



# 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 **ATTN: See Registration links for MVA Lite, p. 2**

(Photo courtesy Ramon C. Purcell, <https://www.rcpphoto.com/>)

Source: MidwaySailor.com)



USS Midway, circa 2004, silhouetted in a San Diego sunset. She had just arrived from Bremerton, WA's "mothball fleet," saved from the scrap heap and tugged down the waters off the West Coast to serve as a Ship Museum in San Diego

## Midway Veterans Due To Unite August 2021 in San Diego for 'MVA Lite'

Due to health and safety concerns associated with the coronavirus pandemic, MVA's Board of Directors voted not to hold a full-function reunion this year, reasoning that bringing together a large crowd of veterans and guests as we've done at past reunions would be unwise at this time. **Instead, we've planned a smaller gathering, a get-together in San Diego that we're calling 'MVA Lite.'**

The following is key information about MVA Lite's Aug. 2021 gathering of Midway veterans and their guests:

◆ Days of event: Aug. 21st – Aug. 24th, 2021, with the 21st being early arrival day, the 22nd being check-in and registration day, and the 24th being the check-out day.

- ◆ Reunion hotel: Wyndham San Diego Bayside, close by the USS Midway Museum.
- ◆ Room rates: \$149/night. Skyline View rooms are available for additional an \$15/night or premium Bay View rooms for additional \$30/night. If rooms are available, the hotel offers us this same reduced rate 3 days before and 3 days after the scheduled days of the reunion.
- ◆ In the sidebar on the next page, see two important links: 1) Our reunion planning company's (Armed Forces Reunions, Inc. - AFR) link to our online registration site, where you can sign up for MVA Lite, and 2) Wyndham Bayside Hotel's link to our custom reservation site, where can book your room. Additionally, Jim Hayter's VP-Admin report, this newsletter, highlights important details about MVA Lite.

Based on members' input and rapidly improving COVID conditions, we decided to go ahead and plan for an MVA Lite-type reunion for early fall of this year. Waiting too

long would've cost us a chance to hold a San Diego reunion in 2021. We were caught between the proverbial rock and a hard place, as ever-changing events unfolded before for us.

Jim Hayter, MVA's VP of Reunions, described it this way: "In this COVID-crazy year of 2021, MVA Lite is walking a tightrope between holding a full reunion and having nothing at all. Constantly changing health assessments and state and local restrictions made it next to impossible to plan/hold a large reunion in San Diego this year. Hence, we came up with the idea of a scaled-down version this year: MVA Lite."

Simply put, if we didn't hold MVA Lite this year, we wouldn't be returning to San Diego until 2023, because Norfolk is slotted for our 2022 reunion.

"Will MVA Lite be different from our normal MVA reunions? – you betcha," Jim went on. "Is it for everyone? – maybe not. But let's face it, 2020/21 have both been lost years due to the virus. So be bold and try something new and different.

MVA Lite offers us a chance to get together again and spin some pent-up sea stories of our seafaring days on the Midway, *and spin those yarns right there on the very ship where they purportedly happened!*"

We have at most a little over two months to make MVA Lite happen, so when you receive your registration form, respond quickly, for events could fill up faster than ice cream gorging after an unrep," Jim concluded.

The Wyndham and Midway Museum have stepped up to offer us some great deals during this reunion – very reasonable room rates and some great activities onboard, including a docent-led tour of the ship on Sunday, Aug. 22.

Finally, the design of MVA Lite is set up to minimize financial impact to our members and the MVA in case we need to cancel because of COVID or low interest from Midway Nation. But cancellation for either of these reasons seems unlikely at this point. First, national COVID rates have dropped to their lowest point in over a year. Second, well over half the U.S. population has now been vaccinated, and third . . . are you kidding – low interest from Midway Nation? C'mon, we're talking about Midway veterans here!

**Important message from MVA President Oscar Granger concerning coronavirus (COVID-19) health and safety practices at MVA Lite.** Whether the pandemic is behind us or continually with us for this 'MVA Lite' event in San Diego, the science, technology, and medical knowledge that has helped us get to a point where we can get off the couch and back into the world, continues to provide warnings and sage advice regarding our continuing health. We started out with face masks, social

distancing, and personal hygiene and have gotten to vaccinations and additional guidance from the Centers for Disease Control (CDC) and other Federal and State governance. MVA is listening and paying attention to this guidance and will be doing everything necessary to ensure the health and safety of every reunion participant in San Diego. So, it's important for you to know that we're strongly recommending that every person planning to attend MVA Lite get their vaccinations before and bring face masks with them. Even though COVID cases have fallen sharply nationwide at the time of this writing, with well over 50% of the nation's people now being vaccinated, we still plan to follow health and safety standards at the reunion. Many of us are at an age where we're susceptible to airborne contaminants that could contain the SARS virus that causes the COVID-19 illness. We don't want to be 'enforcers' for vaccinations and face masks any more than the hotel or the ship want to be, and thus we are encouraging those who have an aversion to these restrictions **to not attend** the MVA Lite reunion this year and wait until 2022 when we're planning to be in Norfolk, or 2023 when we'll be returning to San Diego for a full-fledged reunion without restrictions.

**UPDATE:** As this newsletter went to press, due to rapidly decreasing COVID cases around the country, CDC restrictions were markedly relaxed, with the CDC announcing that fully vaccinated people no longer have to wear masks indoors or outdoors when in the presence of others who have been fully vaccinated. For the most part, guidelines applying to COVID restrictions will now be determined at the state, county and local levels, not by the "Feds." Determining who has and has not been fully vaccinated is left to individuals under the "honor system." This will be the case at MVA Lite.

Thanks for working with us to keep everyone safe and healthy.

**Notice:** For the safety and well being of all, no guns or weapons of any type are allowed at MVA reunions.

**ATTN: Two Important Links to sign-up for MVA Lite**

**Armed Forces Reunion, Inc.'s Online Registration and mail-in options for MVA Lite**

[www.afr-reg.com/midway2021](http://www.afr-reg.com/midway2021)

**Wyndham Hotel reservation link for MVA Lite:**

<https://book.passkey.com/go/USSMidway2021>

**Book your room by phone at 1-877-999-3223**

**Let Wyndham agent know you're with USS Midway reunion group. Ask for negotiated room rate of \$149/n or one of the negotiated premium rates.**



**Need help registering for MVA Lite? contact Jim Hayter, MVA VP-Reunions @ 703-264-0542 or [mva41vpr@comcast.net](mailto:mva41vpr@comcast.net).**

## Christmas in Japan

By Robert ("Bob") Butterworth, 1958-60, VF-64/CAG 2

(WestPac cruise, 1957-58)

Squadron personnel of VF-64 arrived at NAS Atsugi from Yokosuka with all our gear to begin flight operations ashore, the F3H Demon fighters having deployed earlier from the ship. The ship had docked at Piedmont Pier, home of some of the world's largest and mightiest cranes, which towered over the ship like creatures out of a Japanese monster movie. A sight to behold, it was!



Robert "Bob" Butterworth and squadron-mate Dennis Dermeyer shown each packing a Japanese orphan and toys

At quarters one morning our commanding officer, LCDR Glen M. Evan, announced the squadron would be traveling by bus to a Japanese orphanage to celebrate Christmas. Gifts were procured and gaily wrapped, green for girls, red for boys, placed in several large drawstring Santa-type bags, our Santa (appropriately costumed, the required pillow stuffed into the front of his suit to make him rotund) being T. J. Meikle, AD1.

Our buses arrived and we all piled aboard and headed into the Japanese countryside. The drive through the countryside on winding roads, a damp mist in the air, was reminiscent of my small Indiana hometown. I could see the nostalgia on the faces and in the eyes of many of

my shipmates, as they no doubt were also thinking of home. For many of us, it was the first time away from home at Christmas.

Arriving at the orphanage we were greeted by the priest in charge, a tall, redheaded Irishman whose brogue was as thick as his red hair. He greeted our CO with a hearty handshake, the other officers as well, who were all in civvies, and extended a warm welcome to us all. While watching the officers being greeted I spotted the CO reach in his topcoat and bring forth what appeared to be a fifth of Irish whiskey, which quickly disappeared underneath the priest's cassock while giving the CO a hearty double handshake and a great smile. He could have been a magician making the whiskey disappear that fast.

Children milled about under the charge of several Japanese nuns and grew wide-eyed with wonder and joy when Santa stepped off the bus, a huge bag over one shoulder and issuing forth with a jolly HO! HO! HO!

Each of us had a youngster in our charge and were to see to their presents. I paired up with friend and squadron-mate Dennis Dermeyer (on the right in photo), and arm-in-arm with our wide-eyed charges and their toys, we mingled with the others. There can be no doubt we felt a keen sense of joy and accomplishment in bringing a slice of home to a faraway place in what for many of us was the first time away from home at Christmas.

I can feel it to this day.

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**Editor's Note:** In Rick Setlowe's piece below, 1960 – ICARUS AT THE ALAMEDA O CLUB, he leaves us with a thought-provoking allegory/poem to ponder, borrowing a character from Greek mythology – Icarus – who flew too close to the sun with catastrophic results. Icarus is represented by four carrier pilots, Rick's comrades. It's a haunting, angst-ridden piece that, somehow, seems all too familiar . . .

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### *1960 – ICARUS AT THE ALAMEDA O CLUB*

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

*Good-looking young women cruise about*

*Attracted by the Top Gun glamour, the dare deviltry.*

*It's Friday night Happy Hour*

*At the Alameda Naval Air Station O Club.*

*Alameda is a hub of squadrons, aircraft carriers, specialized Navy schools for the Pacific fleet.*

*And Friday night Happy Hour drinks—even Bombay Gin martinis--are twenty-five cents.*

*It is there I am always slammed by the news over a drink.*

*“Emil’s Crusader just blew up. Baroom! Totally disintegrated. The fuel cell probably ruptured in a tight turn. But who knows? They couldn’t recover any pieces at sea.”*

*“Hydraulic failure. The tail hook of Joe’s Demon jet couldn’t catch a wire. He had to eject at night.”*

*“Bud’s left engine faltered just before his S2F hit the carrier deck...”*

*“The Fury was too close to the target. In the hot desert air Art couldn’t pull up...”*

*I tip my Bombay Gin martini to lost comrades.*

*The best and the brightest.*

*Navy scholarships through college.*

*Each recruiting poster handsome.*

*It’s Friday night Happy Hour*

*At the Alameda Naval Air Station O Club.*

*Good-looking young women cruise about,*

*Attracted by the Top Gun glamour, the dare devilry.*

*And I toast my lost comrades.*

*But what can I say to Bud’s mother who doesn’t get out of bed?*

*The lovely fiancé to whom Joe introduced me right here as an old college buddy.*

*Emil’s wife who fainted at his memorial service at the Moffitt Field Chapel.*

*What can I say?*

*He flew too close to the sun.*

(Copyright © 2021 by Richard Setlowe)

## Radar Room Poker Pays Off in Cherry’57 Ford 500 Convertible

By Grant Morgan, 1957-58, RD3/OI Division

The ship was on a rush assignment to the Taiwan area during the Matsu-Quemoy Crisis period in 1958. I was assigned to be the PPO for the OI Division for a month or two. That meant no (or very rare) watches while underway. But it also saddled one with insuring sleeping quarters were clean, lights were out for darken ship, lower deck security watches some nights, some shore patrol when in ports like Subic Bay, arranging laundry day, etc. I had a badge. I had lots of time on my hands.

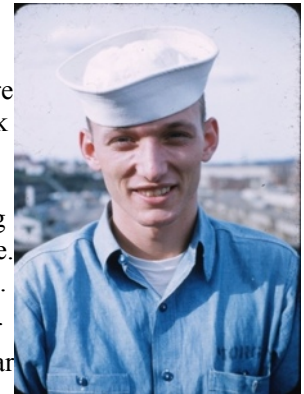
Maybe some of you remember the radar equipment rooms near CIC? Very cool regardless of the heat outside. Convenient to the OE Division coffee setup. I hosted a small 25 cent-ante, pot-limit, 7 card stud game in one of the rooms. The space was just the right size. Poker players know how nicely those pot-limits can grow. A shipmate, Mr. Coe, from San Francisco told me, “Grant, just toss your first 3 cards in every hand unless you have 3 of a kind.” I mostly did that ... and wound up leaving the ship in late 1958 with many elastic bound rolls of 10 dollar Military Payment Certificates in the bottom of my seabag. Ten dollars was the biggest denomination at the time.

Whoa! I ended up getting stuck in the Yokosuka transient barracks for days in early December waiting for aircraft to the States. Each night was a Yokohama holiday. Would I get home to California by Christmas? Finally, I gave the yeoman in charge of the flights some MPC and I was on a flight the next day.

Oh no! Boarding the Navy plane in Atsugi, I find we are only going as far as Barbers Point! Now each night was a Honolulu holiday. The MPC were converted to greenbacks. After some days I boarded a MATS aircraft for Travis Air Force Base without having to bribe anyone. Thankfully I passed the muster-out physical at Treasure Island with ease. I was nervous what could be found to keep me there over Christmas.

There were enough greenbacks to acquire a slightly used 1957 blue Ford 500 convertible very similar to the one shown at the end of this story.

I wasted no time heading to Oregon State to pursue my BSME.



I heard MPC were not used after 1973. But I got my share.



1957 blue Ford 500 convertible

### I Was There

By Mark Nojiri, AT1, IM-3, 1974-76; 1978-81

“On March 10, 1981, seventeen passengers of a crashed civilian helicopter were rescued by men of the USS Midway. The survivors (Indonesian, Japanese, Singaporeans, Dutch, and American) were first discovered by an A-6 Intruder from VA-115 during a routine surface search mission in the South China Sea. Midway immediately dispatched helicopters from HC-1 Det 2 to the scene and all seventeen people aboard the downed helicopter were rescued and brought aboard the carrier where they received medical treatment and food. The chartered civilian helicopter was also plucked out of the water and lifted to Midway's flight deck. Two days later, the ship entered port at Singapore, home for most of the survivors.”

I got this off the internet, but it was interesting. Soon after the helicopter crashed, a Russian destroyer sailed by them and ignored them (of course), but the Midway rescued them. Well, another "of course." When has the Russian Navy ever rescued anyone?!

When we arrived in Singapore, we were basically the "hometown hero's." A few days later, I decided to go to Malaysia, and had to use my passport. However, as I had my military ID card, which had the USS Midway sticker on it, when I approached the Singapore immigration, the official asked me "How did you get to Singapore?!" It was not listed on my passport. When I showed him my ID card he said, "You are all right, you are from the Midway!" I went to Malaysia twice and the second time, an immigration officer saw me, stopped me, but the supervisor came over, took one look at me and said, "Yeah, you are okay!"

Sorry, while I did take pictures of the helicopter, I do not know if I even have them. However, if I recall correctly, one of the rescued helicopter passengers said the food on the Midway was the best he'd ever had!

## Confessions of an Airdale, Or “I Didn't Know That!”

By Doug Bohs, AQF2/VF-21, 63-64 & 65 cruises

It is with a certain amount of shame and embarrassment I freely admit I didn't know what follows. As an “Airdale” in VF-21 who made the 63-64, and 65 cruises on the Midway I always believed we turned into the wind to launch and recover aircraft. You might say well of course we did and you would be right. How could anyone who served on the Midway not know that?

Well, I did “know that,” but there is more to the story. In January of last year I digitized all the slides I took during my time in the Navy. Several of those slides were of aircraft landing on the Midway. While looking at them my thought was: “Due to the angle deck they were making somewhat of a crosswind landing every time they came aboard.” A little research showed with one exception, that is not the case.

While looking through the 1965 cruise book I found a picture of the Midway Navigation Officer, LCDR Gregg Bambo. Happily I was able to contact him. Gregg informed me during aircraft recovery the Midway did turn into the wind. However, after doing so and using the anemometer located on the forward end of the ship, a right ten degree course correction was made to the heading. (Readout of the anemometer was on both the Captain's and Flag bridges.) Why ten degrees? The angle deck was ten degrees left of the centerline of the ship. The OOD would constantly monitor the angle and speed of the readout and order heading/course corrections accordingly.

What happened when there was no prevailing wind and Midway had to make the thirty plus knots on her own? During those occasions the wind will obviously be coming straight down the flight deck. This is known as “axial” wind and recovered aircraft did make a ten degree crosswind landing. The planned minimum was 30 knots down the angle. For the Midway in a no wind environment, Engineering would have to plan to have all twelve boilers on line to achieve 35 knots through the water.

LCDR Bambo spent countless hours as the Underway Officer of the Deck. The OOD is not a function you just one day are assigned to perform. The Captain and the Senior OOD (in this case LCDR Bambo) decided if and when a Junior OOD (JOOD) candidate is qualified to perform on his own. This process could take as long as

six months. When a JOOD showed proficiency and understanding of the Rules of the Road, ship's capabilities, diplomatic underway observances, Signal Code Book and the functions of bridge personnel including helmsman, engineering, signalman, boatswain's mate, quartermaster as well as Pri Fly he could then be considered to join the watch-stander list as OOD without the Captain's presence.

During flight ops the Underway OOD is in constant contact with the Air Boss in Pri Fly and Engineering. If anything serious developed the OOD would notify the Captain.

What about the destroyer screen we always saw? The OOD would immediately notify the escort destroyers during incremental course changes by flashing light/semaphore flag signals. Large course changes, such as reversing course to recover maneuvering sea room or transit steaming are done the same way with radio backup.

It never occurred to me that you could run out of sea room when you looked in any direction and all you could see was ocean. This was the case however during the '65 cruise. What follows is LCDR Bambo's personal account of such an incident.

### My Own Personal Carpet

By Gregory ("Gregg") Bambo, LCDR/Navigation, 1964-66

I was attached to USS Midway, where I spent 2-1/2 years between 1964-66 as ship's company, in the capacity of Senior COD pilot, Asst. Navigator, Senior Watch Officer, and performing as Senior Officer of the Deck Underway. I spent so much time on the bridge that the Captain permitted me my own personal carpet to stand on because continuous hours on the steel deck would cause my joints to ache.

I remember once in the Tonkin Gulf during a night recovery, we were on a westerly heading at 30-plus knots, and I was running out of sea room with an emergency trying to get aboard. I'd called Captain O'Brien to the Bridge and had the bridge crew calling out the depth soundings and distances to extremes. I had already hung my light and voice turn signals for escorts and was sweating I could land him before I had to throw in the turn rudder.

He made it, thereby avoiding an ejection, and, as soon as they put the chains on him and I confirmed my elevators were up, I executed the signal for a turn with maximum list. It was almost as stressful as a personal night carrier

landing! As a Naval aviator, my Midway tour gave me a new appreciation for the Black Shoe Navy (Navy Seamen).

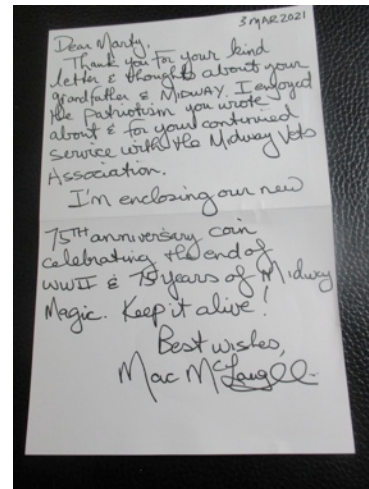
### Ship of Dreams

David Payson, RDSN, OI Division 1963-64

Marty FitzGerald, MVA's VP of Administration, was nine-years-old the first time he saw the USS Midway, one of the ships in a Navy Day flotilla on the Hudson River in New York City. The image stayed with him, and he dreamed of one day serving on the Midway.

In 1957, after three years in the Naval Reserve, he received orders from the Navy Department to join the crew of the USS Midway. His dream had come true, and he spent the next three years working on the flight deck as an Aviation Boatswains Mate Fuel Airman in V-4 Division, refueling aircraft and working in Flight Deck Control.

Recalling these memories Marty wrote a heartfelt letter to Mac McLaughlin, President and CEO of the USS Midway Museum, describing his time aboard Midway and the first reunion he attended as an MVA member in 2013.



“When I attended my first ship's reunion in San Diego, I was totally impressed with the camaraderie and spirit of the Midway veterans and knew I was Home again,” he wrote to Mac.

“After the Meet & Greet in the hangar bay,” Marty continued, “I put on my own ‘show and tell’ on the flight deck – much like a docent . . . I remembered every detail of my job in Control and explained in great detail what the job entailed and what we did as a team to maintain flight deck readiness and keep the aircraft ready to fly.”

Marty concluded his letter to Mac by saying, "I feel very strongly about my Navy service and my service aboard the Midway. This is where I grew up and became the man I am today."

Pictured below are both sides of the coin commemorating the 75th Anniversary of the USS Midway that Mac sent to Marty along with his note.



### **MVA Makes Annual 'Twenty-percent' Donation To USS Midway Museum**

In January of 2021, in accordance with our twenty-percent dues donation program, the USS Midway Veterans Association donated \$500.00 to the USS Midway Museum. For over a decade, we have been making this donation to the museum. It represents twenty percent of the annual dues we collect from our members, and has been a nice arrangement for both organizations over the years. MVA members get the satisfaction of helping to support their ship financially in these tough times, while the museum, which is reopening

in stages as the state of California permits, can use the money to support its reopening effort.

Dan Beintema, President of the USS Midway Foundation, had these words for us in appreciation of our donations: "Thank you for the USS Midway Veterans Association's gift of \$500.00 to the USS Midway Museum, received on January 20, 2021. This has been a difficult time for so many, and we appreciate your much-needed support.

**"The MVA's gift . . . helps us to stay open to the public as a museum now. Simply put, MVA's generosity plays a vital role in Midway's success . . . and we hope to see you aboard Midway soon!"**

### **President's Report**

Gentlemen and Ladies: The year 2020 was a one-of-a-kind year that we all pray we never have to experience again.



We're well into 2021 and everyone I know or have heard from is anxious to arrive at some form of "normality," where we can begin to think and act like we used to before the COVID pandemic. As long as we're still seeing

the morbidity statistics on the national news, we're not through the grind yet. And that's an important distinction that we all need to reckon with, understand, and live our lives accordingly. The coronavirus may be waning, but the variants it has spawned are going to send us reeling backwards if we don't pay attention and opt away from the public health guidelines for masks, social distancing, vaccinations, and personal hygiene.

As a consequence of the indifference by many to the severity of the virus and to the public health guidelines, MVA's Board of Directors has been struggling with how to approach the planning for our 2021 event we are calling 'MVA Lite.' We're well aware that many of our members are hesitant to commit to any kind of gathering this year due to the health risks associated with travel and larger gatherings. We also are certain that there will be those that will not be happy coming to an event where they may have to conform to the public health protocols and the policies of various venues that will have to be

complied with. Face coverings and social distancing may be a reminder that the pandemic is still among us.

The MVA Board is meeting on these issues as we move toward the next reunion. In view of all this, the Board has set August 21-24, 2021 as the date for our 2021 MVA Lite reunion. Also, it is important to note that we are taking a positive ‘wait and see’ stance in hopes that the vaccines will do their work and states will fully open up businesses as virus infections wane. We are all watching the applicable local, state and national rules and regulations in addition to the science and statistics that are helping agencies at all levels of governance develop safe protocols for reopening the country.

Given the fact that we’re in the throes of planning for our MVA Lite event in August, in the unlikely event that the country goes into another viral spike, plans may change in this regard. Contingency planning is always a part of generating the plans and venues for any reunion and this year, those plans are especially important. Stay tuned and we’ll get the word out immediately in the event that circumstances beyond our control force changes to these plans.

Museums like the Midway will undoubtedly be opened for business, but may have to limit the number of visitors that can be aboard at a given time. While that’s the case today, with the State of California and San Diego County poised to fully reopen for business soon, we’re hopeful that we’re going to be able to go ahead with the plans that are in the works today.

The MVA Board is greatly concerned and making every effort to do as much as we can in planning for the MVA Lite gathering in San Diego this August. Keep the country in your prayers and pray that the Scientific and Medical communities continue to make the right decisions to get this great country back on its collective feet again.

In the words of Admiral McLaughlin,

Onward and Upward!

Oscar Granger, President USS Midway Veterans Association



## VP-Reunions’ Report

Let me tell you that 2020, and now 2021, have been crazy years in my reunion business. Since almost everything ground to a halt as the scope of COVID-19 became apparent, I thought I would have lots of free time—not so. As I said in my last report, the 2020 reunion scheduled for Norfolk, VA in September was an easy target for cancellation because we could not guarantee your health and safety at any full function event we were planning. Actually, once we decided to cancel the Norfolk reunion, it was mostly downhill from there. EXCEPT, since all of the planning for NF20 had already been done, it became my job to cancel all the well-laid plans I had already made. While all of our vendors understood the problem, getting someone to void signed contracts was another matter because so many people had been furloughed and there was no one to talk to, or with authority to void a contract. Patience and perseverance allowed MVA to walk away from NF20 with no harm or penalties.



Now let’s look at 2021. Wide availability of COVID-19 vaccines, social distancing, and mask wearing have reduced coronavirus infection rates nationwide—really good news! So it looks like things are returning to normal—but wait, not so fast, sailor! State/local restrictions are still there, so planning any MVA gathering has to take into account **current guidelines** that may, or may not, be in place when we actually are able to gather MVA Nation again. What does this mean? Members’ health and safety are still our primary concern in planning any MVA gathering. We listened to what you told us in the survey that over sixty of you completed. You wanted a gathering in San Diego this year since the last time we were back “home” was way back in 2019 and for many of you waiting until 2023 was too long to wait to walk the decks of the USS Midway again. So what can we do? A full regular reunion is still too unpredictable to plan for this year, so enter the concept of ‘MVA Lite’ (August 21 – August 24, 2021)—a slimmed-down version of an MVA reunion that still allows us to gather in San Diego and get a lot of ship time, veteran interaction in our Hospitality Suite, and fewer activities, with health and safety concerns taking a front row, center position. Here are some teasers.



- ◆ A scaled-down event of shorter-duration
- ◆ You can come earlier, or stay later, if that works for you. Big events are on Monday and Tuesday. Saturday and Sunday are “do-it-yourself” days. Although on Sunday a no-cost, optional docent-led tour of the ship is available
- ◆ Very few formal events, just enough to make your trip to San Diego interesting
- ◆ Attractive \$149 (plus tax) rate at the Wyndham S.D. Bayside Hotel, close by the ship
- ◆ Hospitality Suite back in the Porthole Room. Food offerings may be different
- ◆ No flight-deck dinner, but how about an Elevator 3 lunch instead?
- ◆ A five-hour trolley tour of popular San Diego attractions
- ◆ The free “Meet & Greet” aboard the ship, hosted by the Museum’s leadership team, is back

Will MVA Lite be different?—yes. Will some of the normal reunion stuff be gone?—yes, but the important core things are still there. We want everyone to attend, but if MVA Lite doesn’t work for you, wait for 2022 and 2023, when we’ll probably be in Norfolk and San Diego, respectively, and regular reunions will resume.

Lots of changes here, so buckle-up and hold on. CAREFULLY read the MVA Lite Registration Form and Reunion Program to learn how MVA Lite will play out in late August. **Here’s a BIG change.** Instead of having about six months to sign-up for a reunion, you now have just over two months until we open the doors of the Porthole Room. This is by design. Make up your mind and register, or not. MVA Lite either works for you, or it does not. We are anticipating fewer people attending, but who knows? I hear people are tired of being cooped-up, so here is your chance to get out in the World again. SEE YOU IN SAN DIEGO!

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



“Rig the Harness” -- Crash landing on the deck of a carrier!

## Secretary-Treasurer’s Report

As I write this column in early summer of 2021, much has changed since our last newsletter. As you read in this edition’s introduction, MVA’s Board of Directors, after much deliberation, voted to hold a smaller-size gathering of Midway veterans and their guests on August 21-24 in San Diego. Since then, COVID rates have dropped sharply across the country, including in California, and all indications are that our smaller ‘MVA Lite’ event is going to happen in a much more COVID-safe environment. How many of you will show up, remains to be seen. Regardless, we’ll be ready, and we’ll have some fun!



I remember Admiral Riley Mixson telling us at our first flight deck banquet in 2013 as our keynote speaker that you make your own “Midway Magic.” As romantic as it sounds, it just doesn’t happen.

Whether we have a big crowd or a small dedicated crew of attendees, let’s make some “Midway Magic” at MVA Lite when we gather later this late summer in San Diego.

Switching now to the subject of MVA newsletters. My wife says I spend way too much time preparing them. She’s right of course. In my defense, I can only say that it’s always a challenge, but this time around it’s been even more of a challenge due to the complications the pandemic has had on our lives.

Again, several of our “ace reporters” have outdone themselves by writing top-quality stories for this newsletter, and I thank you; *we all thank you* for your hard work and creativity. This newsletter may not be the New York Times, but, hey, it’s right up there!

Okay, here’s another topic switch: in my capacity as MVA’s tax collector (MVA Secretary), I ask you as nicely as I can: **Pay your dues for 2021, for gosh sakes!** If you’re uncertain if you’ve paid or should pay, contact me and I’ll let you know your dues status for the current year. If you’re a lifetime members or a 1945 Midway commissioning crew plank owner or WWII vet, this request doesn’t apply to you. (See 2021 dues notice on page 11, this newsletter.)

Finally, I'd like to thank the Veterans Administration for going the extra mile to help as many veterans as they could get COVID vaccinations at VA facilities across the country. I've talked to many other veterans who feel the same way.

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

### VP-Administration's Report

California opening up its economy across the state is a good thing for the Midway Museum and our chance to



hold a reunion in San Diego this fall. But given what's been happening with COVID rates across the country jumping up and down like a yo-yo, I've been hesitant to attend a reunion this fall.

However, with the latest plan to hold a smaller gathering in San Diego, I'm all for the idea and plan to attend.

I'm working on a story that is very personal to me. The story is about my cousin Roger, who served on the USS Johnston (DD-557), a Navy destroyer that was sunk in the Philippine Sea in the WWII Battle of Samar between Japan and the United States.

In 2019 the Johnston was found at a depth of 21,000 ft. in the deepest part of the Bay of Samar by well-known underseas explorer Victor Vescovok, who in recent years has submerged in his mini-sub to the deepest spots in the earth's five deepest oceans and reports on what he found. One of the things he found was the Johnston laying at rest in her watery grave. Recently, I was able to contact him, and it turns out he is a retired naval commander. We had a good talk about his discovering the Johnston and about my cousin who went down with the ship. I plan to stay in touch with him and write an article on the whole experience for the next newsletter.

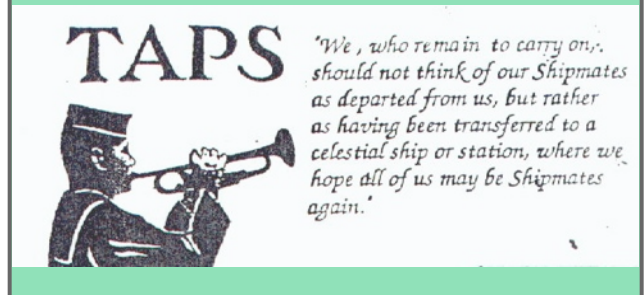
**Marty FitzGerald, VP-Admin., USS Midway Veterans Association**

### In Memoriam

**Shipmate Edwin ("Ed") Burns, 91**, of Gray, Georgia, passed away on January 24, 2021. He served on Midway from 1946 to 1949 and was an MM3 in M Division. His first wife, Janette Watson Burns, died in 1992, and he is survived by his wife at death, Shirley Burns. Between his two spouses, he had four children, four grandchildren, and two great-grandchildren. May he rest in peace.

**Shipmate Daniel Hahn, 91**, of Gilbert, Arizona, passed away on January 12, 2021. An FN, he served on Midway from 1948 to 1949. He is survived by his wife Molly of 68 years, his daughter and one step-granddaughter. He attended the 3-Sisters Reunion in 2017 with his daughter. It was the first time he'd seen Midway since 1949. May he rest in peace.

**Shipmate Charlie McBee, 88**, of Kansas City, Kansas, passed away on March 7, 2021. A lifetime member of the MVA, Charlie served on Midway from 1953-1956 as an RM3 in OR Division. He is survived by his wife of 28 years, Regina McBee, and his blended family of 9 children, 15 grandchildren and 6 great-grandchildren. May he rest in peace.



Tim Miller, our MVA Lite reunion host. He never slows down!

**NOT TOO LATE DUES NOTICE**

Attention Shipmates! We are still accepting 2021 dues, though the deadline is past. Pay and get a cool membership card! (Lifetime Members, 1945 plank owners, or those who have already paid their 2021 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: Payable to MVA and mail to  
Dave Payson, 410 Cottonwood Dr., Richland,  
WA 99352

Call or email me if you have questions

(509) 946-0810  
[minandave@charter.net](mailto:minandave@charter.net)



We still have a good stock of MVA face masks available in three colors (navy blue, blue, and red) at the bargain price of \$8.00 apiece, including free shipping! MVA face masks will be available at our MVA Lite reunion in San Diego! Purchase at the reunion or by mail. By mail, make check payable to “MVA” and mail to Dave Payson, 410 Cottonwood Dr., Richland, WA 99352.

**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!*

*Richard Violette (75-78) - Columbia, MD*

*Timothy Mundeloh (88-91) - Irving, TX*

*Curtis (“Casey”) Campbell (75-77) - Safford, AZ*

*Jonathan Stark (77-78) - Lenoir, NC*

*Stephen De Luca (86-87) - Jersey City, NJ*

*Charles Leonard (72-74) - Limon, CO*

*David Sommers (78-80) - Chula Vista, CA*

*Don Pena (87-90) - Occoquan, VA*

*Ken Veneskey (85-86) - Lake Marblehead, OH*

*John Mercer (73-75) - Searcy, AZ*

USS Midway Veterans Assoc. Website

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

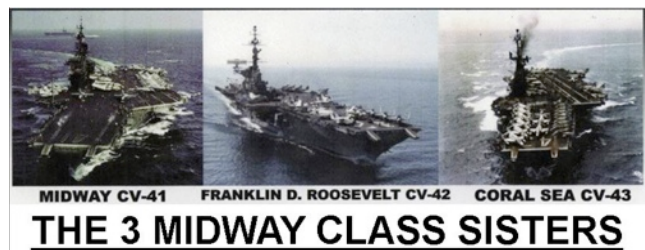
USS Midway Veterans Assoc. Facebook

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

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

**Tribute to the 3-Sisters Reunion, 2019.**

Veterans from all “Three Sisters” in the Midway Class of carriers have an open invitation to attend MVA Lite



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



Above and below: The new Midway Cafe 41 where we'll be holding our lunch onboard the USS Midway Museum Monday, August 23, 2021 during the MVA Lite reunion



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](http://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](mailto:minandave@charter.net);  
Telephone (509) 946-0810

**We Live The Adventure**