



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



Midway-Class Veterans, families and guests enjoying themselves on the flight deck of the USS Midway Museum, banquet night

Historic Midway-Class “3 Sisters” Reunion Concludes with Record-Setting Numbers

Although Secretary of the Navy **Richard V. Spencer** had to decline our invitation to attend the “3 Sisters” Reunion due to a scheduling conflict, he sent us his best wishes “for a memorable reunion,” as stated in his letter on page 12 of this newsletter. Indeed, the reunion *was* memorable, and it’s too bad SecNav couldn’t make it, because it exceeded even our most optimistic expectations, with 539 banqueters on the flight deck on banquet night, including some 332 veterans from the three carriers of the Midway Class, along with their families and guests, on the flight deck to celebrate the historic occasion of the USS Midway, USS Franklin D. Roosevelt and USS Coral Sea sailors and officers “coming home” to honor their ships and to be honored themselves. All told, our reunion planning company, Armed Forces Reunions, Inc. (AFR) logged a total of 567 people in attendance at the reunion, a number that shattered

all previous attendance levels.

And what a celebration it turned out to be for the four days of the reunion, starting with the Padres vs. the Mets big-league game on Monday night, May 5, and culminating with the Grand Banquet on the flight deck on Thursday night, May 9. In between, on Tuesday, May 7, there was the tour of the San Diego Air and Space Museum and the Welcome Reception at the hotel. Then on Wednesday, May 8, the Meet & Greet and Panel Event hosted by the Museum staff took place on the ship, and that evening 312 attendees enjoyed themselves at a dinner cruise of San Diego Harbor.

Throughout the reunion the veterans of the three Midway-Class carriers didn't miss a chance to honor their ships and to be honored themselves by their hosts and guests. The 567 people who attended the reunion represented a number befitting the term often used to describe each of these carriers during their “sailing” days. That term was “City at Sea”!



BM1 (Ret.) **Oscar Rocha** piped us onboard on banquet night.

Grand Banquet Summary: On the late afternoon/evening of Thursday, May 9, all these people who had been having so much fun earlier in the week came together on the flight deck of the USS Midway Museum for the premiere event of the reunion—the Grand Banquet. In essence, one flight deck became three on this magical night. Veterans of the FDR and Coral Sea remembered this flight deck well, for it was much like the one they served on during their seafaring days, and for them, at least for a while, their carriers were reborn.

“What a picture! You should all be up here looking out. This is a picture to behold. This is something you’ll probably never see again in your lifetime. But it’s worth it to me to be here helping in the hosting of this 3 Sisters reunion.”

... MVA President Oscar Granger’s words as he took the podium for the first time and looked out over a flight deck full of Midway-Class veterans and their families and guests.



Oscar Granger gets the banquet program underway



The members of the **Third Fleet Color Guard** executed their maneuvers precisely as they paraded the colors

Master of Ceremonies **MVA President Oscar Granger** got the program rolling by calling for the Parade of Colors, executed precisely by the Third Fleet color guard team, made up of young San Diegans, and the singing of the National Anthem by all. Then Tim Miller gave the Invocation. Next, Oscar introduced the respective board members from the three carrier associations as well as several VIPs and their guests sitting at nearby tables, including keynote speaker **ADM Leon “Bud” Edney (Ret.)**; **RADM “Mac” McLaughlin (Ret.)**, president and CEO of the Midway Museum; and **RADM Riley Mixson (Ret.)**, former Midway skipper (85-87).



It wouldn’t be a flight-deck banquet without **RADM Mac McLaughlin** getting us fired up

Close to the stage were two tables seating ten people each. These tables were sponsored by the MVA, meaning the banqueters seated at them had their dinners paid for by the MVA. One table was designated for the Museum’s Membership staff team led by **Membership Director Jill Hammons**, the other was for Mac’s team, key players all in the operation of the museum.

As he has done so often in the past at our reunions, **Rear Admiral Mac McLaughlin (Ret.)**, president and CEO of the USS Midway Museum, gave the banqueters a stirring welcome and plenty to cheer about, tying our 3 Sisters theme in with the fact we were all gathered to celebrate the occasion on the last surviving ship of the class. The weather might've been a bit cool, but we were fired up.

Following Mac's introduction were a Missing Man Ceremony, led by Al Padilla, head of the San Diego EXPOW chapter; a Two-Bell Ceremony, led by Robert Siefker of the FDR reunion group; a scrumptious buffet dinner capped off with chocolate sundaes ("Death by Chocolate") that had to be savored to be believed, so good were they.



Al Padilla, who heads up the San Diego EX-POW/MIA chapter, recites the words to the Missing Man Table ceremony; the ceremonial table was set up close by on the flight deck (page 8)



Robert Siefker, Franklin D. Roosevelt, recites the words to the Two-Bell ceremony, while Clarence Neander (not shown), Coral Sea, rang the ship's bell

Then, following dinner, our keynote speaker, **4-Star Admiral Leon "Bud" Edney (Ret.)**, took the podium and gave a talk that was straightforward and to the point about the current state of politics in our country. As well, he emphasized the importance of our country rebuilding and maintaining a strong military.



Keynote speaker: **Admiral Leon "Bud" Edney (Ret.)**

The three association presidents—**Oscar Granger**, USS Midway; **Robert Siefker**, USS Franklin D. Roosevelt; and **Wayne Addkison**, USS Coral Sea—all played key rolls in the banquet program, as did **Jim Hayter**, MVA's VP of Reunions, who led the fundraising efforts at the and was at the forefront of event planning. **David Payson**, MVA's Secretary-Treasurer, was instrumental in helping Museum staff plan the panel event, the guided tours of Midway, and the reunion video signup.



Rear Admiral Riley Mixson (Ret.) was a busy man at the reunion. On Wednesday, on the ship, he introduced the Meet & Greet/Panel event and gave a historical account of the important role the Midway-Class carriers played in helping bring an end to the Cold War. On banquet night, he awarded a Coral Sea veteran the WWII Victory Medal (see page 8, this newsletter).

Other MVA members given a "shout out" here for their hard work at this reunion include **Tim Miller**, who was

tireless in his efforts to keep the hospitality room running smoothly, a huge job in and of itself; Tim had strong support from Midway docent and co-host Herbert "Skip" Thompson; Lead docent Jim Reily worked tirelessly and closely with us to head up and coordinate the guided and "behind-the-scenes" tours of Midway. Ken Zuorro did a lot of hoof work and paperwork to make sure we all got our dinner cruise tickets. Marty FitzGerald, who was elected the new VP of Administration at the reunion, taking Richard Wooster II's position who decided to step down, broke a record selling MVA memorabilia, B.J. Denihan put in extra hours in the registration room helping with registration and T-shirts, and in his "spare time" at home, we thank him for keeping MVA's website up-to-date. Mina Jo Payson and Bob and Pat Roberge collaborated in several different areas to help keep things running smoothly, as did Karen Granger. Ted Dey, Armed Forces Reunion, Inc., our onsite reunion planner, was outstanding in his efforts to keep registration running smoothly, a very concentrated effort because the line of registrants wound out the door.

Upon conclusion and retrospection, the reunion of the veterans and guests of the 3 Sisters carriers, built shortly after WWII, was amazing; in that it even happened was amazing. The reunion was by no means perfect, having its share of problems, which are now easy to spot in retrospect. But it's amazing that the reunion planning team even tried to do such a thing, to have the vision to bring these proud navy veterans together again from their distant pasts and common ships. But we did decide to do it, and we pulled it off!

If anyone went home disappointed from this reunion, it was only slightly and it was only a few. For what a celebration it was, with all the banqueters gathered on the flight deck of the only surviving carrier of the class, knowing they were part of something very special.

Maybe we should just leave it right there and don't overanalyze it. "Knowing they were part of something special . . ." is, perhaps, the best way to sum it up. All the members of the three Midway-Class associations, whether they were present or not at the reunion, were part of something special.

And now that the reunion seas have calmed, already there has been talk that the celebration of the "3 Sisters" Reunion should be repeated in the future. Who knows, it could happen. At this point, no one is ruling it out.



Take Me Out to the Ballgame - After some problems getting to PetCo Park due, in part, to faulty ticket machines to get us on the light rail, early attendees at the reunion had a good time watching the home team (San Diego Padres) shut out the visitors (NY Mets) 4-0. It was a great Media Event, with a big screen and smaller screens strategically placed around the stadium. Truly a Big League experience, and at a very good price!



The Panel Event, part of the Meet & Greet celebration aboard Midway on Wednesday, May 8, more than lived up to its advanced billing. Scott McGaugh, left, Midway Museum Marketing Director, served as emcee and elicited some very interesting and entertaining responses from the three association presidents (seated L to R): **Bob Siefker** (FDR), **Wayne Addkison** (Coral Sea), and **Oscar Granger** (Midway), before an overflow crowd in the hangar bay. (They fed us well, too!) We also acknowledge the great work the museum's membership and library volunteers did following the Panel Event, pitching in to help however they could, including answering questions about the ship, sharing cruise book pictures and helping Midway docents with the behind-the-scenes tours.

Four Midway Veterans attended this reunion who had previously been honored at past MVA reunions, either as 1945 commissioning crew plankowners and/or as WWII veterans and awarded WWII Victory Medals. We salute them! These proud Midway Veterans in attendance were:

John Cantor
Blake Smith
Sid Friedlander
Robert Pitman

Collision

By Mark Nojiri, AT1, IM-3, 74-76; 78-81

It was the evening of July 29, 1980, one day after I sort of celebrated my eight-year anniversary in the United States Navy and it was just around 8:00 pm, for civilians. The USS Midway had just departed Subic Bay, Philippines, and was headed to a port visit to Singapore, then to the Indian Ocean. My shop was on the port side of the ship and, from where my shop was situated, I could hear the ship's whistle.



I had learned that, one blast of the whistle meant a right or starboard turn, two meant a left, or port turn, three blasts meant reverse, and, anything more than that meant . . . well, you did not want to hear more than that. Also, each day, both in port and at sea, the man at the PA system, which we called the 1-MC, would announce the test of the general, chemical, and collision alarm. He would announce, "The following is a test of the general, chemical, and collision alarm, disregard" Then we would hear, "Bong, bong, bong, bong." Next was a whistling sound. That was followed by a "dit-dit-dit" a quick pause, then "dit-dit-dit" another quick pause, then "dit-dit-dit," then, "Regard all further alarms."

That night, the Midway was operating at darken ship, meaning all exterior lights were off and at income Alfa, meaning all electronic transmitters were off. There was a cloudy storm that night. One of our escort ships radi-ooed to us that there was something out there and to be cautious.

Suddenly, in the darkness, all the lights of a ship were turned on and the ship was headed right at our port side, and, just so happened, it was headed right below my shop. At that moment, the air boss, in the island, ordered the flight deck crew to bring out the fire hoses and get them charged up. The ship turned out to be the Panamanian-registered merchant vessel *Cactus*.

That night, at about 8:00 pm, I heard, one blast, meaning a starboard turn, then another blast, meaning a port turn, then another blast, meaning reverse, then another blast, meaning to me, "Oh, oh, something is not right." Then I heard that horrible sound, "dit-dit-dit," then "dit-dit-dit" and "dit-dit-dit," then I heard a scraping sound like a canoe scraping on sand, then I felt the ship listing inward, as the *Cactus* struck the Midway, then the ship started listing to port, meaning now the *Cactus* was penetrating the skin of the Midway. As the *Cactus* penetrated our hull, the flight deck crew began hosing down the flight deck, as JP-5 jet fuel was pouring all over the deck. Next, we heard, "Bong, bong, bong, bong, general quarters, general quarters."

Suddenly, I heard a pounding on the door to my shop, and the Chief of the office right below us came running in. I asked him, "What is going on, Chief?!" He said, "The bow of a ship is in my office!" A minute later, I heard another pounding on my door. I opened it and this guy stuck his head in the doorway and yelled, "LOX leak!" My shop was immediately evacuated.

As the result of the collision, Midway suffered severe damage to her port side. On the flight deck six aircraft were almost totally destroyed and, more tragically, two Midway sailors lost their lives in the port O2N2 plant, which was destroyed.

In the meantime, in the hangar bay, the damage control officer met with the repair party officer of that area and told him, "Evacuate this whole area. If there is an explosion, we are going to lose an entire division and a lot of men!"

At that, my entire division, of about two hundred men, quickly evacuated the area, heading towards the after portion of the ship.

Without further incident, we arrived back in Subic Bay about two days later and, within the next two weeks, after a monumental effort to repair the ship, we received

a new liquid oxygen plant and, along with the other needed repairs, we were able to get underway to meet our commitments in the Indian Ocean.



Chaplain Says a Prayer for X-Division

By Jim Daugherty, YN3, X-Division, 1971-73

I was on the Midway from late December 1971 to October 1973. It seemed like most of that time we were on our very long WestPac from April 1972 to March 1973. I served in X-Division my entire tour. We had 80-100 personnel, consisting of



mostly Yeoman, Personnelmen and Postal Clerks. We had two berthing compartments, and I was assigned to the forward one on the starboard side, 3rd deck. I had transferred from a small gasoline tanker that was being decommissioned and the Midway was a maze to me at first. Luckily the ladder going down into my berthing compartment had a battle lantern with a red lens, the only one in the long passageway. If they would have changed that lens out in my first month it would have taken me a long time to find my bunk. Everything was to my satisfaction, had a top bunk for a while, but made YN3 shortly after reporting aboard and got a middle rack. Then, when we went on the WestPac cruise, the closer we got to the Philippines and then Vietnam, the hotter it got in our berthing compartment. While on the line in Vietnam I slept on my sheets, with no cover at all. In the morning I would be covered with sweat! The other berthing compartment we had was cold, but was just forward of the aft starboard plane elevator, and was it ever noisy when it was in use! So, I stayed where I was. One of the other bad things was below our berthing compartment was a storage room for the ship's stores. The ship's store personnel would take things out of that compartment all hours of the day. It was a non-ventilated space and when they opened that hatch, which was right next to my rack, the heat just rolled out!

Every night when the ship was underway one of the two Chaplains would say a prayer at taps (2200), which really didn't mean that most people went to sleep as the ship was still active 24 hours a day. (an aircraft carrier never goes to sleep.) The Chaplain's Office had a couple of Yeoman assigned to it and one or both of them slept in the HOT berthing compartment. One day, one of the Chaplains overheard them talking about the conditions of the berthing compartment and he discussed it with them. Then a day or two later, during the nightly prayer, X-Division was mentioned for suffering through the heat of their berthing compartment.

I was watching TV in the Captain's Office during the prayer and just groaned. X-Division became the laughing stock of the ship for at least a week. Engineering, including the Chief Engineer, came down to our berthing compartment to check out the heat and of course nothing came of it. It was explained to us that our ventilation pipes came through the smoke stack and probably most of the insulation had come off, and there was nothing that could be done about it.

I made it through the WestPac and shortly after returning to Alameda, one of the postal clerks was promoted to Chief Petty Officer and he had a choice rack in the COLD berthing compartment. I gave him a padlock to put on the rack when he moved to the Chief's Quarters and I moved to the COLD berthing compartment. Boy was it COLD!

I was on the ship for a while longer, and was onboard for the trip to Japan for change of homeport. Didn't stay long, though. The next day I was transferred to Subic Bay. I was stationed there for a 1-1/2 years and lived in Olongapo, with no air-con the whole time. I always felt my time on the Midway prepared me for hot nights in the PI!



FEEDBACK FROM MCR19 WANTED: Because we had three ships involved in the "3 Sisters" reunion we decided not to do a reunion survey this time around. That is not to say we do not want to get your opinions on how things went at MCR19. MVA always wants to hear from our members about how we did in planning and executing our reunions. So here is your chance—tell us about the good and the bad—send your optional, free-form response to **Jim Hayter** at mva41vpr@comcast.net. I really do read them and make changes when I can.

99-year-old Midway 1945 commissioning crew veteran **Sid Friedlander** having fun at the banquet dinner. Sid, who seems to be getting younger every year rather than older, provided us with all kinds of excitement and entertainment during the reunion. He's had a long time to perfect his act



Business Meeting Minutes/Recap

MVA held its general business meeting on Thursday, May 9. Highlights of the meeting are as follows: Richard Wooster II, his four-year term up, stepped down as VP-Administration, and Marty FitzGerald took over that office by majority vote. We thank Richard for his service to the MVA.

A review of MVA's 2018 year-end financial report confirmed that MVA is financially solvent.

A vote was taken and passed to lower MVA dues to \$100 for lifetime membership, \$30 for family membership, and \$20 for annual membership. The new amounts went into effect immediately for a one-year trial period, with the goal being to see if they help increase MVA's membership numbers.

It was reported that MVA members can now pay their dues online by credit card; the link to the PayPal credit card site is provided in this newsletter.

The site for MVA's fall 2020 reunion was chosen by majority vote to be the Virginia Beach/Hampton Roads/Norfolk, VA, area.

A complete report on the 2019 general business meeting can be found on MVA's website/side link: Minutes.



Pay MVA Dues By Credit Card – (\$20, \$25, \$100 levels)

Follow this link:

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

(VISA, MasterCard, American Express, Discover, PayPal)

Pay by check, too. See important dues notice, this newsletter, page 10.



Jim Reily, USS Midway Museum's Docent Program Director and an MVA member, had little time to be laid back and relaxed during the "3 Sisters" reunion as he appears to be in this picture taken prior to the reunion. Jim did a great job in planning, coordinating and leading the Museum docents who gave the guided and behind-the-scenes tours of Midway. In the main, the tours went off on schedule and to all parts of the ship. Many of the FDR and Coral Sea veterans were amazed at the similarities between Midway and their carriers; but did not hesitate to point out the differences to the guides. The Midway-Class veterans all went home happy and intact, thanks in large part to Jim's Herculean efforts.

Secretary-Treasurer's Report

Death By Chocolate and Other Gooey Delights

I second the motion that our 3 Sisters reunion was a huge success, even beyond our expectations, which were high. However, that's not what I want to talk about here.



Rather, I'll talk about "Death by Chocolate" (shortened in this article to "Death"), that marvelously delicious dessert we enjoyed at the banquet dinner. The premise of this article is that it isn't always the chocolate that can potentially kill you; there can be other factors associated

with it that may do you in, as well. That's my premise, and I'm sticking to it.

But before I go any further here, allow me to introduce my source for this piece. Her name is Christie Radican of Continental Catering, in Mesa, CA. Christie's been in charge of our last two flight-deck dinners, and is the only person I know who can set up and serve a buffet dinner for 540 people on the flight deck of an aircraft carrier and come up with such a divine dessert as Continental's version of "Death."

At my request, she sent me a list of "Death's ingredients. It includes a plethora of deliciously sounding things, such as "10 oz of semi-sweet chocolate, chopped." I'm not sure what this ingredient is, but it sounds marvelously decadent, something made from an ice cream-like substance, and I can well imagine how good 10 ounces of it smothered in chocolate, butterscotch and strawberry topping, berries, lots of whipped cream, etc., etc. would taste.

Continental serves its "Death" from dessert stations, which are heavy-duty portable buffets, strategically placed on the flight deck and staffed by enthusiastic servers who don't hold back on portion size. You wait your turn in line to get your dessert. No problem there. Carrier veterans are used to standing in lines to get what they want (and sometimes what they don't want). You can go back for seconds and even thirds of "Death," if you so choose, though I can't imagine where you could possibly put it after that huge portion of buffet food you consumed earlier with your dinner.

My point here (finally!) is that no one is literally going to die from eating too much "Death by Chocolate," as its catchy name implies; of course not, we all understand that. But I learned at this banquet that you can flirt with death, if you eat too much of it and don't mind your table manners.

Here's what happened in my case. Darkness had descended upon the flight deck—lots of dark corners and tall shadows on the flight deck and eerie illuminations from distant lights and reflections off of Mac's helicopters. I had waited patiently in line on the gritty flight deck for my "Death" sundae, loaded it up with everything when my turn came at the dessert station and returned to my table and scarfed it down with great gusto and enthusiasm, all the while my wife giving me that disapproving sideways look I'm so used to seeing.

When I finished my gooey delight in record time, she took a closer look at me. "Have you seen yourself?" she said. Thinking that was an odd question, I looked down.

Obviously, not all of the sundae had made it into my mouth. A good portion of its messy contents had ended up on my shirt, my tie, my sports jacket, and even my nametag. My wife, well, she was shaking her head in a very disapproving manner. "The first thing you're going to do when we get home is visit the dry cleaners," she informed me.

It wasn't death by chocolate, but it was close.

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



RADM Mixson pins WWII Victory Medal on **Juanito Delacruz**, Coral Sea veteran



The Missing Man Table

VP-Administration's Report



We had a great Three Sisters Reunion and I'm pretty sure everyone had a great time.

Since I'm a new guy on the job, just a little background on what I have done in the past for the MVA. I joined

in 2014 as a lifetime member and began helping Secretary-Treasurer Dave Payson, doing odd jobs for him to take some of the load off his shoulders, such as packaging and mailing the newsletters. I'm retired and enjoy doing "ship's work" for the organization.

There was talk from the membership about having I.D. cards to show that the dues were paid, and somewhere along the way I said that I would laminate those cards for the members and mail them out. That's how I became known as the LAMINATER KING, which is Dave's nickname for me, though he shortens it to LamKing.

MVA lifetime member Manny Voeltz helped me with the membership cards until he became so overwhelmed with the Veterans' flights to D.C. that he no longer had the time to serve on the membership committee or do the cards, and that is okay with me, because I love doing this for the MVA.

Now I have a new role as Vice President of Administration for the MVA. It's a new challenge for me and I'm proud to accept it.

Marty FitzGerald, VP-Admin., USS Midway Veterans Association



Jim Hayter and Dave Payson Pledging their Allegiance

New Men

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

- Andrew Ortiz (77-79) - Imperial Beach, CA*
- Arthur Swenson (63) - Fremont, CA*
- Richard Hunze (64-65) - Talkeetna, AK*
- Daniel O'Malley (89-91) - Reno, NV*
- Raymond Draskovich (73-75) - Tigard, OR*

- Mark Nojiri (74-76; 78-81) - Columbus, OH*
- Mike Batnick (59-62) - Tacoma, WA*
- Charles Drenon (69-73) - Arlington, TX*
- Joseph Crivella (60-65) - Washington, PA*
- John Simbari (51-53) - Green Valley, AZ*
- Ronald Perry (58-59) - Redlands, CA*
- David Kivi (76-79) - Brookfield, IL*
- David Hallstrom (89-91) - Mililani, HI*

Order Your Official Souvenir DVD Here!



Midway-Class Veterans: If you want a copy of the 3 Sisters reunion DVD/video, it's not too late to order one. Email or phone your contact information to MVA newsletter editor **Dave Payson**, and he'll make sure you get on the order list. Contact info Dave requires is your name, postal address, phone number, and email address. Contact him at minandave@charter.net, phone # **509-946-0810**. The DVD, through video, still images and sound, captures the magic of the historical 3 Sisters reunion. Price: \$20.00 (not including shipping).



John Cantor, 102, our oldest living Midway veteran sits proudly at his banquet table. Shortly after the reunion he paid for an MVA lifetime membership, and he wants to get his money's worth. He'll probably outlive us all!



Like Father, like Son - Chase Granger, active Navy, following in his dad's footsteps.

Credits

The MVA Board would like to thank the following individuals, organizations, and general groups for their help in making this reunion a success.

(Listed first name/last name but ordered alphabetically by last name)

Wayne Addkison, John Cantor (102), Jim Daugherty, BJ Denihan, Marty FitzGerald, Sid Friedlander (99), Karen Garst, Oscar and Karen Granger, Chase Granger, Jill Hammons, Jim Hayter, "Mick" Hersey, Scott McGaugh, "Mac" McLaughlin, Tim Miller, Riley Mixson, Al Padilla, Dave and Mina Jo Payson, Ken Radek, Jim Reily, Jr., Margaret Riggs, Bill Romer, Robert Siefker, Art Sprecher (91), Don Stryker (90), Steve Suslik, Ken Zuorro,

Members of the Third Fleet Color Guard, plus MVA members Doug Kenyon, Oscar Rocha, Chase Granger

In addition, many thanks to:

- ◆ Staff and management of the USS Midway Museum, for letting us borrow your "platform" on which we held perhaps the greatest Navy banquet of all time.
- ◆ The Midway Museum docents who led the guided and behind-the-scenes tours of the ship.
- ◆ Staff & management of the Wyndham San Diego Bayside Hotel.
- ◆ Staff & management of Continental Catering. (What a meal!)
- ◆ Staff and Management of Armed Forces Reunions, Inc. (AFRI)
- ◆ Those who stuffed reunion packets and helped in the hospitality suite in so many different ways.
- ◆ Those who volunteered for other reunion duties.
- ◆ The 567 Midway, Coral Sea and Franklin D. Roosevelt veterans, spouses and guests who attended this reunion; you were all great!

2019 MVA Dues Past Due!

◆ **MVA Members:** I thank all of you who paid your annual dues on schedule by the end of January 2019. For the many of you who haven't paid yet, I would appreciate it if you did so post haste. Payment of your current dues will help us pay the bills from the 3 Sisters reunion, just past. **So, please, get annual dues to me ASAP.** (Note: effective immediately, annual dues have been reduced to \$20/yr)

◆ You can pay your dues by **credit card**, which simplifies the process for most members. Follow the link below to pay by credit card:

<http://ussmidway.net/paypal.html> (PayPal, VISA, MasterCard, American Express, Discover).

◆ **Yes, you can still pay your dues by check.**

Make check payable to **MVA** and mail to Dave Payson @ 410 Cottonwood Dr., Richland, WA 99352.

Have a question about your annual dues? Contact Dave Payson at the email/phone # below and he'll answer it.

Need help with your dues? Let us know, and we can work something out. Your continued membership is worth far more than your \$30 to us.



Three "vintage" MVA veterans came together in the hospital room at the reunion. They are (L to R): **Sid Friedlander, 99; Art Sprecher, 91; Don Stryker, 90.** As you can tell, they had a good time and "out-partied" everyone in the room.

Order 3 Sisters memorabilia:

<http://ussmidway.net/MVA-Store/cva43%20memorabilia2.pdf>

Reunion photos:

The following link takes you to free pictures of the 3 Sisters Reunion (JPEG files). Click [here](#) to download

In Memoriam

Shipmate David Montgomery, 81, passed away December 18, 2018, at his home in San Leandro, California. He served on Midway from 1958-1960 as a BT1 in B Division. He is survived by his wife of 41 years, Florence, and three children. May he rest in peace.

Shipmate Donald Hayes, 78, passed away peacefully at his home in Florence, Oregon, October 4, 2018. He served aboard Midway between 1961-1962 as an ATN2 in VA-25 squadron. He is survived by his wife Joan and two sons and one granddaughter. May he rest in peace.

Shipmate Brian Hague, 62, passed away peacefully surrounded by his children April 5, 2018, in Meza, Arizona, after a two-month battle with cancer. A lifetime member of the MVA, he served on Midway from 1974-1976 as an AB in V-2 squadron. He is survived by his wife of 40 years, Darla, two children and six grandchildren. May he rest in peace.

Shipmate Jacob "Jack" Eugene Neff, 87, passed away May 31, 2019, in Ephrata, PA. He was a veteran of the U.S. Navy, an Airman, and served on three aircraft carriers, USS Midway, USS Coral Sea and USS Franklin D. Roosevelt, as an Aviation Machinist, during the Korean War. He is survived by his wife Joan of 66 years, two children, and four grandchildren. May he rest in peace.

TAPS



"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."



Tim Miller led us in the opening and closing prayers (Invocation and Benediction) at the banquet, and he did a heck of a job keeping the Hospitality Room running smoothly.

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

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



THE SECRETARY OF THE NAVY
March 19, 2019

GREETINGS TO THE REUNION MEMBERS

On behalf of the Department of the Navy, I am pleased to send greetings on the occasion of the first-ever reunion of "Super Carriers," USS MIDWAY (CV 41), USS FRANKLIN D. ROOSEVELT (CV 42), and USS CORAL SEA (CV 43).

The legacy of these three ships represents the finest qualities of our naval heritage. As you gather to recall your days at sea and to remember your shipmates, you can be justifiably proud of your service to our nation and efforts defending freedom.

You have set the example for those who now stand the watch and for those who will serve in the future. Thank you for your profound sacrifice, courage, and commitment to our Navy and nation.

Please accept my very best wishes for a memorable reunion.

Sincerely,

Richard V. Spencer



Passing Out Raffle Prizes

Flight Deck Chow Line

Midway-Class Banner

Share this application with your Midway shipmates who are not MVA members. To use, type requested information in fields. Save file to your computer with different file name. Reattach completed file and email to me at the email address on form below. Or print, complete and mail form with your check to postal address below.

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? _____

Complete this form, either online or manually, selecting one of the three dues amounts:

- ◆ [\\$20.00/yr for veteran + spouse/partner](#)
- ◆ [\\$25.00/yr for veteran and family](#)
- ◆ [\\$100.00 for Lifetime Membership including family \(one-time payment\)](#)

Follow link below to charge by credit card (**PayPal, Discover, VISA, MasterCard**); when site opens follow the easy instructions.

ussmidway.net/paypal.html

OR pay by check. Make check payable to Midway Veterans Association and mail completed form and check to address below. Whether you pay by credit card or by check, you'll receive your membership package within 14 days, including MVA's last two newsletters and other MVA/USS Midway information. You'll also receive a wallet-size personalized MVA membership card a week or so after you receive the membership package.

USS Midway Veterans Association

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

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.

(NOTE: The USS Midway Veterans Association is a 501(c)(19) nonprofit 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;
Telephone (509) 946-0810

We Lived the Adventure!