



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

MVA Names Reunion Keynote Speaker

We are extremely proud to announce that our honored guest and keynote speaker for the 2015 San Diego reunion (April 23-25, 2015) will be **Larry Ernst, Captain USN (Ret.)**, Midway's fortieth and last Captain.



In addition, Captain John Schork, Executive Officer USS Midway, 1991-92, and CDR. Val Jensen, CHC, USS Midway, 1992, have advised us that they are going to do their very best to join Captain Ernst for the reunion. *(See special thanks to MVA's Command Chaplain Paul Murphey in President's Report on page 3. He helped us find these distinguished Midway veterans and leaders.)*

Captain Ernst (left)

commanded Midway on several important missions during his 10-month captaincy, between June 1991 and April 1992. He was also in charge of Midway's decommissioning and all the tough and often thankless work it entailed. In June of 1991, he led Midway in the rescue operations of some 5,000 refugees from the Mt. Pinatubo volcanic eruption in the Philippines, a significant humanitarian event in Midway's history.

Then, in August of 1991, he brought Midway home from her 18-year deployment in Yokosuka, where she had served for 18 years as America's "Tip of the Sword" in the Far East. This was another historic event in the ship's history.

The daunting job of leading Midway's decommissioning efforts fell to Captain Ernst and his XO, John Schork. These two men went about the job of decommissioning Midway with an eye on detail, leaving no space unsealed with the idea that she could one day become a museum ship. XO Schork, for example, paid special attention to Hangar Bay One, making sure Midway's cavernous "front door" was left shipshape, its brass work sparkling and everything covered with a fresh coat of paint. This may

have seemed strange to some at the time, but we know now that it was more than just wishful thinking. Captain Ernst and XO Schork accomplished their decommissioning duties with an eye to the future.

April 11, 1992, was Midway's last day in the active fleet. Captain Ernst, with a crowd of some 500 dignitaries and invited guests and an additional 3,000 spectators looking on, including what remained of Midway's crew, presided over her decommissioning ceremony – a proud and solemn occasion that he conducted with dignity and professionalism, and a lot of emotion. After 47 years of stellar duty to her country, one of the 20th century's mightiest warships was finally at rest. She would be resurrected from the mothball fleet a dozen years later and restored as a world-class museum ship by some very dedicated and talented people.

Captain Ernst did himself proud as Midway's last Commanding Officer, just as he did throughout his entire career as a naval aviator and a leader. He retired in July of 1993, some 15 months after he decommissioned Midway. *We welcome "Pappy" to lead us again at our reunion. It is a great honor!*

Follow the link below to learn more about Larry Ernst's outstanding career in the United States Navy.

http://www.epnaao.com/BIOS_files/REGULARS/Ernst-Larry.pdf

MVA Unveils 2015 Membership Card

(sample)



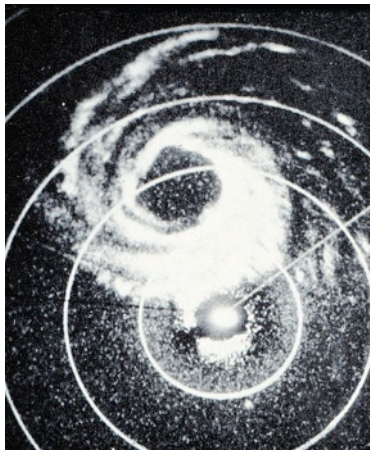
Example MVA membership card that will be issued to all 2015 dues payers. Learn more about the card and how it will work in the Secretary-Treasurer's report later in this newsletter. **Be the first on your block to own one of these unique MVA ID cards.**

Hurricane Alice Greet the USS Midway

December 30, 1954 to January 6, 1955

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

It is usually around this time of year, when reports of hurricanes begin to surface in the media and on TV that the topic becomes fodder for social gatherings and the like. Also, if friends are getting ready to go on a cruise, the potential for storms along the way are always an attention getter. Such palaver would get me recalling one of my favorite sea stories, which over the years never had to be embellished, because the facts were enough to give my listeners a real sense of what happens when you encounter a major storm at sea.



Hurricane Alice - Image of PPI scope of SPS-6 radar on the USS MIDWAY showing rare January hurricane northeast of British Virgin Islands. This was hurricane Alice, 1 January 1955.

Having said that, what I knew of this unique event in my young life, at the time I was 19, was my own experience as I went to sea for the first time on a trip around the world as a PO 3/C with VF-12 aboard the USS Midway.

Midway had left Mayport, Florida, on December 28, 1954, bound for Cape Town, South Africa, as our first port of call on the way to join the 7th Fleet in the Far East. As the new year was ringing in, most sea legs were still kind of rubbery. In addition, it was New Year's day, 1955, and the ship's cooks had prepared a special meal with all the trimmings to help us ring in the New Year away from home.

Before continuing my tale of this adventure of almost 60 years ago, I want to bring you back to modern times with tools like Google available to take a different look at various events. So, being the newly minted computer geek that I am, I used my new found skills to Google "Hurricanes 1955."

What a thrill, it worked, and there it was in all its meteorological detail. It even had a name, "Hurricane Alice," which I had never known. As an adjunct, my sister's name is Alice and the hurricane connection fitted perfectly

providing a whole new range of ways to needle her.

After reading through the various accounts of "MY" Hurricane, I found the best reference resulting from my Google search to be from a *Monthly Weather Review* article entitled "Weather Note - Hurricane Alice 1954-1955," by Cdr. Thomas O'Neill and C. L. Jordan (April 11, 1962).

Editor's note: Due to limited space, the data from the 1962 *Monthly Weather Review* article on Hurricane Alice that Marty refers to above is not provided here. However, you can satisfy your "inner geek," by reviewing this information in the online version of this sea story, in the Midway Memories section of MVA's website. Meanwhile, back to Marty's story . . .

Being the fearless, albeit clueless airdale sailor I was at the time, my one goal throughout the hurricane event was to not get seasick. What could go wrong otherwise, we were on this huge aircraft carrier that would surely defeat and get through any storm. Although my naiveté was never challenged, as the ship began to really rock and roll my stomach sure was from time to time, but we both made it through. The Midway was always skittish in "weather" and in those days she was a straight deck with 2 starboard side 5" gun mounts missing due to damage sustained on the previous Med Cruise from a collision with a refueling ship. This weight loss sure didn't help her stability in that rolling sea.

We had a destroyer escort until we hit the weather. During the time they were tracking with us there were occasions when I was sure we would lose them as it seemed waves were breaking over the stacks. I could hardly imagine how their crews were faring given the banging around we were taking. They made it through OK. There was a report of a crewmember being washed overboard although I cannot verify its accuracy. Eventually as conditions worsened they had to leave us and fend for themselves. In fact I do not remember sighting them again until after we reached Cape Town

Also, we were unable to get all of our aircraft on the hangar deck so there were a number, (8-10 as I remember it), left on the flight deck up forward with double tie-downs where possible. Those planes got a real dousing, including waves breaking over the flight deck. It really happened, I was there.

Below decks was a total mess, the special New Year's Day meal was mostly undigested for those that tried to eat, if you get my drift. I had to get some air and went up to the Island and wedged myself into a hatchway to the flight deck aft of the gas shack and watched in awe of Mother Nature on a rampage. I can remember looking up at the Radar Dome as the ship rolled and seeing its arc across the sky as we rolled and righted. The scene remains vivid in my mind's eye.

I thought about the aircraft hanging on their tie-downs, what would happen if they began to break loose? Thank God none did. The sea was seemingly trying to flip us end to end at times and the screws were coming partially out of the water sending a shudder through the hull similar to flank speed runs. There was a driving rain, not in volumes but mixed with sea spray and a driving wind that created a kind of howl through the folded wings of the planes on deck. It was truly an awesome spectacle.

Our Squadron's quarters were hangar deck level all the way forward, below the anchor locker. I tried to get to my bunk a couple of times but the decks were all messed up and the booming of the waves against the bow was too worrisome to put up with so I rode it out at various locations between the hangar deck and above until the situation calmed down.

Once things settled down we were no worse for the wear. I did hear some Bridge sailors saying we came close to rolling over a couple of times. Probably just sea stories to scare the airdales like me who didn't know any better. However, the sweep of that radar dome across the sky and the vision of all sea and a shuddering ship switching the vision to all sky would not cause me to challenge their version. It was quite an experience to say the least and an awesome start to the 1955 New Year.

Well, bringing things back to today and our 8 children with our 24 grandchildren it is great to have a sea story or two to talk about when the opportunity presents itself. Best of all. Now this sea story had a name, "Hurricane Alice"!

Martin J McCormick
Once a VF-12 USS Midway Sailor
September 13, 2014



From their home in Canberra, Australia, "Tex" and his lovely wife Avril proudly display the American flag flown over the USS Midway Museum and presented to them by the museum's Membership team. Tex, an Aussie fighter pilot who flew for the Yanks in WWII off the carrier USS Enterprise, CV-6, is a member of the USS Midway Veterans Association and a lifetime member of the USS Enterprise Association.

President's Report

Hello Shipmates!



I'll let the other Board members tell you about the upcoming celebration we're planning for April. It's going to be another blockbuster – Stand by to get underway!!!

Rather than to talk about the reunion, I want to spend my time giving thanks for all the great work that's going on to make SD15 and all our reunions as memorable as humanly possible. I have to tell you that locating Chaplain Paul Murphey two years ago has proven to be the greatest thing since Operation Frostbite, as far as the Midway is concerned. Command Chaplain / Commander Paul Murphey has been instrumental in locating and convincing our shipmates and former leaders to participate with the Midway Veterans to help us commemorate our Navy heritage and celebrate our reunions. It was the Chaplain who pointed us toward Admirals Mixson and Center for the SD13 reunion. Admiral Mixson is a former CO of the Midway and Admiral Center was his Chief Engineering Officer (and Commander Paul Murphey was Command Chaplain under then Capt. Mixson) – a storied past, for sure.

For SD15, Commander Murphey has helped us locate Captain Larry Ernst, Captain John Schork, and Commander Val Jensen, the CO, the XO, and the Chaplain of the Midway who brought the ship home from Japan and decommissioned her in San Diego in 1992. And it doesn't stop there! We're also talking to a number of other senior officers from the ship and air wing that we wouldn't have found without the Chaplain's help. It's a pretty tight community at the top of the mast – one that has so much to be proud of and so much to share – and we're going to give them all that opportunity as we go forward!

Other important leaders that we owe a debt of gratitude to are Admiral Mac McLaughlin, President and CEO of the USS Midway Museum, and Admiral Gar Wright, our honored guest and banquet speaker at our WDC12 reunion in Washington, D.C. Admiral McLaughlin is the voice of the Midway Museum and has put together a crew that is second to none. Admiral Wright retired from the Navy shortly after the 2012 reunion and has established his residence in the San Diego area. We're hopeful that he will also be able to join us for SD15.

Finally, on behalf of all the MVA members, I want to thank the membership committee – Turner Mann, Ron Pope, Mike Levin, Manny Voeltz, Marty FitzGerald, Fred Aragon, Tim Miller and Chase Granger – for the great work they're doing to get MVA's name out in front of our

shipmates and friends across the country. It's taking a lot of work and tenacity to stick with a program that is so critical to the sustainability of the USS Midway Veterans Association. It all comes together when we get the crew aboard in San Diego and 'cast off' for that next great adventure.

Thanks, Commander Murphey, for being the man, the sailor, and the friend that you are. What a wonderful world it would be with more Command Chaplain Paul Murpheys to keep us on course!

I know there are many more kudos needed for all the work and effort it takes to get this crew together – and I would love to be able to stand in front of every one of our shipmates and shake their hands, just for sticking with the USS Midway and her premier USS Midway Veterans Association.

See you in San Diego.

Oscar Granger, President USS Midway Veterans Association

VP-Reunions' Report

I can feel the momentum, and the excitement, building for our MVA Reunion in San Diego (April 23 – April 25, 2015), and we are just a little under six months away. Why am I excited, you ask? Your just received our most recent e-blast announcing our Grand Banquet speaker, Capt. Larry Ernst, USN (Ret). Talk about a winner, Capt. Ernst was Midway's 40th, and last, Commanding Officer. He took command in Yokosuka, and brought her home for decommissioning in 1992, right across San Diego Bay at North Island. We have asked our honored guest to speak about the decommissioning of a ship with a 47-year history of service to her country. OK, that's a good start, but what else? We are 99.9% ready to approve our SD15 tee shirt logo. You will see it as soon as the final artwork is completed. Yes, I was involved in getting the design accepted, and yes, I am a little biased, but I think this may be our best design ever! What else, we have our reunion hotel, the Wyndham San Diego Bayside, locked-in and you are impressing me with 171 room nights already booked for SD15. Room nights do not equal people attending; one room for four nights equals four room nights. In any case, this measure tells me there is a lot of interest in SD15. The property has a great location (a couple of blocks up from the ship in the middle of downtown/sits right on San Diego Bay). IMPORTANT NOTE—your evaluation forms from 2013 said great hotel experience, but the guest rooms needed work—PRESTO!—WSDB has just completed a



multimillion dollar room upgrade project which we will enjoy during our stay. If you have not made your room reservation yet, I recommend you do so to insure the reunion rate is available when you book. The link to the MVA's dedicated reservation site can be found on our website and in this newsletter. Check out the four pictures from our flight deck dinner on the reservation site.

I mentioned in an earlier report that we are using a reunion planning company – Armed Forces Reunion, Inc. (AFR) – for the first time, so it's a learning experience for me. The good news is they handle most of the detail work for us, but I also must learn to be much less hands-on than before. I am actively working with AFR to fill in the blocks labeled, Thursday, Friday, and Saturday on my planning guide. Here is what I have so far. Remember this is all preliminary and events and timing are subject to change.

- Wednesday, April 22 in the afternoon – registration for early arrivals.
- Thursday, April 23 – registration continues, Midway Services Project on the ship, afternoon tour, a group event of some kind in the evening.
- Friday, April 24 – meet and greet aboard the ship, enjoy the Battle of Midway Experience Theater, tour the ship, afternoon tour, San Diego Padres versus the LA Dodgers night game (a package includes a behind the scenes tour of Petco Park, our own seating area, MVA recognition on the high-def scoreboard, and ball park food and drinks), or another evening event if the game package is too pricey.
- Saturday, April 25 – morning, MVA Annual Business Meeting, afternoon CVN tour at North Island or Navy ship tours at Naval Base San Diego, Grand Banquet.

My target is to have the SD15 registration form (electronically or by mail) in your hands NLT the first week in January 2015. You will need to have it completed 30 days prior to our event. San Diego 2015, it's a happening thing!

There are a lot of people working to fill in the blanks/confirm events, so stay tuned because everything here could change. If anyone has suggestions or ideas about the schedule of events contact me – be careful, you may get drafted to help (or just volunteer, it's a fun thing to do) – (703-264-0542; mva41vpr@comcast.net).

I still have MVA patches and window decals to sell, and I give great discounts on multiple items, so call me if you need MVA bling. SEE YOU IN SAN DIEGO!

Jim Hayter, VP-Reunions, USS Midway Veterans Association

Sec.-Treas./Newsletter Ed.'s Report

With less than six months to go before SD15, our reunion planning efforts have kicked into high gear. President Oscar Granger is working with the Midway Museum's leadership team, lining up shipboard activities for us, as well as some "special guests" to help us celebrate the occasion; VP-Reunions Jim Hayter is coordinating with our reunion planner, AFR, to get us the best deals possible in San Diego.



I, in the meantime, am keeping busy on several tasks – doing a lot of work on this newsletter, working with the reunion planning and membership committees, creating and coordinating the rollout our new membership card, et cetera, et cetera. The beat goes on.

Membership Cards

Preparing MVA's new membership cards, as shown on page 1, has been a challenge. ID cards for MVA members is an idea that is long overdue, and soon they're going to become a reality.

The cards will be mailed to members as they pay their 2015 dues/contributions, which are due by **January 31, 2015**, in accordance with our bylaws. Several of you have already paid for 2015, and your cards will be on their way to you soon.

Important notice: If you joined the MVA in the second half of calendar year 2014 (July 1 - December 31) your dues are considered paid through the end of this year and all of 2015. *Lifetime members won't have to pay, nor will MVA's 1945 plankowners.*

Instructions for paying your 2015 dues

- ◆ Make check payable to Midway Veterans Assoc.
- ◆ Mail check to Dave Payson, 410 Cottonwood Dr, Richland, WA 99352.
- ◆ See 3 membership categories and prices listed on separate flier provided with this newsletter.
- ◆ Once your order is processed, your MVA membership card will be on its way to you in the U.S. mail.

The cards feature an attractive design and are printed on durable card-stock. They will display your name but will not be laminated. We'll have a laminating machine at the reunion and we'll do them for you free of charge. Or your hometown FedEx/Kinko's store (or its equivalent) can laminate them for you at a nominal cost.

Midway Memories/Operation Frequent Wind

I appreciate our members sending me their original stories so that I can publish them in this newsletter, as well as in the Midway Memories section of our website.

Thanks to Marty McCormick ("Hurricane Alice"), Steve Palka ("Operation Frequent Wind") and Harvey Lustig ("In Harm's Way Brought Back Good Memories") for their excellent recounts of their Midway days that appear in this issue.

We now have a link on our website (titled **OpFreq Wind**) where members can share their OFW photos. Thanks to Fred Lydic and Steve Palka for sharing their photos and memories of that incredible rescue operation that Midway played such an important role in; we encourage other crewmembers who were aboard then to do the same.

If you plan to attend the reunion, remember the day following, Sunday, April 26, the USS Midway Museum is celebrating the 40th anniversary of "Operation Frequent Wind." So if you were onboard during OFW, consider staying an extra day to participate in remembering and celebrating that heroic mission in our ship's history.

If you have OFW pictures and/or stories you'd like to share with the Midway Museum for their anniversary celebration, please send them to Joan Ring (joanring@cox.net) of the museum's library staff. Let her you're a member of the MVA.

MVA Donations

As a nonprofit organization, we donate to the USS Midway Museum's education scholarship fund and Midway preservation endowment. These are the 20% of our annual dues donations, as well as the money we raise at our reunions by raffles, silent auctions, etc. But we also have other opportunities to donate – on the ship, to the Battle of Midway Experience theater under construction in the hangar deck at the museum's entrance. Off the ship, we have been looking into sponsoring a plaque dedicated to the Midway at the Navy Memorial in Washington, D.C.

Finally, keep those cards, letters and stories coming, men, and I'll see you in San Diego this April. SD15 promises to be another great reunion!

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

My Memories of Frequent Wind

Steve Palka, 1974-77/CS1, S-2 Division

When Midway left Yokosuka in late March of 1975 for a routine underway period, with port calls scheduled for both Subic Bay and Hong Kong, we had no idea of

how that would change for all of us. On the way to Subic Bay, Midway picked up two squadrons of Marine helicopters off the coast of Okinawa. We carried these helos to the Subic Op area where they then flew off to other carriers.



Midway arrived in Subic Bay on 15 April 1975, for a 10-day upkeep and resupply port call. This time in port was cut short, because on 18 April 1975, Midway got underway about 1600. Prior to getting underway we offloaded about half of the air wing personnel and most of the aircraft that were on board. The only aircraft left on the ship were the ones that required maintenance or were "hard down" in the hangar bay. This left some of the air wing berthing spaces open for future use. No one knew where we were going, we only knew we were going someplace. We received 10 Air Force Jolly Green Giant helos and their crews on 20 April 1975, and then "rumor control" on the mess decks started to talk about what was going to occur, but no one knew for sure. The Air Force helo crews spent a few days practicing take-offs and landings on the flight deck for whatever operation they were supposed to embark on. We also got back a lot of personnel who were left on the beach when Midway had to get underway early. Some of the amphibious vessels brought these personnel back to us.

On 29 April 1975, we finally learned what Midway's mission was. Midway, along with the 10 Air Force Jolly Green Giants, was to assist in the evacuation of personnel from the Embassy in Saigon. This became known as "Operation Frequent Wind." Almost all of the action that occurred happened on the flight deck during this operation, with the Air Force helos bringing in the evacuees. The Air Force helos would bring the evacuees onboard and then they were taken down below where, I believe, a census, or record, of who came aboard was being maintained. After this was done the helos from HC-1 Det-2 would begin to shuttle the evacuees to the amphibious ships that were part of the task force. Below decks, on both the hangar deck and the second deck, we were kept busy. The Storekeepers were breaking out rolls of bubble wrap that served as mattresses for the evacuees, a little over 1,000, who were to remain onboard overnight and did not want to go to an empty berthing compartment but just sleep in the hangar deck. As we walked through the hangar we would give them a comforting smile and this seemed to put them at ease.

In both the forward and aft galleys we were open around the clock feeding Midway crew, Air Force personnel, as well as the evacuees who came through, especially the 1,000-plus evacuees who remained overnight on the first night. Our mess cooks on the mess decks went out of their way to ensure the evacuees were made to feel comfortable in an environment that they had never experienced before. You could tell by the evacuees' smiles that they appreciated everything we did for them. For the personnel on the flight deck who could not get down to the mess decks, we sent up over 25 cases of C-rations. While this was not as good as a hot meal, this is what they wanted so the Supply Officer said send them up.

On 30 April 1975, after the last of the evacuees were taken from the embassy, which included Air America personnel, we continued to bring evacuees on board. When the Air America personnel came onboard they had to check their weapons into the armory, which was just forward of the aft galley. A couple of hours after these they checked their weapons in, one of the mess cooks who was assigned to the armory came running into the galley with his eyes as big as silver dollars. He was yelling, "They got the big ones, they got the big ones in the armory!" What he meant was that the Air America personnel had checked in their 357s and no one in the armory had seen this type of weapon in real life before. The only time anyone had seen these was in the Clint Eastwood "Dirty Harry" movies, so that was all this mess cook could talk about. Around noon on April 30th we were breaking out potatoes and onions from the potato sponson, starboard side aft, when we looked up at what appeared to be a swarm or locust coming towards Midway and the rest of the ships in the task force. They turned out to be numerous Vietnamese Huey gun ships and CH-47 Chinook helicopters that were loaded with evacuees fleeing Saigon. The normal crew of a Huey gun ship is at most four but these had people hanging off the outside, and there must have been at 35-40 on each Huey. The Hueys were brought aboard as safely as possible and the evacuees were taken care of in the same manner as the those that came onboard the day before. The flight deck was beginning to get quite crowded as these helos had to be re-spotted. The HTs in the machine shop manufactured some dollies so the Hueys could be moved a little easier as they only had skids and no wheels. In the midst of all this activity on the flight deck, suddenly an O-1 Vietnamese "Bird Dog" spotter plane started to circle Midway. Captain Chambers made the decision to get rid of some of the aircraft on the flight deck to make room for the Bird Dog to land. As the pilot of the plane, Major Bung Ly and his wife and five children, emerged from the aircraft after landing safely they were greeted with applause and congratulations by everyone on the flight deck.

The last U.S. Forces to come out of Vietnam was the Marine detachment from the USS Blue Ridge. They were brought aboard Midway by the last Air Force Jolly

Green Giant leaving Saigon. One item that they brought with them was the Seal that was on the wall at the embassy. These Marines remained aboard Midway for 1 or 2 days and then they were shuttled back to the Blue Ridge. When the Marines left they took the Seal from the embassy with them.

When Midway left the coast of Vietnam we were directed to go to Sattahip, Thailand, to pick up aircraft that had been flown out of Saigon, and the U.S. did not want these aircraft to get into the wrong hands. On the way to Thailand, Midway came across a Vietnamese fishing boat carrying about 84 evacuees that were trying to get away from Vietnam. The boat was slowly sinking so Captain Chambers brought them aboard and they stayed with us until we arrived in Guam. When Midway arrived in the Gulf of Siam at Sattahip, we on-loaded 27 A-37 strike aircraft, and 25 F-5 Freedom Fighters that had been flown out of Saigon. These aircraft, along with the 3 Vietnamese Chinook helicopters, 40 Vietnamese and 5 Air America Huey gun ships as well as the 1 O-1 Bird Dog spotter plane brought the total to 101 aircraft on the flight deck. Midway's flight deck looked like a graveyard of forgotten aircraft.

During the transit time to Guam, the 84 evacuees on-board were berthed in one of the empty air wing berthing compartments. They would be escorted down to the forward galley where our food service personnel prepared 3 meals a day for them. Their meals consisted of mostly the items that they had eaten almost all the time, usually some type of seafood, grilled or steamed vegetables and rice. With the XO's and Chaplain's approval we set up some donation cans at the end of the chow lines and Midway personnel would put any loose change they had in their pockets as they came through the chow line. When Midway finally arrived in Guam on 11 May 1975, the Chaplain presented the evacuees with a nice check. All of the children that came on board left wearing Midway T-shirts and had good memories of their trip on board. Arriving in Guam we were met by news reporters who broadcast the ship's arrival and showed the aircraft being off loaded. The off-loading took about 1 full day, and we were back underway for Subic Bay to pick up the air wing the next day. We arrived at Subic Bay on 20 May and brought air wing back on board. One thing everyone noticed when we arrived at Subic was a large amount of Vietnamese watercraft tied to the piers in and around Subic Bay. These were the Vietnamese Swift Boats and PBRs that had come out of Saigon and the surrounding areas of Vietnam. Grande Island where we usually had some ship's picnic's was off limits to all personnel. This was being used as a staging point for all the Vietnamese evacuees.

During the entire operation, Capt. Chambers kept everyone informed as to what was happening, especially when the Bird Dog was getting ready to land, and what to expect next. His calm demeanor when speaking to the

crew kept everyone at ease. The Air Boss, Cdr. Jumper, kept everything on the flight deck running smoothly and safely during the entire Operation Frequent Wind evolution.

Every crewmember on Midway during this time played an important part in the operation, and we all can look back at this with a sense of pride knowing we did one hell of a job.

MVA's Ship's Store Open for Business – Offers Discount on MVA Fleece VESTS

We still have plenty of MVA memorabilia available for sale, including decals, patches, challenge coins, lapel pins, and Midway ball caps (CVB-41 & CVA-41). **We are particularly promoting MVA fleece vests. We have five orders but need seven more meet the vendor's requirement for a minimum order of twelve.** Take us up on this offer and we'll take 20% off the listed price for the vest you select. This offer also applies to those of you who have already placed orders.



Ever vigilant, **MVA President Oscar Granger**, wearing his MVA fleece vest, casts a watchful eye to the sky. Order a vest and we'll take 20% off the listed price (follow link below to see full ad under "MVA Vests," including instructions on how to order).
<http://ussmidway.net/mvashipstore.html>

In Harms Way Brought Back Good Memories

By **Harvey V. Lustig, 1955-56/MM3, M Division**

I want to thank Martin J. McCormick Jr. for that wonderful story about the world cruise in 1954/1955. Martin started the cruise when he and the air group came aboard at Mayport, Florida, on December 28, 1954, but the cruise really started a day before on December 27 out of Norfolk, Virginia. I boarded her for the first time a couple of days before Christmas, and I remember how in awe I was of her sheer size. I thought I would never find my way around the ship, but I did.

While Martin was on the flight deck launching planes and breathing fresh air I was down in one of the engine rooms getting the Midway up to speed along with three other engine rooms, so planes could be launched. Yes, I was a shipmate of Martin's even though we probably never met, he being in VF-12 Squadron and me being in M Division.

Working in the engine room was as important as working on the flight deck. It took many divisions of men to keep

the Midway operating, everyone of them as important as the other. Working in the engine room during flight quarters meant we worked 4 hours on and 4 hours off. We had to keep those engines humming at full speed. At slower speeds we worked 4 hours on and 8 hours off or 4 hours on and 12 hours off. We had a pot of coffee going 24/7 and every night one of us would go to the galley and get some veggies and plenty of garlic to make soup. We also had a 45 RPM record player and kept music going most of the time.

I started out this cruise being a pollywog and after going over the equator on January 6, 1955, and going through the initiation I came off the Midway a shellback. I always looked forward to crossing the equator again as a shellback and giving the pollywogs hell like the shellbacks gave us pollywogs, but it never happened. I remember our escorts going through the Panama Canal while the Midway went around the Cape of Good Hope, unescorted. I was told that was the first time an aircraft carrier went anywhere unescorted.

Our life wasn't without some fresh air. At the top of the tower was a bridge that went all around. When not working we hung out there. We called it the "Engine Man's Bridge." We watched take-offs and landings. I remember the 60,000th landing on the Midway. A high-ranking officer was picked to make the landing but was waved off and a Jr. Grade Officer made it instead.

I remember pulling into Cape Town, South Africa, without tugboats to help. Jet planes were tied up in the corners of the flight deck and the blasts from the jets were used to maneuver the ship to the dock.

When we got orders to proceed at full speed across the Indian Ocean to SE Asia, to the war zone, we had to skip Singapore, our next scheduled liberty stop. We cruised past Singapore at night. I can still remember watching the lights of Singapore from the flight deck, as we cruised by. I also remember the Captain on the loud speaker telling us about the assignment. "We can launch 500 airplanes in 5 minutes and a full-scale atomic attack in 15 minutes so no one will mess with us."

I am very proud of my time on the USS Midway and completing our mission. Every time I see an aircraft carrier launching airplanes in the news or on TV I wish I could be on it. It's a time in my life I would never give back.

I could go on and on, there's so much more to tell, but if you want to know more about this cruise read "Going in Harms Way, USS Midway," in the summer edition of this newsletter, and read the chapter entitled, "A New Enemy," in the book *Midway Magic* by Scott McGaugh. One more thing. I must mention the passing of shipmate James D. Doran. He also was on that cruise with Martin and me. Again, I never met him on the ship, but my lady friend Carol Amazon and I did spend a lot of time with him and his lovely wife Blanche at the Washington,

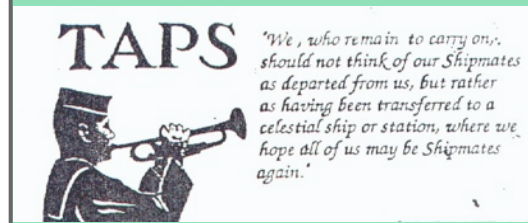
D.C., reunion. We had a wonderful time. Our sincere condolences to his family and May He Rest in Peace.

In Memoriam

Shipmate Clarence "Charles" Baughman, 69, St. Clair Shores, MI, passed away November 14, 2012. He served on the Midway from 1961. He is survived by his wife of 45 years, Jeanette, his daughter, Christine, and numerous other family members. May he rest in peace.

Shipmate Howard Affeldt, 83, Sartell, MN, passed away July 16, 2014. He joined the Navy in 1948 and served on the Midway 1952-54 as a Hospital Corpsman in H Division. He is survived by his wife of 60 years, Beatrice, four children, eight grandchildren, and one great-grandchild. May he rest in peace.

Shipmate Robert Milton Walden, 84, Cleveland, NC, passed away August 7, 2014. Robert was born May 20, 1930, in Iredall County, NC. He was a Machinist Mate on Midway 1954-55. He is survived by his wife of 54 years, Doris Goodman Walden, several children, 12 grandchildren and 12 great-grandchildren. May he rest in peace.



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!*

John Perkins (71-73) - Milton-Freewater, OR

Richard Busa (70-73) - Hamilton, MT

Rodney Ishimine (81-85) - Ewa Beach, HI

Ron Ellington (69-73) - Wyoming, IL

Dwayne Bruns (79-83) - Virginia Beach, VA

John Jones (89-92) - Lawrence, KS

Loren "Bud" Stauffer - Charlotte, NC

Elton Ellis (82-85) - Silverdale, WA

Clifford Dingmon, Jr. (82-85) - Albion, MI

Jason Baltutis (90-91) - Milwaukee, WI

Michael Smith "Smitty" (89-92) - Huntsville, TX

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

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

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.

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(Courtesy of Doug Bohs, AQF2/VF-21)

Make Your SD15 Hotel Reservations Now!

If you haven't done so already, book your room using either the Wyndham's "passkey" website or special phone number below. If you phone, ask for the USS Midway block of rooms. The negotiated room rate is \$139/night. Bay View rooms are also available at a good price.

- ◆ **Web:** <https://resweb.passkey.com/go/2015USSMidway>
- ◆ **Phone:** (877) 999-3223
- ◆ **Book** early to secure your room at the \$139/n price 3 days before and 3 days after the reunion!
- ◆ **Reunion** events/activities will take place April 23, 24, 25, 2015. So get there a day early if you can.



Veterans Day 2014 – We Served With Pride

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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