



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



From the collection of
Troy Price | MidwaySailor.com

As the crowd on the pier cheers her on, Midway is shown here arriving in Yokosuka, Japan, on October 5, 1973, to begin her long homeport stand there. Yokosuka was to remain Midway's homeport until August of 1991.

“Stimulus Donation” to Midway Museum a Success!

In a fund-raising campaign that ran for the better part of August, MVA members dug deep, passed their hats and raised over \$3,150. This amount was matched by the MVA Board and in late August the MVA was able to donate **\$6,300** to the USS Midway Museum. This “stimulus donation,” as we called it, was designated to help the Museum reopen safely. As an incentive to potential donors, we offered MVA cloth face coverings for every \$25 donated by our members. We are now making these face coverings available for sale to the general membership for \$9 apiece (see article this newsletter, p. 6).

Again, we thank and congratulate the members of the MVA for their continued support of the Museum. Our two “Champion Donors” are ElRoy Weins (**\$250**) and Ken Borowka (**\$200**).

Stay safe and wear those MVA face coverings with pride, shipmates!

USS Midway Museum's leadership team responds to MVA's stimulus donation:

Mac McLaughlin, President & CEO: Oscar and Team MVA, I am overwhelmed by your generosity and heartened by your continued support for your old ship! You guys were there for the Midway when you served on her, and your support of Midway Magic continues to this day. On behalf of all of us working to keep your ship up and running, THANK YOU for being who you are and believing in what we stand for. Like the long cruises all of you endured on Midway, we will get through this together and emerge stronger and better than we began. Please accept our sincere gratitude for your overly generous support. Onward and upward, Mac

Dan Beintema, President, USS Midway Foundation: This is a very special moment in the history of our beloved Midway. She has survived so much and given so much, it has been difficult to process that we had to close for 3 1/2 months. The most special part of what is going on is that the Midway family has rallied to show her some real love. You called her 'home' and were integral to helping make the Midway Magic. Thank you from the bottom of our hearts for honoring the USS Midway with such a generous and loving gift!

Jill Hammons, Membership Director: AMAZING! I'm speechless.

What a lovely completely unexpected surprise! 68 donors, wow!

Your MVA guys love their ship and all she stands for, and we so very much cherish their devotion and loyalty.

Many more heartfelt thanks coming your way for matching their generosity.

Please give them all a giant, appreciative hug from a happily tearful fan.

Norfolk 2020 Reunion Canceled, It's San Diego in 2021!

As you've all undoubtedly heard by now, in the face of the unpredictable and dangerous coronavirus pandemic that continues to sweep the U.S. and the World, the MVA's Board of Directors unanimously voted to cancel this year's reunion in Norfolk, Virginia, and to hold our next reunion in San Diego in the fall of 2021, virus permitting. In 2022 we will make every effort to make Norfolk the site of our reunion, virus permitting.

"It hasn't been an easy decision," MVA President Oscar Granger explained. "The deadly and insidious nature of this pandemic gave us little choice but to cancel the Norfolk reunion.

For further details on this subject, refer to Oscar's cancellation notice sent to members by E-blast on July 15, 2020.

Remembering Captain Foley

By Doug Kenyon, QM3/Navigation, 1971-73

There's no argument that while underway flight operations are the most dynamic and stressful times aboard an aircraft carrier, and during these operations the Captain is on the Bridge . . . after all, the C.O. is ultimately responsible for all aspects of the ship's operation and safety.

I had the opportunity to experience first-hand the leadership and management style of the Commanding Officer while on the Bridge. I served on the Bridge Watch team in 1971 after Midway's conversion at Hunter's Point Naval Shipyard and as a Quartermaster of the Watch and Chart House Watch during our extended deployment to Vietnam in 1972, and then for part of the year in 1973. During these times I had the rare opportunity to compare



January 1973 — Midway Captain Sylvester "Bob" Foley congratulates Doug Kenyon on his promotion to QM3

and contrast the leadership styles and personalities of the Midway's Commanding Officers I served under and their interaction with the Bridge Watch Teams.

While every C. O. has their particular "style" of leadership, it was my personal observation that Captain Foley, Midway's 27th commanding officer, truly displayed the characteristics of what I would call a "Sailor's Sailor." He maintained a professional demeanor even under the stressful conditions of commanding an aircraft carrier in a war zone, with air ops going on seemingly around the clock. (The fact that he had two previous combat deployments in Vietnam before taking the helm of Midway contributed to his cool demeanor, I'm sure.) I will always remember Captain Foley as a pleasant and professional gentleman and was honored to receive his congratulations when I made rate in January of 1973.

It came as no surprise to me that Captain Foley ultimately achieved the rank of Four-Star Admiral. Testament to what I remember from Jard DeVille in his book "Nice Guys Finish First." Captain Foley spent his 35 years in the Navy consistently finishing first.

Coffee With Nimitz

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

In 1964 I had coffee with Fleet Admiral Chester W. Nimitz, the man who had commanded all our Navy forces in the Pacific during World War II, at his mansion on Treasure Island.

My entree to Nimitz, in effect, was that I had served aboard Midway and specifically my c.o. had been the legendary Captain John T. Blackburn.

At the time I was a staff writer for the San Francisco Examiner, and the interview—if that's what it was—was

“off the record.” But now that all the principals have passed away, I feel I have been released from that pledge.

The assignment began in my editor Bill Hall’s office. “Our esteemed publisher is a Captain in the Navy Reserve, and at a Navy League dinner he met Admiral Nimitz,” Bill detailed. “He strongly suggested that we do a story and profile of Nimitz.”

A main attraction of the Examiner’s Sunday magazine section was in-depth profiles of various San Francisco newsmakers and celebrities. “Your name came up as the writer.”

I had recently been nominated for a journalism award for one of my stories, and it was generally known that I had been an officer aboard the Midway.

The Midway was then a big deal in San Francisco. If you commuted across the Golden Gate Bridge, the Oakland Bay Bridge, or up the Bayshore Freeway, the sight of the giant majestic warship loaded with jet aircraft sailing into port or out to sea across the Bay and under the Golden Gate was as stirring as your morning Irish coffee or afternoon martini.



Retired Fleet Admiral Chester W. Nimitz, Supreme Commander of all Naval Forces During World War Two

“Nimitz’ mansion is on Yerba Buena Island,” I noted. Yerba Buena was the rocky scenic anchor of the Oakland Bridge to which the flat landfill of the Treasure Island Navy base was attached. When Midway was worked on at the Hunters Point Shipyard, I had been assigned temporary duty on Shore Patrol at T.I. Each evening, on our way to check out various off-limits dens-of-iniquity in Oakland and San Francisco, I and the burly Marine ser-

geant who was my partner did a drive-by of the senior officers’ residences.

“Terrific!” Bill exclaimed. “We have an inside man.”

I promptly made contact through official Navy PIO channels. Two days later I was informed, Adm. Nimitz did not give personal interviews.

“You’re a reporter,” Bill declared. “Are you going to take that as an answer?” In WWII Bill had been an Army captain on Omaha Beach at Normandy. He honored his service, but had little patience for military protocol.

The next morning I drove up to the gate at Treasure Island, presented my officer’s ID, and was smartly saluted through by the Marine guard.

I drove straight to Nimitz’s home and knocked on the door. A Filipino attendant in white livery opened it. I presented my press card and briefly explained that I was there at the request of my publisher who was an acquaintance of Admiral Nimitz.

The attendant took my card and closed the door. When it opened again after a few minutes, there was Nimitz.

In the recent Hollywood epic “Midway” Woody Harrelson plays Nimitz. In the 1976 blockbuster Henry Fonda portrayed him. Neither quite captured the gravitas of the man who had taken command of the Pacific fleet the day after the flaming disaster of Pearl Harbor and orchestrated the Japanese surrender in Tokyo Bay four years later.

The man at the door, dressed in civilian clothes, was white-hair, tall, handsome—more striking than the movie stars that had created his imitations. “I sent word to your publisher I don’t give personal interviews. How’d you get on base?”

“I used my officer I.D. I served aboard the Midway...” Then I added the magic password...”under Tom Blackburn.”

That definitely caught Nimitz’ interest. He looked me over, then in a friendly voice, “Come in. Have some coffee, but this is all off the record. No interview.”

I was thrilled. “Yes sir!”

In memory, we were in a wide hallway/alcove, seated on an upholstered bench before a low coffee table, on which the attendant almost immediately served us coffee.

“So you served with Tom Blackburn?”



Tom Blackburn, legendary leader of WWII's Jolly Rogers squadron and Midway's c.o. 1958-59

Blackburn had commanded the Navy's first Corsair fighter squadron, the legendary Jolly Rogers with the pirates' skull and crossbones insignia emblazoned on their planes. In the battle for the Solomon Islands, they shot down more enemy aircraft than any other squadron in the war. Blackburn was awarded the Navy Cross, the Distinguished Flying Cross, and the Air Medal with 2 gold stars. A multi-ace himself, he had trained and commanded a squadron of aces.

After the war he was one of the Navy's first jet pilots, the Midway's first air group commander, and the very first pilot to land aboard the newly launched carrier, then the largest ship in the world.

When I served under him in 1958-59, Captain Blackburn was the c.o. of Midway—the flagship during the brink-of-nuclear-war crisis in the Taiwan Straits.

"Yes sir. He's now growing wine grapes and breeding Golden Retrievers up in Napa Valley."

Nimitz seemed surprised. "Are you in touch with him?"

"I had lunch with his son Mark recently." Mark had not followed his father and grandfather to Annapolis, but had attended Yale and had writing ambitions, which had brought him to the Examiner, then the Monarch of the Dailies in a literary San Francisco.

("Coffee With Nimitz," Part 2, to be continued in the next edition of this newsletter . . . stay tuned)

Author's Note:

The air-to-air victories described in the article below are a tribute to the skill and courage of Midway Naval Aviators. They are also a tribute to the hard work and dedication of ship's company of the USS Midway who made air operations possible.

VF-21 MiG Kills June 17, 1965

By Doug Bohs, AQF2/VF-21, 1963-65

President Lyndon B. Johnson declared the start of the bombing campaign of North Vietnam on February 13, 1965. The code name for the operation was "Rolling Thunder." The operation was delayed for both weather-related and political issues until March 2nd. The USS Midway departed Alameda California, on March 6, 1965, bound for the South China Sea. The mission was to defend the Republic of South Vietnam from the Viet Cong and the communist state of North Vietnam.

After stops in Hawaii and the Philippine Islands, Midway arrived on "Yankee Station" in early April with combat operations beginning on April 10th.

Once in operation in the South China Sea, Midway hosted a number of high-ranking officials including Secretary of the Navy P.H. Nitze, Commander-Pacific Seventh Fleet Vice Admiral P. Blackburn, and Commander MACV W. Westmoreland. The captain of the Midway was James O'Brien. Also onboard at various times were many reporters representing a large number of news outlets including radio, television, newspapers and magazines. Combat operations had begun and there were many eyes on the Midway's pilots and crews. There were no confirmed air-to-air victories for U.S. aircrews during the first two months following Midway's arrival on station but that changed on Thursday, June 17, 1965.

One of the roles of the pilots and radar intercept officers of VF-21, flying the McDonnell F-4 Phantom, was to provide Target Combat Air Patrol (TARCAP) for the strike forces. Today's mission was to provide cover for the Douglas A-4 Skyhawk strike force which would be conducting bombing runs on the Thanh Hoa Bridge (a target that was not completely destroyed until 1971). About two hours before launch, a briefing on the mission was held in the Air Intelligence Center. Secretary Nitze was present for that briefing as well as an individual squadron brief in "Ready 2" with VF-21. During the briefing in Ready Room 2 CDR Lou Page, squadron X.O. of VF-21 informed Secretary Nitze of the strategy they had developed to down MiGs.

There were strict VID (visual identification) guidelines instituted at the beginning of the conflict which required our aircrews to positively identify a target as an enemy plane before making any attempt to shoot it down. During Midway's voyage to Yankee Station CDR Page and LT J.C. Smith developed a set of tactics to intercept and destroy enemy aircraft. If there was a head-on engagement the lead plane would bank and make a slight turn away from the suspected incoming enemy planes. If the enemy banked and turned in an attempt to get behind the lead plane they would at least display a partial profile of the flying surfaces. That should provide a positive ID.

The six F-4 and eight A-4 strike package was comprised of planes from Midway and the Bon Homme Richard. The Midway F-4 portion of the strike force launched at approximately 0900 hours on June 17, 1965. The flight leader was CDR Page with LT J.C. Smith as his RIO. LT Dave Batson was flying wing on CDR Page with LCDR Rob Doremus as RIO. Both planes were armed with two Sidewinder heat-seeking missiles and three Sparrow radar-guided missiles. After launch they rendezvoused with the KA-3 Skywarrior tankers about 75 miles from Midway. After topping off their fuel tanks they then proceeded to their search area northwest of the Thanh Hoa Bridge. At 10,000 feet they patrolled in a north-south pattern a mile abeam of each other. They listened to the strike group as they made their patrol, and watched their APQ-72 radar sets for enemy planes.

Soon they heard the strike group go "feet wet" (over water). This was a signal to leave the search area and return to Midway. Before leaving Page called for one more sweep and they turned north. As they leveled out J.C. and Rob each picked up two radar contacts about 40 miles out. At about 25 miles the two contacts turned into four. Lou called for Dave to move from search to attack position. Dave performed a large slow barrel roll and moved into trail position about 3 miles back and slightly below. Both F-4s accelerated to 500 knots to provide better maneuverability. Both pilots turned on their CW (Doppler-missile guiding) option on the radar and prepared the AIM-7 Sparrow missiles. They now had a 900 knot closing speed with the radar contacts.

J.C. being in the lead plane, locked onto the trailing target and told Rob to take the leading target. Following the plan they had worked out earlier in the cruise, J.C. led the formation slightly east of the oncoming targets. As planned, this caused the contacts to turn and show a partial profile of their wing and tail surfaces. Their radar contacts were now identified as MiGs.

When identification was made, Lou shouted "It's MiGs!" and fired. Dave saw Lou's missile fire. At first he thought it was a miss but then saw the outer portion of the MiG's right wing break away and the MiG rolled out of control. Seconds later while keeping the steering dot on his pilot's 'scope centered, Dave fired the Sparrow mounted on his right wing. As it steered under the nose of his plane he lost sight of it, but Rob watched it make a direct hit. Almost immediately after the hit a third MiG flashed right by Dave and Rob.

According to Lou's plan both F-4s disengaged. Not wanting to risk a dogfight with the smaller and more agile MiG they lit afterburners, climbed through the overcast, reversed direction to clear the air space behind them and re-formed into their search formation. They went back through the area of the engagement looking for any MiGs that may have stayed in the area. They did not see any but did see one parachute and the smoke trails of their missiles. They headed back to the Midway with just enough fuel to land. VF-21 CO Bill Franke greeted them excitedly as they climbed from their planes. Rob is famously quoted as saying "four more to go."

CDR Page was escorted to the Flag Bridge and congratulated by Secretary Nitze. Remember his meeting with the Secretary just before the flight? It couldn't have been scripted any better. From there they went to Air Intelligence. After the debrief they were told by Admiral Blackburn they were to head to Saigon.

Saigon

The next day CDR Page, LT JC Smith, LT Batson and LCDR Doremus were flown to Saigon. They met with military reporters only. On June 19th their pictures were above the fold of *Stars and Stripes Magazine*. News of their MiG kills was not initially given to the general press. It was later rumored that the Secretary of the Navy was withholding the news until he could meet with Congress to secure additional funding for the F-4 Phantom. (See two photos that pertain to this story on next page.)

Note: Another MiG kill story by Midway pilots will appear in the next MVA newsletter and explain why that news was made public before it was intended.



CDR Lou Page being congratulated on their MiG kills by Secretary of the Navy P.H. Nitze. Behind Page is RADM William Bringle, Commander Task Force 77



Left to Right: LT Dave Batson, CDR Lou Page, LCDR Rob Doremus, LT J.C. Smith during an informal debrief in the Air Intelligence spaces on Midway after the mission.



For most of the spring, the USS Midway Museum was closed due to the coronavirus pandemic, but it was allowed to reopen on July 1, 2020, following strict CDC guidelines and California health regulations. Slowly but surely, our previously shuttered ship is coming back to life and visitors are returning.

Midway Magic Has Returned!

Editor's Note: We received the following message from Scott McGaugh, the Midway Museum's former Marketing Director and a key member of the leadership team that has worked so hard to make the Museum a huge success as a ship museum in San Diego. Scott, who has been MVA's close ally and primary contact at the Museum, announced that he will be retiring from the Museum at the end of this year. In the message below he describes his future plans. Still, it is hard to believe that Scott is leaving. We salute him for his exemplary service to our ship and the MVA!

Scott McGaugh Steps Down as USS Midway Museum Marketing Director

Oscar & Dave,

"Thanks for your thoughtfulness regarding my transition and MVA. Here is something I sent a colleague yesterday, knowing she'll be forwarding it to other senior marketing friends in San Diego. On reflection this morning, I think it pretty well sums up the McGaugh SITREP!

"After 25 years devoted to Midway beginning in 1996, late last year I decided to wind my Midway career down throughout 2020. We've hired a great new marketing director I've known for years, Dave Koontz (former USN public affairs officer and 17 years as communications director at SeaWorld). I've shifted to senior-level community relations at the President/CEO and Board of Directors' levels for the remainder of 2020.

"I'll also continue my career as an author, as my agent and I are discussing a couple of topic candidates for my 11th book, and I'm talking with an L.A. producer who has purchased the film rights to one of my books."

Regards,
Scott McGaugh
Community Relations Director
smcgaugh@midway.org
Office: (619) 398-8250

MVA Cloth Face Coverings Now Available for Purchase

One thing is for sure in the COVID-19 world of 2020: wearing face masks is the new normal for everyone, and MVA is here at the right place and at the right time to help. AN EDITORIAL NOTE HERE: ONE OF OUR MEMBERS HAS POINTED OUT THAT WHAT WE HAVE ARE CLOTH FACE COVERINGS, NOT MEDICAL-GRADE FACE MASKS. SO SAME PRODUCT, MORE APPROPRIATE NAME, GOING FORWARD. MVA has designed a face covering that not only



helps keep you safe but also recognizes you as a USS Midway veteran and a Navy veteran.

Please be aware that these face coverings are intended for general use (e.g., restaurants, grocery stores, retail stores, and to comply with your state's face covering requirements); as stated above, they are not medical-grade and should not be used as such. Many of you already have our face covering as a reward for donating to the recently completed MVA "stimulus program" to provide funds to help the Midway Museum with reopening expenses after being closed for several months. months. CONGRATULATE YOURSELVES FOR A JOB WELL DONE! WE DID A FANTASTIC JOB IN SUPPORTING THE MIDWAY MUSEUM. We are now making these MVA face coverings available to our members by mail. Not only do we have three colors (navy blue, red, and black, all with gold lettering, for you to choose from, but for **only \$9 per face covering we will ship them to you anywhere in the US of A.** If you only have one, order another so you can have a spare while your face covering is being washed. Since we have three colors, order the "MVA rainbow" for you and your family members. Keep in mind that we ordered smaller quantities of the red and black coverings; once they are gone there will be no reorder. Being Navy guys, we always have plenty of navy blue.

To order: Indicate the number and color of face coverings you want (\$9 apiece) and mail personal check (payable to "MVA") to **Dave Payson at 410 Cottonwood Drive, Richland, WA 99352.** Once Dave has received your check, your order will be promptly filled.

MVA Cloth Face Covering:



Navy Blue & Gold



Red & Gold



Black & Gold

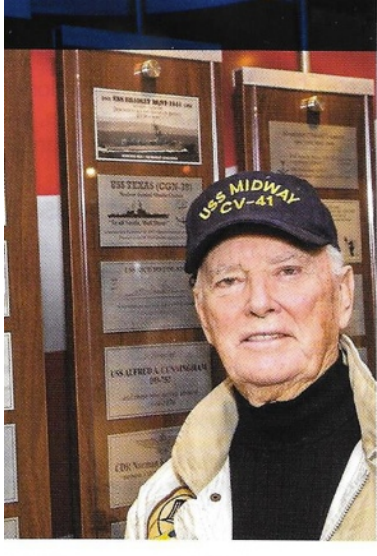
Martin "Marty" McCormick — Then & Now

Martin J. McCormick Jr., 1954-55/AEM3/VF-12

As shown in the photo below, we were refueling, so no flight operations. I was a Flight Deck Troubleshooter for VF-12 so I was taking a break next to a spot where I nearly bought it the night before. If you worked up here you had a lot of stories, mostly all good, but occasionally . . .



Marty in 1956



Marty in 2020

President's Report

Greetings MVA members, it's been the toughest year most of us have ever faced. The COVID-19 pandemic capped off a year that I'll want to put behind me – W_A_A_A_Y_Y_Y_Y_Y behind me – and not ever



have to look back. For the first time in our history (starting back in the mid-90s), we've had to cancel a reunion. For many of us, these reunions are not likely the only opportunity for us to get out and about, but they are surely among the most important opportunities we have

to touch bases with our past. How many people do you know that have the opportunity we have with our ships / military services reunions? Most might go to a family reunion or a class reunion, but not an annual occasion to bring to life probably the single-most important time in our lives when we grew from boys to men and learned what "responsibility" was.

Some of us saw the world change in 1945; many of us were part of the change in 1975; and we're staring down the barrel of another change in our world today with the advent of the current coronavirus pandemic. As I watch the daily worldly affairs unfold on the network and cable news programs night after night, I thank the Almighty for giving me another day and another opportunity to make a difference in my world. We all have another chance to

make positive changes to those forces in our lives that are driving the divisiveness that's tearing at our moral fiber. It was in the Civil War where families were divided and fighting against family members – brother against brother; neighbors fighting each other and the various ethnicities in this country pitted against each other. This is 2020, if we need a reminder, where civility and brotherly love should be showing us how to live together, in peace and harmony with every other person on the planet.

The threat of the COVID-19 virus is as real as any threat ever made against our great country. It's not a hoax or a terrorist ploy! Many of us are in the older, more vulnerable groups that can't afford to get sick with the virus. For us, the "stay at home" orders that are in place across the country are real and need to be followed. So, even if we had been able to go ahead, the 2020 Norfolk reunion would not have lived up to our own expectations of a first-class, high-quality reunion.

Don't be one of the "covidiot" that you see on the evening news, parading around without a protective face covering and ignoring the social distancing guidelines designed to provide you a minimum level of protection against contacting the disease. Take the coronavirus threat seriously, men, so that we'll see you at the next reunion in San Diego in 2021, virus permitting.

Stay safe and stay healthy!

Oscar Granger, President USS Midway Veterans Association

VP-Reunions' Report

Wow, has my reunion planning business changed dramatically with the arrival of COVID-19 six months ago. As I write this, in a normal 2020, I would be attending to all the last-minute details of our September MVA gathering in Norfolk, EXCEPT 2020 IS ANYTHING BUT A NORMAL YEAR, AND NF20 HAS BEEN TOTALLY CANCELLED!



While this turn of events would have been unthinkable in the past, it was really a pretty easy decision for the MVA Board. There was no way we would put our members at risk by sponsoring a normal reunion and putting



our members in danger of exposure to the virus, so cancellation was the only reasonable option.

We have now turned our attention to San Diego in the fall of 2021, but who knows what the new normal will be then. In the survey I sent out you told us how important it was to visit the ship on a regular basis, but even that will be different now. The USS Midway Museum was closed for over 100 days by state and local restrictions. When they reopened in July the management team had the foresight to reopen as an outdoor museum (flight deck and hangar bays only, nothing below decks at all). So when a COVID spike occurred Midway was able to stay open, while several other museums were shuttered again. Events we all enjoyed on the ship are no longer available—Flight Deck dinner and the Meet and Greet—no way with food handling and social distancing requirements. While hotel rooms are available, the Hospitality Suite will be something entirely different. Social distancing and capacity requirements will mean limited social contact between attendees and food and drink service will be curtailed.

Reunion events will be likewise hobbled. All this said, we are still trying to find ways to hold a SAFE reunion. If state and local restrictions are eased, we may find ways for us to enjoy a gathering of Midway shipmates much like we did in the “good old days”—who knows? What we really need here is a Silver Bullet—an effective, available vaccine would do the trick and get MVA reunions back on track, not to mention the rest of our world. Rest assured I will be monitoring the ever-changing scene in San Diego. If there is any way to hold a safe reunion in 2021, MVA will be there and we will have a grand old time. Stay tuned! Jim Hayter 703-264-0542

Jim Hayter, VP-Reunions, USS Midway Veterans Association

Secretary-Treasurer Report

Life in the throes of this pandemic hasn't exactly been a walk in the park for any of us. Living with this virus *thing* that has landed on us like a ton of bricks has been a challenge. I have found that preparing this newsletter and doing my other “ship's work” has been a welcome distraction.



Midway Memories. One project distracting me during this period of semi-isolation has been adding a slew of stories to the Midway Memories section of our website. These stories, culled from MVA newsletters going back a decade, were all written by our members. Taken together, they make for some compelling reading.

Here's a small sampling of some of the Midway Memories I've added to our website: ♦ a story on MVA's first reunion in 2010 (where we met RADM Mac McLaughlin, President and CEO of the Midway Museum, for the first time ♦ a story on two Midway aviators whose jet was downed by a SAM over North Vietnam; both survived but spent the next seven-plus years in the Hanoi Hilton as POWs ♦ a story on a member's chance encounter with Midway as she was being towed down coastal waters on her way from Bremerton to San Diego to become a ship museum ♦ in addition, there are stories on Operation Rolling Thunder, on Operation Frequent Wind, and on Midway's collision at sea with a Japanese freighter. These stories, along with many others still to be added, make up a compendium of our members' best memories from their Midway days.

Find these Midway Memories by going to our website (url link on p. 12), then go to the left-side links, scroll down to “Midway Memories/Ship's History,” open link to 2011-2012 and 2013-2020 folders, and see stories. Spend some time reading them, and I guarantee they'll take you “back in the day.”

2020 Dues. Stand by, men, for here comes another pitch from me on the importance of paying your dues. **Many of you who are annual dues payers haven't paid yet for 2020, and I urge you to do so if you plan to remain a “member in good standing.”** I've been asked more than once what that term means. I've come up with this definition . . . “a member in good standing is one who pays his dues in full, and on time.” Following this basic principle is very important in keeping our MVA ship afloat, shipmates. Contact me if you have any questions on who owes and who doesn't (contact info in the dues notice, this newsletter, p. 12.)

So be it! As you were. Stay out of harm's way by following the CDC guidelines and the rules of survival you learned in the Navy on Midway.

Remember, shipmates, whatever fate deals us in this topsy-turvy world, we still have our Midway Memories to fall back on. And that counts for a lot!

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

VP-Administration's Report

In a very interesting project, I've been working with Sean O'Meara and Megan Wasserman of Vitro, San Diego, to provide them with background and contact information for six videos they are producing on



Midway's history. The videos are part of an ongoing series called "United States of America" and will be shown in the not-too-distant future on the Midway Museum's website, linked off YouTube and

Facebook. The Museum's "United States of America" project has been underway since last November, and six of the videos are currently running on the Museum's website.

Based on the guidelines and topics Sean provided me, I'm contacting MVA members who have interesting stories to tell about their time aboard – topics to include Hurricane Alice, Operation Frequent Wind, Operation Desert Shield, and Operation Desert Storm. Several MVA veterans (officers and enlisted alike) will be interviewed for this project. Those I've contacted so far include Rick Setlow, Martin McCormick, RADM Riley Mixson (Ret.), RADM Larry Chambers (Ret.) and RADM Daniel March (Ret.), and there are more to come! I'm looking forward to watching these videos when they stream on YouTube and Facebook.

Till then, onward and upward we go. Stay safe and wear your face mask when in public – and, yes, WASH YOUR HANDS FREQUENTLY.

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



MVA Lifetime Member Willie Laws, onboard 1981-84, EM3/E Division, shows off his MVA face covering. Known as "The Last Prophet of the Funky Texas Blues," nowadays he heads up the Willie J. Laws Band that features a soulful mixture of South Texas Blues/Funk, Classic R&B, Country, and Rock & Roll. Willie is supercool, funky and proud wearing his MVA face covering. Check out his website at: <https://williejlawband.com>.

In Memoriam

Shipmate Doug M. Owens, 84, passed away May 26, 2020, in Cheyenne, Wyoming. He served back-to-back tours on Midway, from 1957-1962, as an RD2, retiring from the Navy in 1974 as an RDC. He was a dedicated lifetime member of the MVA, attending many of our reunions in San Diego with his wife Dorothy. He is survived by Dorothy, 3 children, 1 grandchild, and several stepchildren and grandchildren. Doug was "one of the good guys." He was laid to rest on June 1, 2020, in Cheyenne, Wyoming. May he rest in peace.

Shipmate Ronald M. D'Arcangelo, 93, passed away April 23, 2020, at his home in Swampscott, Massachusetts. He was a WWII veteran who saw action in the Pacific before joining Midway's commissioning crew in 1945, serving as a MM "throtleman" on Midway. He was our "special guest" at the 2017 San Diego, where he was presented the WWII Victory Medal by a former C.O. of Midway, Riley Mixson. Ron described the 2017 reunion as one of the highlights of his life. May he rest in peace.

(Continued on next page)



In Memoriam (cont'd)

Shipmate Jerl Syrie, 81, passed away on August 1, 2020, at his home in Modesto, California. He was a carrier sailor all the way, serving on the USS Bon Homme Richard, the USS Coral Sea, the USS Ranger and the USS Midway (1971-1973, AOC) during his 20-year career in the Navy. He leaves behind his wife of 57 years, Shirley, and 3 children, 7 grandchildren, and 7 great-grandchildren. May he rest in peace.

Shipmate Charles Keating, 70, passed away August 1, 2020, at his home in Dayton, Washington. He served on Midway 1970-1971, as an SN/2nd Division. He is survived by two sisters. May he rest in peace.

Shipmate Thomas Wallin, 80, passed away in July 2020. He was a SN/Deck Division on Midway (1957-1961). He is survived by his wife Sharon, 2 children, 2 grandchildren and 3 great-grandchildren. He was buried with Military Honors at the National Cemetery in Nevada. May he rest in peace.

Shipmate William ("Bill") Southworth, 77, passed away August, 26, 2020, in Marshall, Texas. He served on Midway 1962-1965 as an AE3 in V-6 Division. He is survived by his wife Bobby May. May he rest in peace.

Shipmate Ben Gaines 75, passed away July 27, 2020, in Concord, California. He served on Midway 1963-1965 as an RD3 in OI Division. Ben was a member of the original "radar gang," from which today's MVA evolved and attended many of our early reunions in places like New Orleans, St. Louis and Orlando. He is survived by his wife of nearly 50 years, Ruth Gaines, 2 children and 5 grandchildren. May he rest in peace.

TAPS

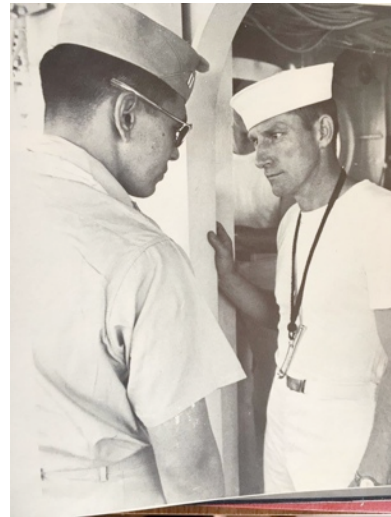


"We, who remain to carry on, should not think of our Shipmates as departed from us, but rather as having been transferred to a celestial ship or station, where we hope all of us may be Shipmates again."



Jeri Syrie, Chief Aviation Ordnanceman, passed away in August 2020. He served 20 years in the Navy, mostly on aircraft carriers, but USS Midway (71-73) was first in his heart. As shown here, he struck a commanding presence.

Do You Know This Man?



This photo was taken on Midway's 1965 cruise. We are interested in identifying the Boatswain's Mate in the picture. If you are him, or know who he is, please contact MVA veteran **Doug Bohs** at email enviar@frontier.com or call Doug at 260-241-8916. Doug has an audio recording that this Midway sailor, or his family, would be interested in.



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!*

Kelley Penfield (77-79) - Buena Park, CA

Jack Brazeau (53-55) - Marinette, WI

William Simpson (78-80) - Bristow, VA

Last chance to pay your 2020 dues, friends, if you want an MVA annual membership card!! (Lifetime Members or those who have already paid their 2020 dues, kindly disregard this message).

Pay By Credit Card –

(\$20, \$25, \$100 levels)

Follow this link:

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

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

Or pay by check: Make payable to MVA and mail to Dave Payson, 410 Cottonwood Dr., Richland, WA 99352

Call or email if you have questions

(509) 946-0810

minandave@charter.net

USS Midway Veterans Assoc. Website

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

USS Midway Veterans Assoc. Facebook

[http://www.facebook.com/](http://www.facebook.com/USSMidwayVeteransAssociation)

[USSMidwayVeteransAssociation](http://www.facebook.com/USSMidwayVeteransAssociation)



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.

President

Oscar Granger - (425) 831-6891
North Bend, Washington
orgranger@gmail.com

Vice President-Reunions

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

Vice President-Administration

Marty FitzGerald - (425) 255-2998
MapleValley, Washington
marty.fitzgerald41@gmail.com

Secretary-Treasurer/ Newsletter Editor

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

Membership Committee Chair

Tim Miller - (619) 476-9410
Chula Vista, California
yokohamakid01@gmail.com

Membership Committee V Chair

Phil Zuniga - (480) 272-7404
Gilbert, Arizona
Angelson17@aol.com

Facebook Admin.

Ron Pope - (469) 353-8676
Frisco, Texas
ronpope2@yahoo.com

Webmaster

B.J. Denihan - (630) 386-0136
Palentine, Illinois
denib@comcast.net

Station Ship News is published quarterly by the USS Midway Veterans Association (MVA). We look forward to your feedback. Send to: minandave@charter.net

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 Live The Adventure

