Wayne, IN  
Mark Lodge (73) - Los Osos, CA  
Steven Tichenor (76-78) - Castroville, TX  
Gary Higbie (70-73) - Lawrence, KS  
Greg Parr (79-81) - Santa Clara, CA  
Chuck Hauck (73-76) - Coralville, IA

### In Memoriam

**Shipmate Robert (Bob) Grace**, 73, West Kingston, RI, passed away April 1, 2013. He was a Lieutenant Commander in the Admin Dept. on Midway 78-80. He retired with the rank of Commander in 1988, after 31 years of service in the United States Navy. He is survived by his wife of 31 years Robin (Diggins) Grace, four children and one grandson. Robert (Bob) Grace was buried with military honors at Rhode Island Veterans Military Cemetery on April 5, 2013. May he rest in peace.

**Shipmate Marvin (Lee) Dumond**, 72, West Richland, WA, passed away July 19, 2013. A photographer's mate on Midway 52-54, he shot hundreds of photos at MVA's 2010 reunion in San Diego, many of which are still posted on our website. He is survived by his wife Ann, four children and three grandchildren. He died with a Midway plaque at his bedside, and was buried with military honors on July 26, 2013. May he rest in peace.



*"We, who remain to carry on, should not think of our Shipmates as departed from us, but rather as having been transferred to a celestial ship or station, where we hope all of us may be Shipmates again."*

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

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

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Order Midway/USN memorabilia at:  
Midway Museum online store:  
<http://enssc.com/?store=502>

**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.

**The Masthead  
USS Midway  
Veterans Association**

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

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