



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 veterans and family members interested in joining the MVA, see the application at the end of this newsletter



2024 Three Sisters' Banquet on the Midway Flight Deck

A Sad Passing

Oscar Granger, founder and past president of the USS Midway Veterans Association (MVA) passed away on October 13, 2024, from cancer. He served on Midway from 1962-65 as a Radarmen Second Class (RD2). Many years later, after he and Ron McPhail had co-founded the MVA, Oscar became the MVA's first president and led the MVA for 14 years.

He leaves behind an impressive legacy of his days on Midway, where he was a radar operator in Midway's OI Division, working primarily in Combat Information Center (CIC). He had a reputation of being among the "Best of the Best," and he was often called to tackle the toughest jobs in CIC, one of which was working closely with Midway pilots to radar-vector their planes to potential targets. He

was onboard during Midway's first Vietnam cruise in 1965 and he put forward his best radaring skills.

Oscar Granger will be sorely missed.

May he rest in peace.



Oscar Granger

Memorial for Oscar Granger

Marty Fitzgerald, MVA VP-Administration

For the last couple of weeks, I have been working on a memorial for Oscar Granger, our past President of the USS Midway Veterans Association. Oscar passed away in October 2024. The Granger Family is planning a memorial to be held aboard the Midway during the time frame April 13th – 15th, 2025. Oscar's ashes will be spread at sea.

2024 Three Sisters' Reunion

Ray Tillery, MVA Treasurer

The gathering of fellow shipmates of the USS Midway (CV-41), USS Franklin Delano Roosevelt (CV-42), and USS Coral Sea (CV-43) was a great success of fellowship and nostalgia! We greeted one another as groups of 300-plus veterans, family, and friends.

We began with registration for the reunion on Monday morning, September 23, 2024.

During the entire time of the reunion, all participants had access to the snacks, beverages, and the trading of recollections, reacquainting, and "truthful" sea stories with fellow veterans and family members in the hospitality room of the hotel.

Tuesday morning began with a tour conducted by Armed Forces Reunion Planning (AFR), our reunion planning company, that took us to the San Diego Air and Space Museum. Later that afternoon, all participants gathered at the Hotel for fellowship in a Meet and Greet where we were served ice cream.

On Wednesday morning, the USS Midway Museum served breakfast to all hands in the hangar bay, and we were treated to an overview of the State of the Ship by Karen Bass of the Museum, Terry Kraft, CEO of the Museum, and a thorough presentation of the on-going efforts for the sake of the preservation of the ship by Len Santiago, the Museum's Chief Engineer. Afterward, many of us took a tour of Mount Soledad and the beaches of La Jolla, where we watched seals laze around rocks on the beach.

On Thursday morning, AFR conducted a tour that took us to Coronado Island where we toured the famous Del Hotel, and to the old Navy Training Center, since converted to shopping and art center called Liberty Station. Many of our reunion attendees went to boot camp there.

That evening, we attended the reunion banquet where we were served a hearty meal on the flight deck. The weather of the evening was perfect, and we were treated to the keynote address by the CEO of the USS Midway Museum, Admiral Terry Kraft (Ret.). Marty Fitzgerald of the MVA then offered the tribute to the Missing Man Table set before the event stage. He also presented to Museum staff an original photo of the Midway leaving the Newport News Naval Shipyard for the first time in 1945.

Finally, on Friday morning, September 28th, we said our farewells and goodbyes to one another as we made our various ways back to our lives and our homes. Halleluiah, the second Three Sisters' Reunion was in the books!

2024 3 Sisters' Hospitality Room

Tim Miller, MVA Secretary

My name is Tim Miller. I served two tours of duty on Midway, in 1978 and again in 1980. I live in Chula Vista, CA, and I'm MVA's secretary. I'm truly blessed to have been your "Captain of the Hospitality Room," as I billed myself at the reunion; it's where I did most of my work. Here is where our food and beverages (most of it purchased locally) could be found, and a new device called a jockey box emitted free-flowing beer until the CO₂ chose not to work anymore on the last day. What a bummer! Sailors without beer is like a baseball game without a home run. We did okay, though, going through almost three kegs of beer.

Overall, the 3 Sisters' hospitality room was a hit, and once we settled in, the sea stories flowed as freely as a waterfall cascading down a 300-foot cliff. But before we knew it, after some great tours around San Diego, the reunion was ending with us assembling on the flight deck for our banquet dinner and being entertained by our own Midway veteran and MVA member, Terry Kraft, who is now the CEO of the USS Midway Museum.



When Terry finished his entertaining talk as our guest speaker at the reunion banquet on the flight deck, many of the attendees found their way back to the hospitality room to wrap things up until next time, and I got busy again.

During the reunion we held a business meeting. The minutes are posted on the MVA website, and are also provided in an article on page 4 of this newsletter.

It finally ended for me on the following morning (Friday) with me taking back the wine and kegs and running north to Oceanside to return the jockey box. When it was all said and done my part was finally over Friday afternoon. Until the next time, shipmates, keep reaching for the stars.

The “Be One” Tiger

David Payson, 1963-64, RDSN, OI Division

The tiger image shown here was displayed on Midway’s Island, and was thought to be an official emblem representing a squadron of planes that once flew off Midway. But it was in fact not an official squadron emblem. Rather, it was just a cool image of a tiger.



Here’s how the story came about, according to my sources. One of Midway’s commanding officers, in the late-50’s or early- 60’s, came across the tiger image, liked it, and saw to it that it was made into an emblem and applied close by #41 on the Island.

To further inspire the crew, if that’s what he had in mind, the captain came up with the slogan “Be One.” He was the captain of the ship, so the crew,

officers and enlisted alike, played along, even though it’s possible that it was in violation of some Navy regulation.

It is not known when the tiger image was no longer displayed on the island, but it did not appear in pictures after recommissioning in 1970.

Another theory on what might have happened to the “Be One” emblem on Midway’s Island is that the Navy ordered it taken down at some point during Midway’s first war cruise to Yankee Station in 1965, because the “optics” were bad – too much war imagery onboard, especially after her pilots started bombing military targets and reporters were allowed onboard to cover the action.

This article may not be as interesting as Captain Queeg’s “Frozen Strawberry Incident” from the movie Caine Mutiny, but it’s still pretty good.



The “Be One” Tiger is to left of the Hull Number

Letter to Midway Veterans Association

Guy F. Everhart, CAPT, CEC, USN(Ret) 1965

Due to medical issues and advancing age, I won't be able to attend the Three Sisters' Reunion this year. Although I was only assigned to Midway for a short time in 1965, my experience as an E-3 (AN) in the OI Division taught me many valuable lessons while I was awaiting orders to Officer Candidate School. Not only did I learn skills such as maneuvering board that I could directly apply at OCS, but I also made mental notes of those enlisted members and officers that I aspired to emulate (or not) in my own career. Being a part of Midway's crew on Yankee Station in the early days of the Vietnam war instilled in me a tremendous amount of pride as a member of the world's greatest Navy. I'm enclosing a small donation for MVA's use as the organization best see fit.

How to File a Disability Claim With the VA

David Payson, 1963-64, RDSN, OI Division

Every month, I receive a generous chunk of tax-free money from the VA thanks to my service on Midway in the early 1960's. This money is deposited directly into my bank account and comes to me even though it's been sixty years since I served on Midway. I receive this VA money because several years ago I took the time and effort to file a disability claim with them and demonstrated that my disability (hearing loss) was bona fide and service related, due to overexposure from the extreme noise that I was exposed to when I served as a lookout above Midway's flight deck during flight ops. If you think you have a service-related disability (whatever it may be) due to your Navy service (in my case, a hearing loss caused by a "noisy" aircraft carrier), and feel that you should be financially compensated for your disability, I urge you to do like I did and contact a VA or VFW rep to help you file a disability claim with the VA. You can find no-cost help at this link:

<https://www.vfw.org/assistance/va-claims-separation-benefits>.

Avoid using a civilian lawyer.

MVA Annual Business meeting 10/11/2024

Tim Miller MVA Secretary

The meeting was opened at 5 pm, with the following agenda.

Tim Munderloh, MVA President, opened the meeting with a welcome and talked about how he took over the position of president.

Next up was Marty Fitzgerald, Vice President Administration, who stated that he wants to step down as a VP. So, a member of the MVA needs to take over Marty's place. Presently no one has come forward and stated that they want to take Marty's place.

Ray Tillery, Treasurer, shared about the financial state of our association. He noted that our financial state is getting lower. We also are getting to the point where we have more lifetime members than those that are annual members. Which in turn makes our revenue lower. We need to think about our future and how to make more money. Members can and did make suggestions about how we can do that. A comment was made by Tim Munderloh on several suggestions that we need to think about. Several members made other comments on how we might make money.

Steve DeCata, Vice President-Reunions. He stressed that Norfolk reunion wasn't that well attended. He suggested that we need to maybe go to Norfolk, Charleston, Mayport or New Orleans. Steve suggested that we skip the 2025 reunion. It was suggested by members to change our bylaws on when we have reunions. A suggestion was made to defer the 2025 reunion, which will give a chance for the MVA to look at our financial position. A motion made to change & amend the bylaws by Bob Bergevin and seconded by Bob Roberge to change only holding reunions in San Diego. The motion was voted on by the members and passed. With the bylaws being changed and amended, the

next reunion will be in San Diego in 2026. The meeting was adjourned at 6 pm by Tim Munderloh.

The Launch

By Don Purdy

Whitecaps stampede across a sun-sparkled sea

Shards of spray shatter across the sky

The deck rises and falls on swells spawned on distant squalls

Savor the open sea, Its excellent isolation

Escape the weight of war, a moment of contemplation

Now stand clear of intakes and exhaust.
Start all go aircraft for the 0800 launch

Acrid exhaust infused.

Steam heated, salt laden, eye watering air fills the open cockpit.

Close the canopy, start the engine

Follow the signals of a yellow-shirted kid directing the jet with practiced ease across a chaotic oil slicked deck, to the catapult.

White-shirted shapes scurry from the swirling clouds of steam with hands raised thumbs up.

Catch the Shooter's eye

Salute

Brace

Launch

Fight the G's.

Focus

Breathe

Fly

Editor's Note: Poem used with permission from Don Purdy, author of "Where the High Winds Sing," published by OK-3 Publishing, Annapolis, MD

USS Midway vs M/V Cactus

Mark Nojiri, 1974-81, AT1, IM3

For me, there were three so-called take-aways from the 2024 Three Sisters' reunion.

The **first** being, considering I had previously met these other former crew members and we had not discussed a terrible incident that happened on July 29, 1980, the day after my third anniversary of being in the Navy. It is interesting that a terrible, horrible collision that happened over 45 years ago, can now be looked upon as "funny". On the evening of that date, the USS Midway was steaming towards a port visit to the nation of Singapore. It was around 1930, or about 7:30pm, for you civilians, and I was sitting at my desk in my shop that is across from the island, where I could hear the ship's whistle and heard one blast, meaning to turn right, then the second blast, which means turn left, then the third blast, which means reverse, then a fourth blast, which meant that something really bad was about to happen. Then I heard over the public address system, "Dit-dit-dit" which was the collision alarm. Then I felt the ship begin to list to the starboard side, then it started to list towards the port side. When the ship listed towards that starboard side, it meant that the bow of the other ship was pushing against the skin of the USS Midway, and when the ship listed to the port side, it was the bow of the other ship penetrating the skin of the USS Midway. A minute later, I heard a banging on the door to my shop. When I opened it, the chief of from office below yelled, "The bow of that ship is in my office!" Then a couple minutes later, there was another banging on our door. This time a man stuck his head in our door and yelled, "LOX LEAK" and we immediately evacuated the shop. The USS Midway sent a message to the Subic Navy base that we were returning for damage from the collision. Now, consider this, every day, both in port and at sea, the collision alarm is tested. However, in this case, this alarm was not tested for a few days.

I have been to two previous reunions and, for some reason, we have never discussed it. Then, at the 2024 Three Sisters' ship reunion, the subject of this collision came up. I would ask someone, "When were you in the Midway?" and they would tell me, and when that particular date was within that



period, I would mention the collision. Maybe about five of us were onboard on that date, but, really, until this reunion, it was never mentioned. However, as we talked about it, it was sort of humorous when we talked about what we were doing when it happened.

In these two group pictures taken, I do apologize because I know that others involved wanted to be included in this picture, which, for that reason, I am hoping that, in 2026, when we have our next reunion, perhaps after our breakfast aboard ship, we can all gather around the pictures of this collision and have a better group picture taken.

Second, for the first time, I was able to gain access to the shop where I worked for five years. I saw a piece of gear that, to me, now it confirms that it is no longer classified, so I can discuss it, to a certain extent, with my wife, the shop looked basically the same as I left it in 1981. I even saw a group of pictures on one of the walls and even recognized a former crewmember and his name! This was exciting.

Third, and last, considering my wife was not at all familiar with US Navy ships, as I think applies to most, if not all, loved ones, I am planning to write a limited edition of "Welcome to the USS Midway."

Oh, one more thing, sort of a joke. As we sat there on the morning of the USS Midway breakfast, in the hangar bay, I looked on one wall and saw lockers for life vests and asked, out loud, "Pardon me asking a stupid question, but how can we get to those life vests?!" I got an equally stupid answer. "Hey stupid, when the water is up to the level of those life vests, THEN you can get to them!" My response was, "Oh, okay, now I understand!"

The first picture is of us and the second one is how we would have reacted to the collision. It is amusing that, the night of the collision, we saw absolutely nothing funny about it, but, as we talked about it 45 years later, we did laugh about it.

The guys in the two pictures are (left to right) Marc Keyes, Tim Miller, Steve DeCata and Mark Nojiri.



Out of Body Experience

David Payson, 1963-64, RDSN, OI Division

"You Can't Go Home Again," Thomas Wolfe wrote in his famous novel by the same name. I didn't listen to him, because home was the first place I headed when I got out of the Navy. But I know what he meant – too many memories there, good

and bad. I didn't hang around home long, for that very reason.

After four-plus years in the Navy, mostly on two ships – the USS Midway and the USS Wilhoite, a WW II-vintage converted DE – my time finally came to become a civilian again; things were a bit rocky for me at first. Life as “free person” isn't always what it's cracked up to be. Like life on an aircraft carrier, it can get complicated.

But on Midway, we were fortunate to have most of the creature comforts of civilians and home – plenty of room to stretch our legs, good chow, and great entertainment watching air ops. To me, watching those “birds” take off and land was by far and away “The Greatest Show on Earth.”

And, of course, upon discharge we had our memories to take with us. One of my favorites occurred sometime in 1965 after I'd been off Midway for over a year and was by then a member of USS Wilhoite's crew.

I remember when my two former ships were operating in the Gulf of Tonkin at the same time, each with its own independent mission. I was a radarmen on Wilhoite at the time. A year earlier I'd been a “radar trainee” in Midway's CIC.

I think of this mission as my “Out of Body Experience.” Both ships I'd been on in the Navy had somehow “merged” to become one. Don't ask me to explain. It seemed like something out of a “Twilight Zone” episode, without the theme music.

Reporting Aboard the USS Midway

Howard Breitenfeld, AA, 1949-50

This event occurred in December 1949 as I reported to the USS Midway (CVB 41) berthed at Naval Air Station Norfolk Virginia.

I had been in the Navy for 15 months and was currently stationed at Naval Air Station Norfolk, VA when I was informed by one of our Yeomen that the Midway was looking for volunteers to serve aboard this tremendously large ship. I threw caution to the wind by ignoring the age-old Navy saying “NEVER VOLUNTEER FOR ANYTHING”

I did volunteer and received orders to report to the Midway. I was as happy as could be, I re-read my blue-jackets manual to refresh me on proper protocol when reporting aboard a United States Naval ship.

I arrived at the berthing space where the Midway was tied up. I had made sure my shoes were super shined, my Dress Blues were clean, my hat was squared away and my sea-bag was resting on my left shoulder

As I approached the Midway, I thought WOW what a large ship. I thought I was the picture perfect swabbie. I took the first step up the ladder to the brow, then across the brow to the ship keeping in mind what to say. As I approached the Officer of the Deck, I turned to salute the American flag and then sharply pivoted towards the OOD with a salute and the words: “REPORTING FOR DUTY SIR!” Then began a barrage of swear words and cuss words directed to me with the final words HEY DUMB###, this is the officer's brow, get your ### off this quarterdeck and report to the enlisted brow. Now began my retreat away from the quarterdeck with much laughing and deriding coming from what seemed like the whole Midway crew.

Of course this was not the end of the ordeal, first I had to walk to the enlisted brow, ascend the ladder, cross the brow and repeat the flag salute and salute the JOOD with permission to come aboard. By this time my seabag felt heavier, my dress blues and shined shoes seemed unimportant. The crowning glory was that the crew at the enlisted brow had witnessed the entire event and they were ready with some juicy comments when I finally made it aboard.

Of course it is funny now, then it was deflating.



Preparation for the 3 Sisters' Banquet

Foreign Object Damage (FOD)

William Murphy, AQF2, VF-21, 1963-66

I was working on the radar system of one of our F4 Phantoms on the flight deck when we were told to clear the flight deck to prepare for flight operations. I buttoned up the radar system and headed to the fire control shop.

Grabbed a cup of coffee and a cigarette. Right after, I heard my name come over the PA system! Was told to report to operations. Just about jumped out of my skivies! When I walked in, a LT Commander asked me if had lost anything. I told him I didn't think so. He then held up my keys. Told me to be more careful next time I was working on a plane.

I still don't know how the keys came off. All my belt loops were intact. However, it proves that the flight deck sweep really works!

In Memoriam

Shipmate Oscar Granger, RD2, passed away October 13, 2024. He served on the Midway from 1962-65 in OI Division. He is survived by his wife Karen, five children, and 14 grandchildren. May he rest in peace. See the article "A Sad Passing", on page 2.

Shipmate Dane Haaf, MS3, recently passed away. Clifford served on the Midway 1982-1985. He served in the officer's wardroom, starred on the ship's soccer team and sang in the ship's choir. May he rest in peace.

Shipmate James "Jimmy" Richy Carter, RM1, passed away September 20, 2024, after a battle with cancer. He served on the Midway from 1980-82. May he rest in peace.

Shipmate Stephen Martin, PN3, passed away September 21, 2024. He served in VF 151 and was onboard the Midway for the 1972-73 Vietnam WestPac. May he rest in peace.



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

USS Midway Veterans Assoc. Facebook
<https://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.

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Donation of Midway picture to the Midway Museum

Left to right
Tim Munderloh, MVA President
Terry Craft, Midway Museum CEO
Marty Fitzgerald, MVA VP-Administration



Terry Craft, Midway Museum CEO, Guest Speaker

Letters to the Editor

E-mail me your comments/questions about articles that appear in this newsletter, and I will answer them. If I don't have the answer, I'll put you in touch with the author of the article/story. As editor of this newsletter, I'm all for open communication between Midway shipmates and MVA members.

Send to: mvanewseditor@gmail.com

This document is "fillable." Type directly in the fields. Immediate Family Members need only to complete section of this form that applies to them.

MIDWAY VETERANS ASSOCIATION
Application for Membership

I am a USS Midway Veteran and 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. Note: Immediate family members (21 & over) of MVA members are also welcomed to join the MVA at the same dues amounts as MVA members and have the right to vote on MVA issues (see sign-up below).

MVA Veteran 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.): _____

Years served in military _____ **to** _____

How Did You Hear About Our Reunion Association? _____

Immediate Family Member Name: _____		Associated with MVA Member _____	
Mailing Address _____		Email _____	
City _____	State _____	Telephone _____	

Complete this form, either online or manually, selecting one of the 3 dues amounts (pay by check or with credit card):

Check One

- [\\$20.00/yr for veteran + spouse/partner or immediate family member \(age 21 or over\)](#)
- [\\$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 PP site opens follow the easy instructions.

<https://ussmidway.net/index.php/paydues>

OR pay by check. Make check payable to Midway Veterans Association and mail completed form and check to address below. Completing this form will also get you added to MVA's electronic mailing list to receive your MVA newsletter online.

USS Midway Veterans Association
18940 Priceless Road
Perris, CA 92570

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.

Contact: Bernard (Ray) Tillery, MVA Treasurer, at ray.tillery@yahoo.com;
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For more information on how to join the MVA as an Immediate Family Member of an MVA member contact MVA's VP of Admin. Marty FitzGerald at email: marty.fitzgerald@earthlink.net. He will fill you in on the details.