



Station Ship News



DING DING . . . DING DING . . . SHIP'S CREW ARRIVING . . . ABOVE AND BELOW DECKS
IN THE AIR, AT SEA AND IN PORT . . . DING DING . . . DING DING



CV 41 MIDWAY AUG 1984

Reunion Registration Form Available Soon

MVA's 2017 Reunion Registration Form will be available soon for all Midway veterans, family members and guests who plan to attend the September 11-13, 2017 reunion in San Diego, featuring the Grand Banquet on the flight deck of the USS Midway Museum, as well as a special program honoring the nation's POW/MIAs. The registration form will allow you to pick the events and activities you wish to attend, order reunion T-shirts, join the MVA, pay your current dues, and calculate your costs, based on the tours and activities you've selected.

In addition, we'll name and have information on our guest speaker ready for you soon.

Our reunion hotel will be the Wyndham San Diego Bay-side. Follow the link below to reserve your room. We recommend you arrive one day early (Sunday, September 10) to register and be ready to go Monday morning.

<https://aws.passkey.com/go/USSMidwayVeteransAnnualReunion>.

MVA has negotiated a discounted group rate of **\$153/night plus taxes** with the Wyndham (good for 3 days before and after the reunion, if rooms are available).

To reserve your room by phone, call (619) 232-3861. This connects you to Wyndham's automated voice message system. Select "0" at the prompt and ask for in-house reservations. The in-house reservations team is available Monday - Friday from 8:30am-4:00pm PT. Be sure to tell them you're with the USS Midway group to get the \$153/n rate.

Contact: Jim Hayter @ e-mail mva41vpr@comcast.net; phone (703) 264-0542

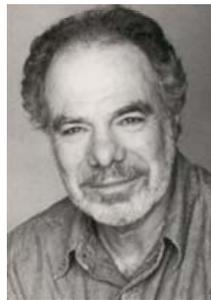
Editor's note: Richard (Rick) Setlowe served on Midway 1957-1959 as an operations officer. Since he left the ship and the Navy, lo those many years ago, he has gone on to become a successful journalist, novelist, writing teacher, and motion picture executive. Review Rick's impressive body of work, on his website: <http://www.richardsetlowe.com>. Rick, thank you for writing this story for your fellow Midway veterans to enjoy.

Dave Payson, Ed.

Fact and Fiction Aboard Midway

by Rick Setlowe, 1957-59, Lt.jg, Ops, CIC Air Controller

In the spring of 1976 I published my first novel *The Brink*, which drew on my experiences aboard Midway in the Straits of Taiwan in 1958. In the novel I never named the ship or any of my shipmates, although they had inspired certain characters.



But shortly after publication I received a handwritten letter via my New York publisher from a Captain John Tallman in Virginia. Tallman basically wanted to know who the hell I was and why I had given his name to a pilot who dies in a freak landing accident aboard. The incident in the novel, Tallman wrote me, described in accurate

detail the death of his wingman Joe Brender one night in

the Taiwan Straits, right down to Brender's last radio transmission to the landing signal officer.

I was stunned. I had no memory of Tallman, but Joe Brender had been my oldest friend aboard Midway.

I had originally met Joe in college on a weekend visit to Cornell, then renewed acquaintance in flight school in Pensacola, and again in Alameda when Joe's Fighter Squadron 64 flying F3H Demons was assigned to Midway for our routine WestPac deployment. The night before anchors away, there was a party at the O Club, and Joe made a point of introducing me as an old friend to his recent fiancée, a very pretty dark-haired girl.

Our deployment exploded into anything but routine. Halfway through our operational readiness exercises in Hawaii we were ordered back to Pearl Harbor, loaded with weapons, and took off at flank speed for Taiwan. The Chinese were massing to invade Taiwan and its off-shore islands, and they had launched the heaviest artillery bombardment in history. Our treaty with Taiwan obligated the United States to defend it. We were at the brink of war, and Midway was the flagship of the carrier strike force.

We ran patrols and exercises day and night with every plane aboard up and down the Straits, often in terrible weather. The strategy, as this Lt.jg understood it, was to pop a gaggle of blips on the Chinese radar to convince their high command that any invasion would be fought by United States Navy planes and warships that were already out there.

I was then a CIC watch officer and air controller, and I worked those patrol and exercises. FS 64 Demons were the first squadron in the fleet equipped with the Sparrow radar guided missiles, and I was one of the handful of controllers newly trained to work them.

In CIC the pilots' names of each flight were posted in grease pencil on a large Plexiglas board. In the wardroom I ribbed Joe, "Hey, that was me making you look good in the intercept this morning."

"Thought I recognized that Long Island accent." He mangled it, "Long-guy-land," as a joke. Joe was from upstate New York.

To get our minds off the menacing war, we talked hopefully about what would be our first liberty in Tokyo and the chance that our mutual friend from Cornell, who was now in the Air Force in Korea, might join us.

But the brink of war can be as grueling and deadly on an aircraft carrier as combat ops.

The memorial page of the "Midway Western Pacific Cruise Book 1958-1959" lists 11 names in alphabetical order. Joe Brender is the third.

I controlled Joe's last flight, a midnight patrol in the Strait. It was uneventful, until I turned control over to PriFly for the landing.

A carrier landing is a controlled crash. And the grueling day-and-night operations were taking their toll on the aircraft. Joe landed precisely...three times. But his tail hook did not engage. The Landing Signal Officer noted it hit and bounce over the wire; apparently the mechanism was damaged. Joe was low on fuel, and we were too far from any friendly airfield for Joe to divert. He was ordered to climb to 10,000 feet and eject.



Rick Setlowe on flight deck of USS Midway, circa 1958

The spot was marked on radar, and a destroyer immediately dispatched to it. They found no sign of Joe or the Demon aircraft. At first light our helos took off to search. Unsuccessfully.

I conferred at length with the LSO and Joe's squadron mates about what had happened. There are many terrible ways to die ejecting from a jet at night over water, and there is no point in speculating on them.

In *The Brink* the fictional narrator has to eject at night, but he survives. But in a separate incident in the book the "real" event is also detailed. And there are other very specific incidents recorded by which Captain Tallman identified the fictionalized carrier as actually Midway.

But I didn't remember Tallman. I dusted off my old copy of the cruise book in my bookshelves. The tall handsome, then Lt.jg J. M. Tallman who stared back at me from the squadron group photo was not familiar. But apparently in this novelist's subconscious memory the name of Joe's wingman that night written in grease pencil up on the CIC board had been indelibly burned. I had not made it up, "imagined" it.

In *The Brink* the line between fiction and straight reporting often becomes hazy, a trick of the subconscious mind.

Did You Cross the Line?

By Bob Srabian, 1963-66, *Ens.-Lt., USNR, Ops, CIC Air Controller*

During her time of active service, the USS Midway crossed the line. Which one did you cross? The International Dateline? The Equator? What was the celebration you encountered? These questions surfaced an inquiry from myself. Not all crew members accomplished this feat. Depending on when and where you served on Midway, you were lucky to become a member of the Golden Dragon (crossing the International Dateline). Or to become a Shellback (crossing the Equator). Or possibly both.

During her time of active service, Midway was home ported in Norfolk, VA (1945-1954), Alameda, CA (1958-1966, 1970-1972) and Yokosuka, Japan (1973-1992).



Oscar Granger's Golden Dragon Card

While in transit to her new homeport from Norfolk to Alameda, Midway crossed the equator twice. Once in the Atlantic Ocean and crossing back in the Pacific Ocean. The Shellback ceremony was conducted on 6 January 1955.

While home-ported in Alameda, Midway crossed the International Dateline twenty times (counting return trips). There were no Equator crossings during this time. One was scheduled in 1965, but Sec. McNamara sent Midway to Vietnam. A ceremony for crossing the Dateline has never been known to be conducted aboard Midway. Apparently the Navy does not consider this to be a celebratory event.

While Midway was homeported in Yokosuka, she crossed the Equator twenty-four times and the crew became Shellbacks after the fraternity style initiation from King Neptune (His Majesty Neptunus Rex). The Shellback initiation was conducted eleven times. Being homeported in Japan, Midway had no opportunity to cross the International Dateline.

To memorialize the crossings, the crew would receive a card or certificate signed by the ship's captain noting the exact point of crossing and date of crossing. This custom began with the British Navy and has also been celebrated by the Japanese. While serving as our Commander in Chief, President Franklin Delano Roosevelt was initiated by King Neptune aboard the USS Indianapolis, in late November 1936. No one was exempt from initiation.

The End Came Swiftly

By Brendan Denihan, 1978-80, *AT2/VF-161*

Many of us crossed the Equator on Midway over the years. I did so twice, on two separate Gonzo patrols into the Indian Ocean. Here's how I remember the Shellback ceremony. I probably remember it too well, for I still have flashbacks. On August 22, 1980, **the USS Midway crossed the Equator at Latitude 0000, Longitude 084 Degrees 34 Minutes East.** As this was my second crossing aboard Midway, I participated in the ceremonies as a full-fledge Shellback. We had two Marine Detachment Pollywogs in our section, which we Shellbacks brought in front of our illustrious Leader, King Neptunus Rex, King of the Deep. Our Marine Pollywogs stood there not bowing nor showing any fear, which totally enraged our King. "Off with their heads!" he roared. So we escorted these Wogs to the guillotine, face up, mouths open so they could see their fate coming at them when the rope was pulled. The end came swiftly.



Brendan Denihan's Shellback Card

CVA-41 Ball Cap

Mike Levin, 1952-54, ACAN/V-2,

Recently, two things happened to me related to the USS Midway within a 24-hour period that I'd like to share.

My bride for the last 60 years and I are planning to relocate to the Phoenix AZ area and were driving from LA to Phoenix to do some house hunting. We started out late afternoon on Halloween and at dinner time stopped in a family restaurant we enjoy that is located on the edge of the Cabazon Tribe Reservation. I was wearing my Midway CVA-41 baseball cap (that Ron Pope was nice enough to pick up for me at the last reunion).

There was a family of six Native Americans seated at a table across from our booth, all four kids dressed in their Halloween costumes. One of the little boys at the family table kept peeking at me and I simply smiled back at him. In a few minutes after about a dozen peeks that I noticed he got up from his table and walked directly to me. He stood at attention and informed me he was a "Cub Scout" and he and his entire Den and his Dad had spent two nights aboard the Midway – slept and ate their meals onboard and enjoyed every minute of it and continued standing at attention and then saluted me and held the salute until I returned it. Guys, it brought tears to both my wife Phyllis and my eyes. That moment was very special!

We are really doing something correctly in supporting the educational programs aboard Midway with a portion of our dues.

The second evening Phyllis and I went to dinner at a casual Bar-B.Q. and Steak House in Goodyear, AZ, known for ribs and beer so cold it hurts your teeth, and I was still wearing my CVA-41 ball cap. We had a great dinner and were hanging loose watching my Cubs (I'm originally a Chicago kid) beat Cleveland in the World Series. It came time for the check and the server said "No Check" for you. A gentleman sitting a few tables away who had already left the place, and never had spoken a word to us, had picked up our entire check including the tip and left us a message. "It was his pleasure and he wanted me to know an ex-Marine had just bought dinner for an ex-Sailor and his Lady." I was speechless – never had anything like this ever happened to me before.

I think this coming weekend I'll wear my CVA-41 ball cap to either Ruth's Chris or Morton's Steak House and see what is going to happen next.

Thank you all for listening!

MVA Makes 2016 Charitable Donation to Museum

The USS Midway Veterans Association made its annual "Twenty-Percent" charitable donation to the USS Midway Museum's education and preservation endowment programs. The donation was in the amount of one thousand dollars, split 50/50, five hundred dollars to each program. Representing one-fifth of the total money we made from members' 2016 dues, this donation was instantly doubled to two-thousand dollars, thanks to a donation-matching program sponsored by the museum.

"Both of these programs are excellent, and we're happy to support them," said MVA Treasurer Dave Payson. "We're accomplishing two things with this donation: (1) helping kids learn and (2) helping our ship stay fit and trim. As a nonprofit organization, this is right in line with our common goals and mission. We thank our members for their generosity and for making these donations to the Midway Museum possible through their dues."

President's Report



As your Board is grinding ahead to put another meaningful reunion together in September, the POW/MIA families theme is resonating loud and clear across the miles. We are in contact with the National Association of POW/MIA Families in Washington, D.C., and with

the San Diego Chapter of the National Association, and they are very interested in working with us as we develop the program for honoring the service for both the POW and MIA families. When I heard back from the San Diego Chapter volunteer coordinators, I was reminded there are many individuals that should also be remembered as POWs, including children who were held during WWII by the Japanese in the Philippines and in concentration camps in Germany and Poland. I don't know if the Japanese internment camps here in the Western U.S. would qualify those held as POWs, but I strongly suspect that case could be made.

Some of us may argue that we're reaching too far to the left and right of our own (USS Midway Veterans Association) mission statement when we're trying to 'bring in the World' to our reunions. But from my perspective, it's not an arguable point! In his column in the winter edition of *Midway Currents*, RADM McLaughlin, president and CEO, says that the USS Midway Museum is pursuing a

vision of becoming America's Living Symbol of Freedom, and we, her crew, were privileged to have taken this symbol of freedom to sea. We are also the guardians of her history, and we have a responsibility to share our service aboard this symbol with the nation. How better to do that than to invite our friends and their friends to join us in a celebration of service to those who served above and beyond the call of duty?

We continue to improve our operations. The Membership Committee has been reorganized, with new leadership, and the Board has pledged to work much closer with them than it has in the past. We also have a newly formed Reunion Planning Committee, and the members of this committee are getting their feet wet as they take on additional planning responsibilities for our upcoming reunion in September. We're hopeful that the POW/MIA theme for the 2017 reunion will resonate strongly in the hearts of all veterans and that we'll see a surge of veterans and their families that join us on the flight deck of the USS Midway Museum in San Diego.

I echo RADM McLaughlin's salutation – *Onward and upward!*

Oscar Granger, President USS Midway Veterans Association

VP-Reunions' Report

The planning phase for our next reunion is almost complete as a result of the dedicated work of our brand new MVA Reunion Planning Committee. I have seven guys, who actually volunteered, investigating a large number of events and activities to fill your three days in San Diego in September of this year. Let me give you some insights into this planning effort. The good news is that our reunion group gathers in San Diego every two years so we can spend quality time on the USS Midway Museum. The less than good news is that we go there so often it is difficult to find interesting new things to keep you entertained. This is our biggest challenge, and one we have done a good job of addressing. Next comes negotiating reasonable prices for the activities we have selected before we have any idea how many people will be involved. This is important because most vendors offer discounts for large groups. On the other hand, they do not want to reserve slots for us that we cannot fill. My time-tested approach here is to provide a best-guess number, and then add to as reservations start arriving. This is where our members come-in. Once all this planning and costing comes to-



gether, we publish our SD17 Reunion Registration Form, which you complete and return to Armed Forces Reunions Inc. (AFR), our reunion planning company.

Now we can finally see how popular an event will be and how good we are at projecting numbers. Most of our vendors are willing to add slots as interest grows, but if capacity has been reached we may have to limit the number of people who can attend an event. Why mention this in an otherwise positive report, you ask? Because the wise sailor completes his registration form as soon as he gets it to be sure he has a seat at the events he chooses.

Yes, it's a little over six months to the reunion, and your circumstances could change, which is why we have a reasonable cancellation policy already in place. Of course you can wait until the last minute, but you may find yourself on the outside looking in because no seats are available. By the way, this same approach applies to making reservations at the Wyndham San Diego Bayside. We have a large room block, but as we get closer to the reunion date, the hotel has the right to take back unreserved rooms, and, no big surprise here, a higher standard room rate will apply for last-minute Charlies.

The big news for SD17 is **DINNER ON THE FLIGHT DECK**. Important people in San Diego, from the Chamber of Commerce, to the hotel, to the Midway Museum, to the street vendors have promised me beautiful San Diego weather from 11-13 September, especially on Wednesday night. That said, we do have contingency plans in case this is "fake news." At this writing, the flight deck is open for traffic and fair seas are anticipated—prepare for food operations! We did this four years ago and the evaluation forms spoke of a magical evening; that is the plan for 2017 also.

I am always looking for volunteers to lend a hand and interesting ideas to make our reunions more enjoyable. Contact me at 703-264-0542 or mva41vpr@comcast.net with your input. Watch for the SD17 Reunion Registration Form coming very soon to a mailbox, website, Facebook page, etc. near you. Then the ball is in your court. **SEE YOU IN SAN DIEGO!**

Jim Hayter, VP-Reunions, USS Midway Veterans Association

Sec.-Treas./Newsletter Editor's Report

Since her decommissioning in 2009, the USS Kitty Hawk, CVA/CV-63, has been quietly rusting away at the Navy's Inactive Ship Facility (aka mothball fleet) in Bremerton, Washington, just as the USS Midway had done many years before her.

As we all know, Midway was eventually rescued from this ignoble fate, and is now the most visited and successful ship museum in the world. Kitty Hawk veterans hope that a similar happy ending awaits their ship.



I came by this news from a Kitty Hawk veteran I used to work with back in the day when I owed my soul to the Company Store. He mailed me a copy of the Kitty Hawk's latest newsletter, in which is an article describing a program underway to save the ship. It was important for him that I understood what was going on with his carrier. It was important for me, too.

(A quick aside: My Kitty Hawk friend and I occasionally engaged in "trash-talking" over whose carrier came out on top in head-to-head air-ops exercises. I can say without reservation, we beat them at least 99 percent of the time.)

The article I mention above is by David Flohr, a retired San Diego businessman who was the treasurer for the San Diego Aircraft Carrier Museum (SDACM) project team that worked long and hard to save Midway, which they did, eventually bringing her to San Diego, where she has become the number-one ship museum in the country, as described above. Flohr went on to become the first treasurer of the USS Midway Museum.

Flohr gives a detailed account of SDACM's decade-long effort to save Midway from the scrap heap. Often faced with seemingly insurmountable odds, he writes how the SDACM team overcame every obstacle in its path before finally achieving its goal. How do you measure success after all that? Well, close to a million and a half visitors per year spells S-U-C-C-E-S-S.

Flohr's article can be seen as a valuable *primer*, or guide, for the Kitty Hawk museum team, because it gives them an idea of what to expect as they begin the process (the red tape) of qualifying to become a ship museum. (Expect the unexpected, is one cautionary note.) If you're interested in reading his article, contact me at minandave@charter.net, and I'll e-mail you a copy (PDF file). It *really* is a one-of-a-kind story and tells an important part of Midway's history.

Jim Melka, president of the USS Kitty Hawk Veterans Association, understands that there is considerable work ahead if the Kitty Hawk is to become a ship museum in Long Beach. He told me they are waiting for NAVSEA (Naval Sea System Command) to release the ship for donation. "When that happens," he writes, "we'll have the paperwork needed ready to go."

The Kitty Hawk Veterans Association has established a Museum Fund in support of saving the Kitty Hawk. They are asking for donations from anyone who wants to support this worthy cause. This includes Midway veterans who may want to help their fellow carrier mates in need.

If you'd like to make a donation to the USS Kitty Hawk Museum Fund, follow the instructions on page 9 of this newsletter

One final note: I've started including MVA's membership application with each edition of our quarterly newsletters. If you know a Midway veteran(s) who isn't a member of our unique organization, please spread the word and share this form with them. There is strength in numbers!

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

VP-Administration's Report



Here we go again, the New Year has passed, Valentines have been passed out, and the Ides of March is upon us, not to mention "March Madness," as we are on the road to San Diego.

Noteworthy is that we are getting older, grayer and either sightless or hard of hearing. It takes longer to digest stuff, deal with illness and keep the Boss happy. I have a momentous task that is cutting into my free time – that is, revising MVA's Bylaws – formatting and additions and such to get them ready for the members to review before the reunion. This will be part of the business meeting in San Diego this year to be voted on and posted on the MVA website. I reached a personal milestone this year on the 2nd of February, Groundhog Day, as the Boss and I celebrated our 38th wedding anniversary. How she puts up with me I do not know. The behind-the-scenes guys with the Midway Magic are doing their best to bring you an excellent reunion this year. I am proud to serve with this

Board, as it has been a long road for me as well to adjust to these great Midway guys.

Richard Wooster II, VP-Admin., USS Midway Veterans Association

New Men

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!*

Craig Warren (58-61) - El Paso, TX
Edwin Broadhurst (69-71) - Spring Valley, CA
William Murphy (63-66) - South Lyon, MI
Richard Risner (78-81) - Grass Lake, MI
Nolan Mitchell (54-55) - Cedar City, UT
Scott Reavy (81-83) - Loxahatchee, FL
Daniel Hahn (48-49) - Gilbert, AZ
Edwin Garcia (85-86) - Riverside, CA
Richard Dywer (69-72) - Portland, OR
Robert Dorgan (77-80) - Shelbyville, KY

Order Your MVA Memorabilia Here!

Check out MVA's custom line of memorabilia, which includes Nick Danger adventures, vests, challenge coins, decals, patches, lapel pins, CVB & CVA-41 caps. Follow the link below to browse the only Midway/MVA memorabilia available on the planet. See ordering and purchasing instructions on our website.

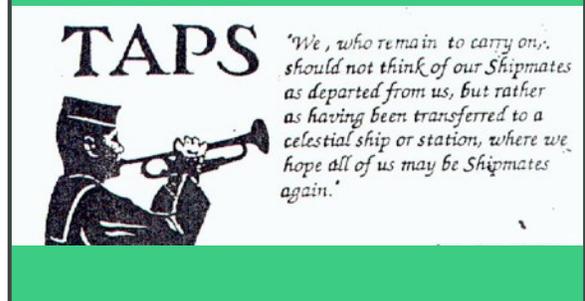
<http://ussmidway.net/mvashipsstore.html>



In Memoriam

Shipmate Arthur Turner Mann, 72, passed away March 2, 2017, at his home in Midwest City, Oklahoma. He served on the USS Midway from 1964 to 1966, as an HM3 in H Division. Born November 4, 1944, in Madill, Oklahoma, he was a lifetime member of the MVA, chairing its membership committee for several years. Prior to his death, he was elected president of the Squadrons & Shipmates reunion organization. He is survived by a son, daughter and granddaughter. Arthur Turner Mann was laid to rest March 6, 2017, in Midwest City, Oklahoma. May he rest in peace.

Shipmate Richard L. Parsons, 82, passed away January 27, 2017, at his home in Falkville, Alabama. Richard served on USS Midway from 1954 to 1955, as an AG2 in OA Division. Born August 12, 1933, in Ipswich, Massachusetts, he was a lifetime member of MVA. He was preceded in death by his wife Dorothy, and is survived by a son, daughter and granddaughter. May he rest in peace.



MVA's Volunteer Committees Play Important Role

At the very heart of MVA's organization are its membership and reunion planning committees. Both play an important role in the stability and future growth of our organization. These committees, their purpose and members are discussed below.

Membership Committee

Tim Miller serves as the chairman of MVA's membership committee, and David Wyant is the vice chairman. Both men are newly appointed in these positions, and both are enthused to get on with the task at hand, which is to grow our reunion group. Quite simply, the mission of the membership committee is to recruit new Midway veterans into the organization and help keep existing members on board. This committee is also responsible for producing and distributing MVA's membership cards.

The other volunteers on the membership committee are Marty FitzGerald, Emanuel "Manny" Voeltz, Bill Bedford, Phil Zuniga, Herb "Skip" Thompson, and Steve Palka. Thompson and Palka are both Midway Museum docents and live in the San Diego area.

Tim, who is also a San Diegan, said, "We are looking for innovative ways to recruit new members. One idea is by advertising in targeted markets, such as San Diego and Norfolk. We want to get general membership more involved in helping with recruiting. We encourage members to share their ideas with us." Tim said he is looking for more volunteers to participate in membership committee activities. (Contact him at email <mailto:yokohamakid01@gmail.com>.)

Reunion Planning Committee

Jim Hayter, who has served as MVA's VP of Reunions for the past several years, heads up the newly formed reunion planning committee (RPC). The RPC's primary job, of course, is to plan MVA's reunions, which are held annually, or as close to annually as possible.

With the RPC now in place, Jim has more flexibility and options available than he previously had when he operated strictly with the other MVA board members (and, more recently, reunion planning companies) to plan reunions. "The RPC is going to be a great help in our reunion planning," Jim said. "I look forward to working with this new team in this important job. I believe reunions, especially the ones in San Diego, represent the very best thing we do for our members."

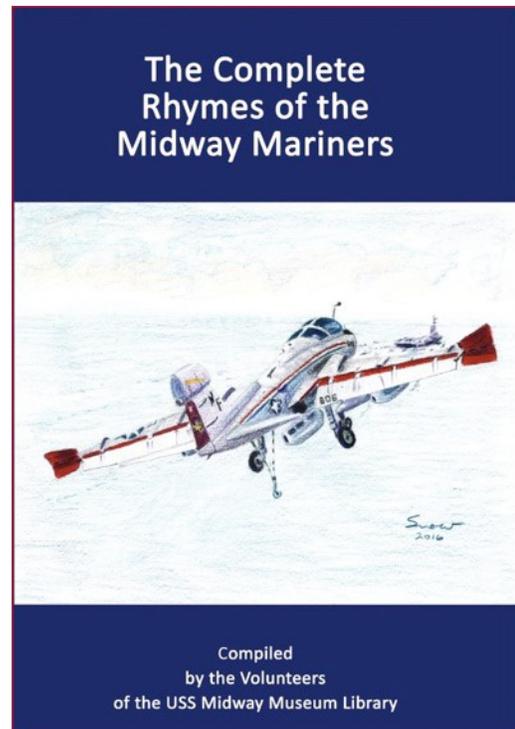
In addition to Jim, the other volunteers on the RPC are Ken Radek, Robert Roberge, Marty FitzGerald, Ron Pope, Ken Zuorro and Mike Levin. And Jim is looking to recruit more volunteers to help with MVA's reunion planning. (Contact Jim at email <mailto:jim.hayter@comcast.net>)

Naval History Magazine: The world's best Naval History magazine is just a click away. At the U.S. Naval Institute, we honor the men and women who served our great nation by keeping their stories alive - ensuring their legacy of selfless sacrifice and valor lives forever. One of the ways we do this is by publishing **Naval History** - a bi-monthly publication featuring full color photos and firsthand accounts of heroes in the Sea Services.

Did you know as a USS Midway Veterans Association member, you can subscribe to **Naval History** magazine at an **exclusive** rate of \$24 (normally \$35) and gain a front-and-center view of the great battles that shaped history? Subscribe today at: <http://www.usni.org/tws>

Don't get lost in the system. If you've moved and changed your mailing address, phone number or e-mail address, please send me your new information. My phone and e-mail address are located in the "Masthead" on the next page. Dave Payson, sec.-treas./MVA

Now available at the USS Midway Museum Library Bookstore and on www.ebay.com: "**The Complete Rhymes of the Midway Mariners.**" The book features verses written by the Officer of the Deck in official Deck Logs during the first watch of a new year. Purchase online: Ebay link: <http://www.ebay.com/itm/-/322383282465?ssPageName=STRK:MESE:IT>



USS Midway Veterans Website
<http://ussmidway.net/home.html>

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

As awarded by the IRS, the MVA is a 501(c)(19) nonprofit organization whose members are entitled to full tax deductibility for their donations and contributions.

**The Masthead
USS Midway
Veterans Association**

*A quarterly newsletter for USN and USMC
Veterans who served aboard the USS
Midway, and who are friends eternal.*

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comed. Please send to: minandave@charter.net

Donate to USS Kitty Hawk Museum Fund

Help Save the USS Kitty Hawk!

**Make Check Payable to USS Kitty Hawk
Museum Fund**

Mail to:

James Melka, President

USS Kitty Hawk Veterans Association

2712 280th St., Winthrop, IA 50682

Second Call For 2017 Dues

There are still many members who haven't paid their 2017 dues. If you're among them, we'd appreciate it if you'd do so ASAP. Your dues help finance our reunions and offset the costs of producing our quarterly newsletter and other expenses associated with running our organization. With your payment, you receive a personalized membership card good for all of 2017 up through January of 2018. *(This message does not apply to Lifetime Members, only to members holding annual cards); note, your 2016 (green-bordered) card expired **January, 31st 2017**.*

- ◆ \$30.00/yr for veteran + spouse/partner
- ◆ \$50.00/yr for veteran and family
- ◆ \$150.00 Lifetime (one-time payment)

Make check payable to the Midway Veterans Association and mail to MVA Treasurer Dave Payson @ 410 Cottonwood Dr., Richland, WA 99352.

If you're not sure if you've paid your 2017 dues, please contact Dave Payson at the email/phone # below and he'll let you know.

email: minandave@charter.net; ph: (509) 946-0810

Dave Payson, sec.-treas./MVA

(509) 946-0810 minandave@charter.net

We value your support, and if you have financial constraints, we'd appreciate you letting us know so we can keep you on the list.

USS MIDWAY VETERANS ASSOCIATION
Application for Membership

I wish to join the USS MIDWAY VETERANS ASSOCIATION, which is open to all Navy and Marine Corps veterans, regardless of department or air wing affiliation, who served on Midway at any time she was in commission. I hereby submit the following information:

Full Name: _____ Date _____

Spouse/Partner Name _____

Mailing Address _____

City: _____ State: _____ Zip Code: _____

Phone Number Home: _____

Email: _____

Actual years served aboard: _____ to _____

Rank/Rate/Division while aboard (e.g., RM3/CR Div.): _____

Rank/Rate when Discharged/Retired (e.g., RMC): _____

Years served in military _____ to _____

How Did You Hear About Our Reunion Association? _____

Fill out this form, print, and mail along with amount for membership for one of the three categories below:

◆ \$30.00/yr for veteran + spouse/partner

◆ \$50.00/yr for veteran and family

◆ \$150.00 for Lifetime Membership including family (one-time payment)

Make check payable to: USS Midway Veterans Association. You will receive your membership package within 14 days, which will consist of the latest newsletter and other information from the group's leadership team. Mail to:

USS Midway Veterans Association

**410 Cottonwood Dr.
Richland, WA 99352**

Attention: The USS Midway Museum supports the USS Midway Veterans Association in preserving the legacy of every Midway sailor, regardless of department or air wing affiliation.

(The USS Midway Veterans Association is a 501(c)(19) not-for-profit organization; contributions (aka, dues) are tax-deductible as provided by law. MVA donates 20 percent of its annual contributions to the USS Midway Museum's Education Scholarship Fund and Midway Preservation Endowment.)

Contact: David Payson, MVA Secretary-Treasurer, at minandave@charter.net;
phone 509-946-0810

We Lived the Adventure!