



# San Diego 2013



## Special Reunion Edition of *Station Ship News*



Retired Rear Admiral Riley Mixson delivers keynote address as a flight deck full of Midway sailors and families listen on

It was time. After a year in the making, the planning, promoting and hard work had paid off. Finally. They had come! From all across the country Midway veterans, their families and guests were here! For three great days in September, 2013, Midway veterans had returned to honor their ship, the USS Midway, CV-41, now the USS Midway Museum, in San Diego, California. This, then, is a report on “Midway Nation” finally getting together. And it was some party!

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**Breaking News!** The MVA Board of Directors has chosen the site of the next reunion to be San Diego in the spring of 2015. Learn more about this in the President and VP-Reunions reports later in this newsletter.

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### The Day Before - Wednesday, Sept. 11

A properly managed and well-stocked hospitality room is the key to any successful Navy reunion. Going back a long way, men of the sea have refined the science/art of the “hospitality room experience” with an innate ability to hang out with their mates and spin their yarns with a nonchalance that comes, perhaps, from spending long times at sea inhaling too much salt vapor. At least that’s what some of the guys from the other service branches will tell you, mostly out of jealousy.

**“And many deeds of old were relived during the time spent in our hospitality room at the hotel.”**

The MVA team responsible for setting up this hospitality room had experience on its side, having done the job successfully at MVA’s two previous reunions (San Diego in 2010 and Washington, D.C., in 2012). But both of those had far fewer attendees than the 300-plus signed up for this one. This was the big time.

“Well stocked,” in this case, meant plenty of food and drink, and with these numbers, it looked like we’d need copious quantities of the basic foodstuffs – breakfast and lunch items, coffee, beer and wine (but no hard stuff), soda, salty peanuts, popcorn, and so on.

Our shopping teams set forth around San Diego to purchase these foods and beverages and supplies at the local outlets, such as Costco and the Navy Commissary. They returned in vans loaded with enough food to feed a small army and teamed to haul all this sustenance into the hospitality room, which, by the way, was officially called the Porthole Room by the hotel, the Wyndham San Diego Bayside, just down the street from the ship.

When all was said and done on this day before the reunion, things had come together nicely, thanks to a lot of hard work by volunteers and crew. If one were to have just wandered into this place from, say, the Navy Pier, they’d think the reunion had been underway for days, when in fact it hadn’t even started. Yet there they were hunched around the tables, recounting their stories with great vigor. Some listening were rolling their eyes.



It didn’t take long for the hospitality room to fill up

## A Random Act of Kindness

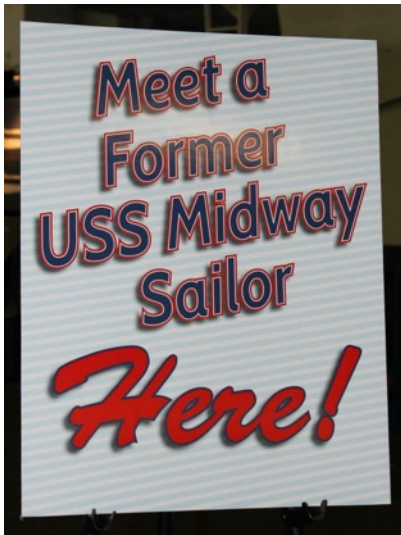
A group of us (MVA) went to dinner across the street from the hotel at ANTHONY'S FISH GROTTO – (7 in total) and...a Lady came to our table and asked if we were "Midway Veterans", (as we did have our USS Midway CV 41 caps on), we told her we were, and that we were here for a Reunion. She then told us all of our dinners were paid for on her tab ..... WOW !!!!! What a wonderful thing for a stranger to do ????? - Her name was "Anita" and we all gave her a big hug of appreciation.... wonderful evening in San Diego. God Bless Anita - whoever she is ?????

(From MVA's Ron Pope's Facebook entry following the reunion)

## Day 1 - Thursday, Sept. 12

### Midway Veterans Meet Public & Press, Each Other

Around 0945, on the first day of the reunion, many of the Midway veterans, still shaking off the effects of jet lag, headed over to the ship to participate in the "Midway Service Project," an activity sponsored by the museum for the benefit of the Midway veterans, the visiting public, and the museum staff and volunteers.



Give a Midway veteran an audience to tell his tales to, set him up in the hangar bay of his "old" aircraft carrier with a cool table, signage and a captive audience, and he may never stop talking until . . . well, he may never stop talking. The many veterans who made the short trek to the ship on this morning weren't disappointed with the venue. Not only did they get a chance to spin their tales of adventure on the high seas to the fascinated tourists, but they brought visual aids such as cruise books and newspaper clippings to back up their points. (Much of this Midway memorabilia was later donated to the ship's historian, Karl Zingheim.)

Put it this way: They were a proud lot, these men, many of them returning to the Midway for the first time in half a century, or longer.

Marty FitzGerald, 57-60, ABGAN, V-4 Squadron, was one of these proud men on this morning. He explains how he spent his time onboard greeting the public and Midway volunteers:

*"Well, lets see, where to begin, the Midway Service Project, that is an experience I will not soon forget, left to my own doing I spoke to about 100 to 200 people that were visiting the ship that day from the Hangar Deck to the Flight Deck including the wonderful Docents . I spoke of what my job was when I served on board, and even gave a talk of how the aircraft were launched and what my responsibility was to assist in the launch, and how many people are involved. That is why I came home to my ship one more time. You see, I loved being on the Midway from day one, even to this day. When I think of her a tear comes to my eyes and a smile . . ."*



Midway Service Project - Adm. Mac in hangar bay shaking hands with Midway crew members and spouses

### Late Breaking News

The local San Diego press – TV and print – was there on the ship to cover our story on Day 1, live and direct from the hangar bay, Read all about it – the crew of the USS Midway had returned to their ship after all these years! We were a great story and the media in this Navy town had come to capture it, in what better setting than our old ship, the USS Midway Museum.

Nor did the men prove to be camera shy, handling their on-camera interviews well, doing all Midway veterans proud on the local TV stations that evening. MVA President Oscar Granger, a Radarman aboard Midway between 1961 and 1964, told ABC Channel 10 news, "This is a very emotional experience for all of us," he said. "You know, we were 19- and 20-year-olds who were taking the ship to war in Vietnam."

[Link 1 - ABC10 News](#)

[Link 2 - SD Union-Tribune](#)

"Most areas of the ship are restricted, so if you don't work there, you don't go there; so now we get to see all the things we never got to see," observed Ken Radek, a Navy Personnelman on Midway between 1963 and 1966.

So as the Midway veterans enjoyed their "15 minutes of Fame," their ship, now the USS Midway Museum, kept her ever-vigilant watch over San Diego Harbor, as she had since the day she returned to these waters in 2004.

### **Welcome Reception**

Sometimes the best laid plans of mice and men often go awry, and so it was at this event with a shortage of chow to feed a large crowd of reunion revelers who converged upon the food tables like hungry sailors at midrats who had missed their previous meals of the day. A month before the reunion, numbers of signups growing faster than we anticipated, we upped the amount of food for the reception and paid the extra price. But alas, it wasn't enough. There was still plenty of welcoming and good times going on, though, at this event in the beautiful setting of the Loma Vista Terrace on this night. And the people lined up to have their pictures taken at the photo-booth sure looked like they were having fun!

## **Day 2 - Friday, Sept. 13**

### **Midway Veterans Meet Museum Staff**

On Day 2 of the reunion, the POD directed us to "report for duty" to our ship – also known as the USS Midway Museum – to participate in a "meet and greet" event hosted by the museum's leadership team.

In the forward hangar bay, they had laid out quite an impressive spread for us – navy coffee, donuts, sweet rolls, the works. If you'd had a time machine back when you were a young sailor or pilot on this ship and gone forward in time to this very day and time, you would've been astounded, maybe even dumbfounded, to see something like this happening in the hangar bay of this mighty warship.

The Midway Museum honors Midway veterans in many ways, from giving us great deals on membership plans (starting with "free") to awarding us substantial discounts on our reunion expenses; case in point: we paid about half of what a private company would pay for dinner on the flight deck, counting everything – especially keeping in mind that dinner on the flight deck of the museum is one of the most sought-after venues in southern California.

Before kicking off the official program, we weren't shy about consuming copious quantities of black navy coffee, maple bars, chocolate-covered donuts and butterhorns, etc. But when Membership Director Jill Hammons took the podium, we listened up. Jill epitomizes

what it means to honor Midway veterans. As she spoke to us, she mentioned she might cry and spoke plainly about how important Midway veterans were to her. Had we not been a bunch of salty sailors with external constitutions as tough as the steel that this very ship was made of, there wouldn't have been a dry eye in the house, er, the hangar bay. But if you're a museum member (membership to Midway veterans is complimentary for one year, by the way), and if you read her emails to us and articles in the *Midway Currents*, then you know she is a major reason the Midway Museum now enjoys over a million visitors a year.

Next up, Retired Admiral "Mac" McLaughlin, President and CEO of the USS Midway Museum, took the podium. If you hadn't heard one of Mac's talks before, then you now know firsthand his power to inspire one's imagination. Wow! To say Mac has a way with words is an understatement. He inspired us at our banquet in 2010 as our keynote speaker, and he did it again at this reunion. Mac is the guiding force behind the museum's tremendous success, and, currently, the museum's Battle of Midway Experience Theatre under construction (in the forward hangar bay, just down the way from where we were gathered). We hope to be back in San Diego for our next reunion to coincide with the rollout of the BOME at the museum, which is tentatively scheduled for October 2014. When Mac concluded addressing us, many of us came to a similar conclusion: How fortunate we are have this man in charge of "our ship."

Last to take the podium for the museum was Marketing Director Scott McGaugh. Author of the definitive book on the USS Midway's 47 years of service to her country, *Midway Magic*, Scott has been our primary point of contact, since we formed our reunion organization of Midway veterans in 2009, and he is a strong advocate our mission. Working up to this reunion, he repeatedly put us in contact with the right person at the museum to help us line up our event or activity – for example, dinner on the flight deck.



Partially refurbished CIC, planned to be ready for tours next year.

### **Tour of CIC**

After the museum team wrapped up their program, we gave them a hardy round of applause, grabbed up the last of the maple bars and set our bodies in motion about

the ship and the greater San Diego area, for we had tours arranged to NAS North Island and the museum's Aircraft Restoration Facility, the San Diego's Air & Space Museum at Balboa Park, and the partially refurbished Combat Information Center (CIC) aboard ship, a behind-the-scenes tour that Scott had arranged for us led by former Midway Radarman Dick Hallowell. The Radarmen present – "Scope Dopes" as they were so aptly nicknamed – pointed out they were assigned to Midway's Operations Intelligence Division, meaning this as an indication of their overall superior level of intelligence. No one really believes this.

#### Tour of Midway Museum Aircraft Restoration Facility

The tour of the museum's aircraft restoration facility on Naval Air Station North Island proved to be very interesting, once our three busloads of reunion goers, each bus staggered some 50 minutes apart, were cleared through the post security gate. The paperwork on us had been shuffled/misplaced, as these things often happen on military bases during the "changing of the guard." Before an aircraft is displayed on the flight deck of the Midway, it's restored and spit-polished here. Most of the men who work here are volunteers, some former pilots. In charge at the facility is Ray Lopez, a Navy veteran who was a metalsmith with carrier air groups, as well as a rescue swimmer, during his active-duty days. Ray, along with LT Michael Smith, Public Affairs Officer, led this tour. For the men who volunteer at this facility, this work is a "labor of love." The length of time it takes to restore a plane to make it flight deck worthy varies with the plane. One thing these men agree on: "There are too damn many helicopters on the flight deck. That's one for Mac.

#### Tour of Air & Space Museum San Diego

We left the aircraft restoration facility (we had no trouble getting *off* the base) and headed straight for the San Diego Air & Space Museum in Balboa Park, our three buses staged roughly 45 minutes apart in accordance with Jim Hayter's Transportation Plan. Originally the SDA&SM wasn't on our original itinerary, but a month before the reunion, our arrangements to go aboard one of the CVNs on North Island fell through. Gordon and Kelly Permann, employees at the museum, came to our rescue by giving us a great discount for Midway veterans and their families.

Gordon is a Navy veteran who was a rescue swimmer on one of the plane guard tincans that shadowed the Midway. On more than one occasion, we learned, he jumped out of a chopper to rescue a Midway pilot who ended up in the ocean. Gordon and Kelly enjoyed dinner on the flight deck Saturday night on us.

The SD Air & Space Museum turned out to be a very popular tour, with marvelously restored aircraft displayed in many ways and explained to us by our own personal docents (one per group).

### "Magic Man"



"Now You See Him, Now You Don't." Jim Hayter, VP of Reunions, has an uncanny ability to raise cash for a worthy cause, such as the Midway Museum's education and scholarship programs. Keep an eye on his hands. Did you see how he made a raffle ticket appear out of thin air? But don't get too close or he'll scoop you up and sell you to the

highest bidder, just like that, in a flash. He seems to be everywhere at once when he's standing tall (he needs something to stand on!) raising money for our cause. At this reunion, several people swear they witnessed Jim hawking raffle tickets in three different rooms simultaneously! He even had a plan to put the USS Midway Museum up as a silent auction prize. We said "really, Jim, did you check with them"? Jim "Magic Man" Hayter is one of a kind. Born in Texas, he was an Air Force brat who went to school in Germany. Thanks in large part to his tireless fundraising efforts at the reunion and your generosity, we were able to raise **\$1,850** for the Midway Museum's education and scholarship programs. Jim Hayter. Now you see him, now you don't.

### President's Report

I recently was in Bremerton, Washington, on a business trip and had the opportunity to take a look at a truly sad sight – four of our sister carriers (see pictures below) – the Ranger (CV-61), the Independence (CV-62), the Kitty Hawk (CV-63), and the Constellation (CV-64) – all sitting in various stages of rust and disrepair, awaiting final orders from the Navy's Naval Sea Systems Command for them to be either scrapped or sunk. Saratoga (CV-60) and Forrestal (CV-59) are sitting on the East Coast awaiting similar fates.

I was reminded how close the Midway came to a similar fate only about ten years ago. In discussions with the [Naval Inactive Ship Maintenance Facility](#) director in Bremerton, I was told that the Navy had not budgeted any further maintenance funds for the Midway and unless the San Diego Aircraft Carrier Museum (SDACM) group received their final permits for locating the ship in San Diego, she was going to be put on the auction block for disposal. Thankfully, the outcome was favorable!

Over three hundred of our shipmates and their families and friends were able to walk the decks of the very ship that we all lived aboard in years gone by – a privilege and an honor that the hundreds of thousands of sailors



who sailed aboard these grand ships will never be able to do again. There was certainly “magic” created aboard each of these vessels during their operational life spans, but only the Midway Magic will continue to thrive as a living memorial to the World Peace she has helped nurture.

We’re already in the throes of planning for the next reunion and I’m hopeful that we’ll have as many shipmates and their families turn out at the next one as we did this year. For those of you who were unable to join your shipmates in 2013 in San Diego, please stay with us as we are starting the planning process for the next reunion, back in San Diego in the spring of 2015. Though we’d originally planned to be aboard the ship for the rollout of its Battle of Midway Experience Theater, that’s not happening now because the theater won’t be completed until at least late 2014, and the Board has determined that’s too close to the holiday season for a reunion. We also determined that our No. 2 reunion choice, Pensacola, FL, in the fall of 2014 is too at-risk for a hurricane during that time of the year.

Enjoy all the pictures on the website to see what we did at SD13. If you weren’t there, you were missed by all of us. Hopefully, we’ll see you aboard in spring of 2015.

A “Bravo Zulu” to everyone of you for your continued support of the USS Midway Veterans Association.

**Oscar Granger, President USS Midway Veterans Association**

### VP-Reunions’ Report

SD13 is in the books, and it was by far the most well attended reunion ever presented by MVA. Can you believe 320 veterans and their guests enjoyed dinner on the Flight Deck of the USS Midway on a picture perfect San

Diego evening? Couple that with great food and drink plus outstanding dinner speakers, and you end up with an evening to remember for everyone in our MVA family. Having the reunion hotel downtown to be close to the ship and enjoying our Grand Banquet on the Flight Deck were key objectives in planning this reunion and looking back on accomplishing those goals makes SD13 very special.

I want to thank everyone for their active participation in our raffles and the silent auction fundraisers. Some folks walked off with nice prizes and everyone seemed to have a good time parting with their money for a good cause. The big winner here is the Midway Museum’s Education Fund (see letter of appreciation from the museum later in this newsletter). Thanks to your generosity, we made a sizable donation to this fund following the reunion. It was a busy three days, and from most reports, we hit the mark in presenting this reunion. That is not to say everything went perfectly. Your Board of Directors has already had a “lessons learned from SD13” conference call, and problem areas are being addressed before our next gathering (see below). After each reunion I summarize the survey forms we received so we can identify ways to make the next one even better. You will find an analysis of the SD13 survey forms contained in this newsletter.

That brings me to our next reunion. As Oscar Granger explains in his report, we have recently learned from Admiral Mac that the Midway Museum has postponed the opening of the Battle of Midway Experience to late 2014, which makes it too late for us to hold a reunion, primarily because all of us have holiday season activities in full swing. I then tasked our reunion planning company with looking at hotels and attractions in Pensacola in September, 2014. While there is lots to do there, it all fell apart in trying to get reasonable weather-related release clauses. One hotel said if there is a Hurricane Warning we get refunds, if it is only a Watch, things go on as contracted. I could not recommend going forward with Pensacola when everything depends on the MPH of storm winds in the Gulf of Mexico. The next most logical option then became back to San Diego in the spring of 2015. By steering this course, we go where the members wanted to go, and the BOME should be operating by then. At that reunion, the members will vote to select our next reunion destination. Hey, that could easily be Pensacola in the spring of 2016. And you thought planning a reunion was all about hotels, tours, attractions, raffles, and dinners—if it were only that easy. As always, please call me with ideas, suggestions, or questions about reunion-related activities. All ahead flank for SD15. Jim Hayter (703-264-0542)

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



Editor's note: The testimony from reunion attendees has been overwhelmingly positive. The following three submissions, from Midway veterans Doug Bohs, Danny Garcia, and Gene Jacks, capture the enthusiasm and pride the men felt at SD13 – before, during and after.

### VF-21 flies high at reunion

Doug Bohs (63-65, VF-21)

“The 2013 Midway Veterans Association Reunion was ‘the best.’ My wife and I thoroughly enjoyed ourselves. It was great to meet all of the veterans and their wives, sons and daughters and/or friends. Before coming, our Midway “circle” was pretty much restricted to VF-21. Now we have several more people we look forward to seeing at upcoming reunions.

“Seeing the Midway again was a unique experience. We were pleased to hear that she ranks very high as a tourist attraction, but there's a lot of “magic” when you see her again, having served aboard her.

“Being able to travel to the event with Dave Batson, his wife Pat, and Rob Doremus and his wife Alice, I earned an instant promotion from E5 to O5. People that knew Rob or Dave and not me would eventually ask (thinking I was an officer because we were with them) “what did you fly”? Rob suggested my response should be “Delta.”

“Rob and Dave normally flew together. As a team they shot down the second Mig of the Vietnam conflict in June of '65. On August 24th Rob flew with our C.O. Commander Franke. As mentioned during the dinner Saturday, their plane was shot down by a SAM missile. As a result they spent 7 1/2 years as POWs. The tribute to Rob by John Newlin during the event was well done and well deserved.

“Thanks to all the folks of the Midway Veterans Association and the other volunteers who pitched in to make this reunion a wonderful experience. Most assuredly their tireless efforts made the difference.”



Doug Bohs, from Fort Wayne, Indiana, was the first to alert us about former POW Rob Doremus attending the reunion. As shown here, after the reunion, Doug found a creative use for his challenge coin - mounted atop the shift nob of the TR250 he is rebuilding.

### “I could fill several pages . . .”

Danny Garcia (73-75, AO2, GM)  
(email, July 7, 2013)

“Dave, I enjoyed reading your latest email and I find myself eagerly awaiting the planned reunion on board the mighty Midway. I was aboard her 73, 74 and 75. My job on board was in Weapons Department, Guided Missile Division. My job responsibilities were numerous while aboard. I was flight deck missile handling having a close liaison between the Squadrons and the GM shop and Weapons Department, just to mention a bit of what occupied my stay on board the mighty Midway. I could fill several pages of verbiage but would rather show you the pictures and related articles that I have had stored away for many many years. And as the old saying goes, a picture is worth a thousand words or getting my hind end to the planned reunion.

“This actually seems like a dream come true for me . . . I would like to volunteer to be part of the museums docents to help people understand a bit of what actually goes on or what we, the sailors of the mighty Midway did while aboard.

### “She rode proud with the nineteen year old sailors who manned her over the years”

Gene Jacks (57-64, ABF2, V-4)  
(Letter, September 30, 2013)

“Dear Dave, I was apprehensive about the span of years the reunion encompassed. Reluctantly I joined the Veterans Association. I felt I would not have anything in common with sailors who had served before me and those who had served after me. Upon arrival in San Diego those apprehensions evaporated within minutes. Wow, what a shock. Years melted away like snowflakes on a warm day and we became one with the beat of a heart.

“She [Midway] rode proud with the nineteen year old sailors who manned her over the years. She rests proud now in her berth and place in the world as a tribute to our freedom and all those who served aboard, were they brave pilots, plane crews, cooks, fuel crews . . . and all others. We were a team and no country messed with us. We were the USS Midway and each of us are Midway Magic.”

Da Bears! (see description next page)



**Danny Garcia** brought these intricately-carved "Midway Bears" to the reunion from his home in the high mountain country of Ruidoso, New Mexico. They were the top prize in the silent auction. **Gene Jacks** posted the winning bid for the bears, and now displays them in his "man cave" at his home in Newman, California. All of the money raised from the silent auction, the raffle, and the magnum of wine auctioned on the flight deck after the reunion dinner was donated by the MVA to the USS Midway Museum's education and scholarship program. To the tune of \$1,850.

### View Reunion Photos on MVA Website

To view/download the reunion photos, follow this link to our website (<http://ussmidway.net/>) and click on **2013 Reunion Photos** and **2013 Banquet Photos** on the left. The 2013 Banquet Photos link takes a few seconds to load, but once it does, you can view the formal "couples" photos taken before the MVA banner and all the other great banquet/flight deck photos as well. The photos from the first two days are contained in the 2013 Reunion Photos link. Double-clicking each photo will bring it up. Then, with a right-mouse click you'll be able to download it to your computer. Also, you can play the photo galleries by using the Slideshow option. If you have your own favorite reunion pics to share, please send them to our webmaster Craig Harper, either to his e-mail address on the website or burn them on disc and mail them to him at 230 Thoma Street, Reno, NV 89502.

### Five Days in Yokosuka

It was during the Midway's 1962 WESTPAC cruise that Mr. Brocken called me up to the M Division office and asked me if I'd like to fly into Yokosuka with engineering work orders for the shipyard. I would be flying in 5 days early before the ship docked in Yokosuka. I could see that he was being very serious about this so I didn't ask anything about bears being out in the woods nor did I inquire about the Pope and his religious beliefs. I looked at him and answered just as serious "that I would be more than happy to undertake this mission." Heck I thought Christmas was coming twice that year.

I was in charge of #1 engine room so I arranged for my watches to be split and made ready to take flight. The day they called and told me to report to the flight deck did not give me warm fuzzy feelings about flying that day. As most of you are aware it takes 32 knots of wind to get an aircraft off the deck and up in the air. That's the speed of the ship plus the speed of the wind you're taking off into. When they called me and I left # 1 engine room to head up to the flight deck we were pounding along at 28 knots, seemed to me we were heading off into a puppy's breath of a breeze. To make a long story

short the Air Boss said "send em off."

If memory serves they staged us as far aft on the flight deck as possible, since this was going to be a deck launch, to give us as much of a run as possible. We've all seen gooney birds taking off, flapping their wings and pumping their legs, that's kinda what this take off felt like to me. The COD aircraft, the one used for the delivery of mail and spare parts, did not instill in me a huge amount of confidence as to its air worthiness, but I was willing to give it a try just for 5 free days in Yokosuka. As an addendum to this sea story I can honestly say I have a great deal of respect for the pilots who man those aircraft and fly off and back onto a ship at sea.

We peddled our way down the flight deck and as most of us are aware an aircraft will sink slightly as it leaves the flight deck. Not to get too technical but the ground effects changes on the wings which causes the wing load to change. Well, we made it past the end of the flight deck and we started to sink, and we kept sinking, and that's when I started praying!! I told the Lord that if he would get me out of this tight spot that I currently found myself in that I would never do some of those sinful things that I had done on rare occasions. As we sank I was getting very specific as to what I was willing to give up until I noticed we were finally gaining air speed and altitude then I thought there was really no reason to go overboard with these promises. And as it turned out I had to rescind some of the promises I made that day. Oh well!! I wish I had gotten the name of our pilot that day as I know he would like to thank me for all the help I afforded him and his feeble attempts to get us airborne.

We made it into Atsugi air base and I taxied down to Yokosuka and reported to the Honcho at the shipyard. Spent some time with him and his planning committee going over the work orders especially for M Division and # 1 engine room. Then had 5 days basket leave waiting for Midway to steam into port.

When I told my wife of my adventure flying off an aircraft carrier, she asked me what I did for those 5 days in port alone. I looked her right in the eye and said "I went to all the churches and museums in the area." Unfortunately I can't repeat her response, as there are still some things that will make a sailor blush.

**Jim Wheeler (1959-63)**  
**Machinist Mate 1st Class**  
**M Division**



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POW/MIA Table



"Meet & Greet" Day 2 - Battle of Midway Experience Theater in background



Midway Museum Volunteer Karen Garst and Tommy Moore III



MVA President Oscar Granger and Lt. Michael Smith, PAO - Midway Aircraft Restoration Facility, Naval Base Coronado



### Day 3 - Saturday, Sept. 14

At last Saturday had arrived, the Big Day, the last day of the reunion, the Grand Finale, dinner on the flight deck for 320 with all the trimmings. Admirals and captains and pilots and hundreds of airmen and seamen and family members and guests, even some camp followers. You name it, they were all here – men of all ranks and rates, above and below decks, proud men with one very large object in common: the USS Midway, CV-41; they all served on her at some point during her 47-year run to history, and they served her well. First things first, though, before we get too far ahead of ourselves. The business meeting and the tour of La Jolla and Old Town San Diego come first. Then it is the Grand Banquet on the flight deck.

#### **MVA Business Meeting**

At 0900, the MVA Board members were running around in the Embarcadero Room where the business meeting was to be held, setting up the projector looking for files, checking notes, etc., trying to get their collective act together, as the room filled up fast with “sea lawyers,” and, at 0930 sharp, following the Pledge of Allegiance and introduction of officers, MVA President Oscar Granger commenced the meeting.



**Road-weary MVA board members take a break on Ron's bench**

The first order of business was the MVA financial report, covering the period from the last reunion up to this one, given by Mina Jo Payson, wife of Secretary-Treasurer Dave Payson. Everyone knows who the brains of this pair is. Mina Jo's numbers showed us to be solvent, and the members accepted the financial report as written. Dave, wearing his treasurer's hat, then took the floor and reported the good news that the IRS approved our application to become a nonprofit veterans organization (501c,19) with Contribution Deductibility, meaning our annual dues (contributions) are tax deductible. Then, wearing his newsletter hat, Dave gave a pitch for electronic (online) newsletters. The men took this to heart, for two weeks after the reunion, in response to an E-blast from Dave, over 100 of them signed up to receive their newsletters electronically.

Jim Hayter, VP-Reunions, then presented his reunion report, asking members to complete and turn in their

reunion survey forms before they left town, if possible (His final report on the reunion survey is included with this newsletter.) He thanked several members (John Newlin, Tim Miller, Charles Girolamo) for helping him plan, coordinate and execute the reunion, discussed how fundraising for the museum was going (well), and reminded them to bring their raffle tickets to the dinner that night, as well as their yellow tickets, for those were the ones to be drawn to win the two American flags flown over Midway. He also discussed the shuttle bus schedules for getting us over to the ship for the banquet.

Next up, Oscar opened discussion on where and when the 2014 reunion should be held. Jim assisted Oscar with the vote of the members. San Diego, in conjunction with the museum's rollout of the Battle of Midway Experience theater in October 2014, followed by Pensacola at some point in time after the hurricane season, finished one and two in the vote. There was some contention in the meeting about the reunion slipping beyond a one-year interval, if that was proven to be the case driven by circumstances. Oscar pointed out that in accordance with the bylaws, the board could make the decision at a later date. At this time, the decision on the next reunion site and time is still pending until the museum decides on the timing of the Battle of Midway ceremony. [As described elsewhere in this newsletter, by publication date, the Board had selected San Diego in the spring of 2015 as the place and time of MVA's next reunion.]

John Newlin, acting VP of Administration, gave a presentation on the changes that need to be made to the MVA bylaws. The changes were approved by consensus. The latest bylaws, with these changes incorporated, are posted on the website under the Bylaws link.

Turner Mann, Membership Committee Chairman, introduced members of the committee: Ron Pope, Vice Chairman and Facebook, Tim Miller, George Thayer (not present) and Chase Granger (not present). Turner made the point that all members are also part of the committee in a sense. He asked members to reach out to men they served with in their divisions, squadrons, states or in their sections of the country.

Next came officer elections. Oscar Granger and Dave Payson were reelected President and Secretary/Treasurer by acclamation. John Newlin was unanimously elected Vice President-Administration.

The spouse of a member requested that the board look into offering membership to family members, possibly with honorary status. Based on this, the board is considering three membership categories: (1) **Veteran Plus Spouse/Mate - \$30/yr** (our present category); (2) **Veteran Plus Spouse/Mate and Additional Family Members - \$50/yr**; and (3) **Life (Veteran and Family) - \$150**.

It was moved, seconded and passed to adjourn the meeting at 11:27 a.m.

### *Tour of Old Town San Diego and La Jolla*

Commencing at 1200, again in accordance with the POD, about seventy reunion attendees, who appeared to be still going strong, loaded on to two tour buses in front of the hotel and headed for Old Town San Diego, which stakes the claim of being “the birthplace of California.” Each bus had a tour guide to provide description and knowledge of the area.

We were let off our buses near the center of Old Town and enjoyed a delicious lunch, after which we explored the many shops and historical sights of the historical town. Along the way, some of the tourists were interested in who we were when they noticed our men were wearing Midway colors. The tourists who asked may have heard more than they bargained for. But to their credit, they listened patiently to our sea stories.



**Welcome to Old Town San Diego**

Old Town San Diego behind us now, our buses climb the low mountains along the coastal highway overlooking the Pacific Ocean, the beaches below dotted with seals and humans at play. Our tour guide described how during the hot summer these lands were often swept by wildfires fanned by Santa Anna winds. Many homes had been lost and communities threatened. But the people stayed and so did the seals.

We came next to La Jolla and the Mount Soledad Veterans Memorial overlooking the Pacific, a significant San Diego landmark, de-bused and spent some time at this beautiful site. Distinguished by its unique cross rising above the memorial with hundreds of plaques providing bios and pictures of famous military veterans arranged beneath, it overlooks the coastline and the cityline ahead. There, in the far distance, if you squinted real hard, you could see the Navy Pier, and, yes, the USS Midway Museum, along the San Diego waterfront.

After we left Mount Soledad and started winding down the hills toward the city, our tour guide informed us there was one more attraction ahead – Mission Beach – if we wanted to stop. No one did. It was approaching



**Mount Soledad Veterans Memorial, a giant cross marks the spot**

1600, and we wanted to return to the hotel and get ready for the banquet on the ship. The tour guide looked a little surprised, but she understood.

### *Dinner for 320 on the Flight Deck*

Dinner on the flight deck was finally about to happen. The signature event of the reunion. “A once in a Lifetime Experience,” we billed it. Let’s see if it lived up to its hype?

On the ship, reunion attendees started filing onboard as early as 1630, looking to get the closest tables. Smart. Our photographer, Rick Wyman, was there early and captured a lot of great photos of the veterans and their families and guests coming aboard, as well as of the rest of the Banquet Program on this night.

Back at the hotel we were signing up last-minute “walk-ins” for the banquet. How could you tell a Midway veteran no? You couldn’t. Every eligible individual (Midway veteran, spouse, etc.) who wanted to attend the banquet should be able to, we felt.

The banqueters started arriving at the ship at about 1800 but were held in the hangar bay until 1830. The hour or so on the flight deck before the banquet program began was well spent by the hundreds up there, seated at their tables or mingling amongst the crowd. The whole place was abuzz like a giant hospitality room. This included the plankowners and their families and guests who had reserved tables near center stage. Former shipmates greeted each other for the first time in decades, and, of course, the stories did flow. These people were enjoying themselves! Whoever thought that you could have so much fun on the flight deck of a retired aircraft carrier.



A packed-full flight deck waiting for the banquet to begin

#### Banquet Program/Invocation/Opening Ceremony

Shortly after 1930 on this beautiful early evening on the flight deck of the USS Midway Museum, with dusk settling in on us like a soft blanket, MVA President Oscar Granger got the program underway. This had to be a dream come true for him as he looked down on the flight deck and all the people there. Since the day he had first envisioned a ship-wide reunion organization of Midway crewmembers from all eras, this is exactly what he had in mind, and now his dream had come true, and it was, somehow, wonderfully surreal.

Oscar's voice broke with emotion as he introduced the head table, or dais, which included the MVA board members, their wives and a friend, and then the distinguished guests: RADMs Riley Mixson (Ret.) and Bill Center (Ret.) – former Midway commanding officer and Midway chief engineer, respectively – and former Midway command chaplain Paul Murphey.

Following the introductions, the National Anthem was "broadcast" over the ship's intercom (1-MC?) right on cue. Then Command Chaplain Paul Murphey led us in the Invocation, after which we recited the Pledge of Allegiance, and the Color Guard smartly presented the colors. Color Guard? This was a major surprise, for we didn't even know we had a Color Guard. But there they were, organized on the near spur of the moment: five proud Midway veterans in uniform, *who could still fit into their uniforms, for that matter*, marching smartly in order and carrying the flags and pennants in the opening ceremony. Wow!



The Color Guard

#### Honoring Plankowners and Midway Veterans' Widows

Next, Dave Payson, MVA's Secretary-Treasurer, had the great honor of leading the banqueters in the recognition of the Midway plankowners in attendance from the ship's three major eras: 1945 (commissioning), 1957 (conversion to angle flight deck), and 1970 (completion of four-year modernization program), as well as recognizing three widows of Midway veterans. Plankowners and widows were honored with a standing ovation by the very high-spirited crowd on the flight deck.



Tommy Moore III stands proud as a plankowner of the 1970 recommissioning crew

Darkness began to settle over the flight deck, and things were starting to look even more surreal. Oscar was right. This is not a sight your average Midway veteran is used to seeing, and for the guys who had been in the air divisions and who worked their butts off up here during flight ops every day, this whole scene must have seemed even more surreal.

#### POW/MIA Remembrance Ceremony

Jim Hayter, MVA VP of Reunions, then led us in a "POW MIA Remembrance Ceremony" symbolized by a small table set for one that stood alone on the flight deck next to the dais. Jim did a good job in describing the objects on the table (such as the table cloth, the single rose, etc.) relate to the POW MIA. This ceremony had special significance, for Rob Doremus, a Midway pilot shot down over North Vietnam who spent seven-plus years in the Hanoi Hilton was with us on the flight deck this night. More on Rob coming up.

#### Dinner is Served

At this point, Oscar announced it was time to eat and called a break in the program, and dinner on the flight deck commenced. The Continental Catering folks opened up the banquet dinner for us. It wasn't beef stew for 2,500 as used to be served on this ship, it was an excellent culinary fare featuring a Navy-style buffet with braised beef short ribs, champagne chicken, potatoes au gratin, apple cobbler with vanilla ice cream. As darkness enveloped the USS Midway Museum's flight deck – call it the biggest dinner table in the U.S. – we enjoyed a great dinner and visited and took it all in, savoring this

very special moment in time. Dinner on the flight deck of our ship was really happening for these Midway veterans! And it was an historic moment!

A three-quarter moon ascended in the night sky over San Diego Harbor as we finished our dinners and settled back, enjoying the beautiful scene, pinching ourselves, some of us, to make sure this was for real. Oscar took center stage again and announced it was time to resume the program.

#### The Chief Engineer and the Skipper

Next up was former Midway skipper RADM Riley M. Mixson (USN, Ret.), Midway's captain for 22 months between 1985 and 1987, to give the keynote address. Over a decade before he took command of Midway, people should remember, he had been a Navy fighter pilot with 250 combat missions in Vietnam under his belt. He was battle hardened, tough – just what this aging ship needed for her next skipper.

First, though, RADM Bill Center (USN, Ret.), Midway's chief engineer during Riley Mixson's captaincy, who commanded three ships himself over his 34-year Naval career, introduced his former skipper and good friend. These two men had faced many challenges together during their time aboard, nursing Midway through in-port problems in Yokosuka and at sea.



Former Midway skipper Riley M. Mixson addresses reunion attendees on the flight deck with Bill Center looking on.

Mixson was legendary for working 24/7, and Center was cut from the same mold. Of his captain and friend on this night, Center said: *"Riley Mixson taught me more about leadership than anyone I every worked for or with. I learned one man really can make his leadership felt all the way down to the deck plates, even aboard a huge warship like Midway."*

Following these inspiring words, Center stepped aside and Mixson took the mic. Mixson was one of the most popular of Midway's 40 commanding officers. Both enlisted and officers related to him, partly because he outworked them all, and partly because he was fair. "Three hours of sleep was a blessing in Mixson's world," according to Scott McGaugh's book *Midway Magic*.

Another excerpt from *Midway Magic* speaks to Mixson's incredible work ethic: "Midway sailors said Mixson proved a man could be a captain of an aircraft carrier for no more than 22 months because that's how long Mixson stayed awake on Midway."

Mixson spoke to us at length about "Midway Magic" on this night. He knew its secret. Wasn't it the byproduct of people working together *as a team*? You made your own Midway Magic, he insisted. This ship was, and still is, magic, thanks to all of us – in our days as her crewmembers and reflected in today's museum volunteers.

Rear Admiral Riley M. Mixson (Ret.) said a lot to us on this magical night on the flight deck of the USS Midway Museum, and when he was done we cheered him mightily for his effort. We appreciated everything he had done for our ship – from commanding her near the end of her active life to being a key reason she is now in San Diego, enjoyed by a million-plus visitors every year. And, yes, we cheered him for being here with us on this night. Was this more Midway Magic? You bet it was!



Sleepytime on the flight deck

#### Honoring WWII Plankowners

After skipper Mixson finished addressing us, we put him right back to work helping us honor our commissioning crew plankowners with WWII Victory Medals. We had eight of them on the flight deck with us this night, all members of Midway's first crew in 1945, and all with family and guests accompanying them to share in this memorable moment. These men were: Joel Husebo, Blake Smith, Art Timson, Arthur Weiss, Sid Friedlander, and Jack Lawler. Two others – Gene Slingerland and George Giralamo, also present – had received their WWII Medals at previous reunions.

As they came forward with their families and guests to receive their medals from RADM's Mixson and Center, we applauded each of them mightily for their achievement and service. It's hard to imagine, in some ways, that they had served on this very ship, when she still had the straight flight deck, during '45-'46, sixty-eight years ago!

Our WWII plankowners are shown receiving their medals later in this newsletter.



ing the names of all Midway veterans present at this fine affair, would win an American flag flown over the ship, their names drawn at random by rear admirals Mixson and Center. These flags, folded and presented in a professional display case with a panel for displaying medals and ribbons, came with a certificate of authentication signed by RADM Mac himself and made handsome gifts. Two lucky Californians won the flags.

Shown at right is one of the flag winners, Jerl Syrie of Modesto, California. Jim Hayter is shown presenting Jerl his flag.



We were closing in on the end of the program now: auctioning off the magnum of special “Midway Wine,” personally autographed by the rear admirals, the museum leadership team (Mac, Scott and Jill), as well as the MVA board of directors. Once again “Magic Man” Jim Hayter impressed us, this time with auctioneering skills. And the banqueters were up for it as well; all in the spirit of raising more for the Midway Museum’s education and scholarship programs.



“Magic Man” Jim Hayter tantalizes the banqueters on the flight deck with the autographed magnum of “Midway Wine,” urging them to bid higher.

In his best auctioneer’s voice (“waddya gonna give me, c’mon, make it 25, 35, 50 . . .”). Jim quickly ran the bid up to \$100, then \$200, then \$300, then to a top bid of \$300 with a match from one of the VIPs. With that one magnum of wine, we were able to raise another \$600 for the museum. Hoo-Boy! Do we have to quit now? Yes, we do. Look at the time.

Before we called it a wrap, though, there was one more thing on the agenda. Command Chaplain Paul Murphey stepped up to the mic and led us in the Benediction. We bowed our heads, and we closed SD13 on a high note. *We closed it with a prayer.*

Editor’s note: Commander Paul Murphey (USN, Ret.) was twice the Command Chaplain on Midway. We had the great honor of him leading us in prayer at the reunion. At my request, he sent the following article on what his presence at the reunion meant to him.

### Command Chaplain

I had not planned to attend the 2013 Reunion. But, when President Oscar and Secretary Dave told me Rear Admiral Riley Mixson (USN Retired) would be the featured speaker I had to reconsider. They invited me to give the prayers for the Grand Banquet since I had



served as Command Chaplain when then Captain Mixson was Commanding Officer. It was an offer I could not refuse. Then when Rear Admiral Bill Center (USN

Retired) who was Chief Engineer at the time agreed to introduce Admiral that sealed the deal.

If you were there you know it was simply more of Midway magic and I can’t add anything to it for you. If you were not there these words will probably not even come close to conveying the thrill and excitement we all felt that festive evening.

For me, it was made all the more memorable by having one of my sons, John, and my grandson, Shoichi, there to share it with me. They were fortunate to be able to sit at a table with distinguished guests including Captain Robert B. Doremus (USN Retired) who as a pilot flew off the Midway in the Vietnam War and was shot down, spending over seven years as a Prisoner of War.

They, like I, were moved by the presence of Midway plank owners and their families when these valiant heroes received World War II Victory Medals.

I was privileged to sit beside Jim Hayter, MVA Vice President who had done such an incredibly fine job of arranging for this spectacular event.

I wish I had the ability to paint a word picture for you which would capture some of the grandeur of that event. The moon was bright in the dark sky above, the glamorous lights of San Diego glittered to starboard and port. The tables were festively decorated and the food was delicious and professionally served. Midway magic indeed!

Paul W. Murphey, CDR, CHC, USN (Retired)

## New Men

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

Herb Thompson (69-73) - San Diego, CA  
 Craig Yort (71-73) - Richton Park, IL  
 Roger Jewett (59-62) - Reno, NV  
 David Denbow (69-71) - Fontana, CA  
 Michael Denbow (71-73) - Rancho Cucamonga, CA  
 Daniel Yopp (73-75) - Elbert, CO  
 Royce Kilmer (60-61) - Mankato, MN  
 Sid Friedlander (45) - Los Angeles, CA  
 Richard Skarda (72-74) - Port Hueneme, CA  
 John Sasse (75-77; 86-87) - Tampa, FL  
 Jack Lawler (45-46) - Louisville, KY  
 Bill Millican (59-63) - Beaumont, TX  
 Harry Davis (46-49) - Charleroi, PA  
 Blake Smith (45-46) - Fullerton, CA  
 Phil Zubiata (87-89) - Anaheim, CA  
 Bobby Simmons (58-59) - Sacramento, CA  
 Mike Brogan (87-89) - Harveys Lake, PA  
 David Stout (88-91) - Chula Vista, CA  
 Jim Maloney (89-91) - Charlotte, NC  
 Don Rohde (62-64) - Tyler, TX  
 Jerl Syrie (71-73) - Modesto, CA  
 Floyd Hecker (63-66) - Eureka, CA  
 Marc Keyes (70-71) - Prescott, AZ  
 Arthur Oschmann (84-86) - Brooklyn, NY  
 Charles Burton (71-73) - Medford, OR  
 Michael Helms (69-72) - Oakland, CA

### Update on Next Reunion of the MVA

The USS Midway Museum has confirmed that it will not be holding its Battle of Midway Experience celebratory weekend any earlier than November 2014, based on the expected completion of its BOME Theater under construction on the ship. The Board feels that November 2014 is too late in the year to hold a reunion in San Diego because of the Holidays. We also decided that a reunion in Pensacola, Florida, in the fall of 2014, the second choice of the members at the 2013 reunion, would not be a wise and prudent choice, given that this time of the year is the middle of the hurricane season. **Therefore, the Board has decided that returning to San Diego in the spring of 2015 for the next MVA reunion is the best choice.** Take heart those of you who voted for Pensacola. It's a great Navy town, and we'll be there for a reunion one of these times soon. If you have questions/concerns about our next reunion don't hesitate to contact us. As soon as specific information becomes available on SD15, we'll let you know.

**BOD:** OSCAR GRANGER JIM HAYTER DAVE PAYSON

### My return to the Midway family after 67 years

Words cannot express the sense of gratitude and pride I felt as an attendee at the Midway reunion. From day one, the pace was set by the committees work. The T-shirts and registration packets, followed by the welcome on the Loma Vista Terrace put in motion an event that was second to none.

I will never forget the "meet and greet" session on the ship and the outstanding presentation by RADM Mac McLaughlin, President and CEO. He brilliantly outlined the past ten years and the future plans for our great ship.

The tour of the Midway Aircraft Restoration facility on North Island was one of the many highlights of the reunion. The tour of the San Diego Air and Space Museum was a good alternative to the planned tour of the U.S.S. Ronald Reagan which we drove by on the base.

On the last day of the reunion my son and I got a personal tour of the Midway. The docents went out of their way to give us a behind the scenes look at the area where my bunk was 67 years ago. They bent over backwards when they learned I was a plankowner.

The Grand Banquet on the Midway's flight deck was a perfect venue to celebrate the shared memories of the Midway Veterans and their families. By chance, a crew member from the final cruise sat at our table. Both the shakedown crew and last crew were represented and we experienced a bond that words can not describe.

Both the board and the committee did an outstanding job at pulling together this wonderful reunion. I have been involved in many events in our local area and have never witnessed the level of national coordination by a great group of people.

Thanks again for a great reunion!  
 Looking forward to next year,

**Blake Smith**  
**Midway Plankowner - 45/46**

### Sec.-Treas./Newsletter Editor Report

**Newsletter Boon** - At our San Diego business meeting, we discussed electronic newsletters and how we could save on printing and mailing costs if more of our members "subscribed" to them. In mid-October, I followed up on the idea and put it to a vote to membership in an E-blast. Over a hundred of you responded in the affirmative. Thank you!

**SD13 reunion registration** - There was nothing “plastic” about the way we handled the San Diego reunion registration process; it was “old school” all the way – old-fashioned checks, use of USPS, self-designed registration forms, very few problems or refunds to handle, registration packets that got the job done, etc. Much of the credit for this smoothly run operation goes to my wife Mina Jo Payson. (You all saw her at work in the hospitality room.) Karen and Oscar Granger were also a big help. For me, the most gratifying thing was to be able to work with the registrants directly, to help answer their questions and help solve their problems.

**Food for Thought on Veterans Day** - I enjoyed my complimentary Veterans Day dinner at Applebee’s this year, along with my wife and daughter and a lot of other veterans. The honoring of military veterans has become the norm, and it’s a great feeling to be appreciated. I’m a Vietnam veteran, and when we returned home from that unpopular war, we were more likely to be cursed and spat upon than anything else. That sentiment has turned around completely now, and isn’t it nice to be appreciated for our service to our country, regardless of the branch of service or the era we served in?

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



**A KISS is just a KISS - Floyd and Sandy Hecker reenact “The Kiss” before Kiss Statue and ship.**

Here is what Sandy had to say about her “magic moment”:

“Not only were we in S.D. for a reunion of the USS Midway (that Floyd served aboard for over 3 yrs. while in the Navy). But it was also our 44th wedding anniversary. I wanted that special photo by ‘The Kiss’ with my handsome Sailor.

“I’m sure there are many photos circulating from ‘our’ moment as the crowd formed, cameras were snapping, people were applauding and cheering. A 4 yr. old girl was mesmerized by not only looking at the statue, but now she was seeing the real Sailor for herself. A question asked in the crowd was ‘did we see you on the local news last night?’ Floyd answered ‘yes you did!’

“It was truly an unforgettable moment for us personally.”

Sincerely, Sandy and Floyd Hecker

**Notice:** We post our organization's roster on our website only with the permission of our members. If you don't want your contact information published, let us know and we'll remove it.


**USS Midway Veterans Association Web Site**  
<http://ussmidway.net/home.html>

**Facebook Page**  
<http://www.facebook.com/USSMidwayVeteransAssociation>

**Order electronic edition of this newsletter from Dave Payson (e-mail: [minandave@charter.net](mailto:minandave@charter.net))**  
 - Save printing and mailing costs -

**In Memoriam**

**Sherman Stanley Stark, 1920-2013**, a plankowner on Midway’s 1945 commissioning crew, died April 19, 2013. An Aerographer Second Class, he was discharged from the Navy in December 1945, and it wasn’t until 67 years later that he returned to the ship, traveling to San Diego with his son Gregory to watch the Syracuse vs. San Diego St. basketball game played on the flight deck of the USS Midway Museum. To see his alma mater Syracuse University play basketball aboard his old ship (Syracuse won) was one of the highlights of his life. Sherman Stanley Stark’s memorial took place in Burien, Washington, May 18, 2013. He was laid to rest aside his parents in his hometown of Dummerston, Vermont, September 13, 2013. 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.”*

**Link to Navy cruise books, including several from Midway (sent by Jim Maloney [Lt., 89-91])**  
<http://www.navy.site/de/cruisebooks/>





Voeltz, Mixson & Center



A Handsome Midway Family Posed Proudly



Twilight on the Flight Deck



Dave & Mina Jo Payson

**Credits**

We would like to thank the following individuals, organizations, and general groups for their help in making this a successful reunion --

*(listed first name/last name but ordered alphabetically by last name)*

Bill Center, Karen Garst, Charles and Edelgard Girolamo, Oscar and Karen Granger, Jill Hammons, Dick Hallowell, Craig Harper, Jim and Pamm Hayter, Art Lopez, Turner Mann, Scott McGaugh, Mac McLaughlin, Tim Miller, Riley Mixson, Paul Murphey, John Newlin, Janae Nuspi, Dave and Mina Jo Payson, Ron Pope, Mary Seekamp, Lt. Michael Smith, Vic Vydra, Rick Wyman, Karl Zingheim

=====

In addition:

- ◆ Staff and management of the USS Midway Museum
- ◆ Staff and management of the Wyndham San Diego Bayside Hotel.
- ◆ Staff and management of Continental Catering
- ◆ Everyone who helped Tommy Moore III attend the reunion, including American Airlines.
- ◆ Attendees who stuffed packets and helped in the hospitality suite.
- ◆ The family members of our plankowners.
- ◆ Those who volunteered for other duties.
- ◆ Finally, the Midway veterans, spouses and guests who attended this reunion; you were all great!

=====

**Special thank to Tommy Moore III**  
... he showed us the way

=====

And last but not least, we thank everyone who wanted to be here but couldn't make it. We'll see you next time around, Shipmates.



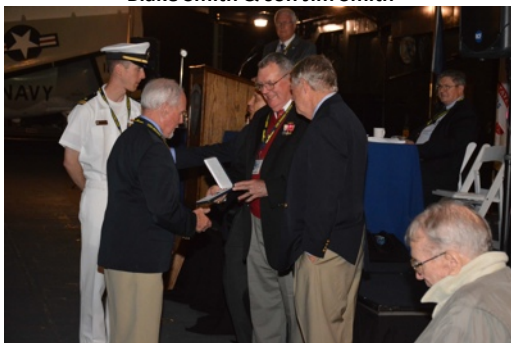
Wow! Love on the Flight Deck

**Plankowners Receive WWII Victory Medals**

(First six photos members of Midway's  
1945 commissioning crew)



**Blake Smith & son Jim Smith**



**Art Timson & grandson LTJG Ben Hoover**



**Jack Lawler**



**Art Weiss**



**Joel Husebo**



**Sid Friedlander had to leave before the medal ceremony. We mailed him his WWII Victory Medal.**



**The Boys of E Division**



**The people, places, and symbols of this reunion ... Priceless!**



November 21, 2013

USS Midway Veterans Association  
ATTN: Dave Payson  
410 Cottonwood Dr  
Richland, WA 99352-4048

Dear Dave,

Thank you for USS Midway Veterans Association's donation of \$1,850.00 to the USS Midway Museum's Scholarship Program. It is because of generosity such as this that we are able to continue our great cause of teaching visitors of all ages about the history of our great country and its stand for strength, freedom and peace.

This letter may act as receipt of the gift, which is tax-deductible under the museum's 501(c)(3) corporate status; our tax ID is #33-0556416. The USS Midway Museum acknowledges that we have not provided any goods or services for this donation.

Thank you again for USS Midway Veterans Association's contribution!

Sincerely,

A handwritten signature in black ink, appearing to read "D. Beintema", with a long horizontal flourish extending to the right.

Daniel D. Beintema  
Vice-President, Development  
(619) 398-8282  
dbeintema@midway.org

*You guys  
Rock!  
Thank you so  
very much.*

## Survey Form Results from SD13

By Jim Hayter, VP-Reunions

Yes, I really do look at the survey forms you leave behind after a reunion, and most importantly, I do what I can to incorporate your suggestions, and criticisms, into the planning for the next reunion. I only got 21 forms back after SD13, so the sample is relatively small based on the number of attendees. Most responders followed the suggested numerical ranking scale of 1 - 10, but I had to assign numbers for folks who gave me narrative comments. All in all, I think we did very well, but there were areas that need improvement. Here are some averaged numerical results using a 10 = high, and 1 = low scale:

- Overall Rating of SD13—8.7
- Pre-reunion communications—9.2
- Wyndham San Diego Bayside—7.4
- Hospitality Suite—8.2
- Job done by planning committee—9.3
- Overall cost—8.1
- Grand Banquet—8.6
- Best event (based on votes)—no big surprise here—the Grand Banquet by 4:1

Areas that could use improvement (in no particular order): the Wyndham got high marks, but the guest rooms need significant updating; the Welcome Reception was a good concept, but lack of food for other than the first wave was a problem; access to the Coronado Naval Base; Grand Banquet went too long; transportation back to the hotel after the Grand Banquet; better control of the Business Meeting; more things to do in the Hospitality Suite (i.e., games, cards), fewer tours; more tours. There were more items recorded, but I tried to present areas that got multiple mentions.

Thanks again for completing the survey. I will keep all of your comments in mind as I plan for the next reunion.

### The Masthead USS Midway Veterans Association

A newsletter serving USN and USMC Veterans who served aboard USS Midway, and who are friends eternal.

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