



Station Ship News



“Angels” Highlight MVA’s 2016 PENSACOLA Reunion!



Blue Angels, in perfect formation, coming in low across the Pensacola sky. This time it was for real, and they didn’t disappoint

Midway Veterans Unite in Pensacola

By all accounts, MVA’s April 2016 reunion in Pensacola, Florida, was a huge success.

Ed Ellis delivers keynote address at the reunion grand banquet, and in the process kept the banqueters rolling in the aisles with laughter (Tim Ludvegsin Photography)



Some 160 Midway veterans, family members and guests found their way to Pensacola to join in the camaraderie

and fun. Over the course of the reunion, we ♦ traveled to Alabama and toured the USS Alabama Battleship Museum in Mobile ♦ spent an instructive and eventful day at the National Naval Aviation Museum in Pensacola and watched in awe as the precision-flying Blue Angels practiced in the skies overhead.

On the last day of the reunion, Wednesday, April 27th, we ♦ held our signature event – our grand banquet, in the hotel’s ballroom. Presiding over the banquet program as Master of Ceremonies was **MVA President Oscar Granger**, with assistance from **VP of Reunions Jim Hayter** and **Secretary-Treasurer Dave Payson**. (Watch the video of the banquet program at <https://youtu.be/KtGX8CLOPcw>, linked from our website.)

MVA’s “grand banquets” are all about celebrating and honoring the USS Midway and her veterans, and enjoying good food and comradeship. Some have voiced the opinion that the term “grand banquet” is a bit pretentious, but we say not, for they are “grand” for most of us.

At the grand banquet we honored four of our 1945 plank owners, who were members of Midway's original commissioning crew. We also presented a World War Two Victory Medal to another Midway crewmember who was aboard in 1945.

Considering that our last two keynote speakers were former Midway commanding officers (Riley Mixson in 2013 and Larry Ernst last year)—this year's keynote, **Capt. Ed Ellis, JAGC (Ret.)**, had some big shoes to fill. Not a problem. From the moment he took the mic, he had us rolling in the aisles with laughter with his stories recounting his legal duties while he was aboard Midway from 1973-75, her first years in Yokosuka. Never underestimate the effectiveness of humor in making a powerful statement. Perhaps not since Bob Hope's 1972 Christmas show on Midway has our ship been the subject of so many laughs. Thanks for the memories, Ed.

But Ed, who is the Secretary and Legal Counsel of the Naval Aviation Museum Foundation in Pensacola, has his serious side, too. As Midway's senior legal officer, he was the chief architect of the plan that led to the rescue of over 3,000 South Vietnamese during Operation *Frequent Wind*, arguably Midway's most iconic mission.



Capt. Martin, Jim Hayter, and Oscar Granger draw names of the lucky flag winners (two American flags flown over Midway)

Capt. Christopher Martin, the new commanding officer of Pensacola NAS and his wife Catherine, honored us with their presence at the banquet, attending as Capt. Ellis's guests. When Capt. Martin presented **Bill Lovejoy** (a member of Midway's 1945-46 crew) with the WWII Victory Medal as part of the program, it was a proud moment for everyone present. Capt. Martin explained the medal ceremony was especially meaningful to him, for his own father, now deceased, had also been a WWII veteran. Capt. Martin appeared deeply touched and honored to be given a chance to participate in the ceremony.



Capt. Martin presents Bill Lovejoy (1945-46) with WWII Victory Medal (Tim Ludvegsin Photography)

Following dinner Capt. Martin and Catherine helped us dispel the

old idiom that "You can't have your cake and eat it, too" by cutting up two Midway sheetcakes made at a local bakery into equal slices while the banqueters sat patiently waiting for their dessert. The cakes were delicious and disappeared in a hurry.

Other highlights on this night included two lucky Midway veterans winning American flags flown over the USS Midway Museum by having their names drawn out of a "fish" bowl containing the names of all Midway veterans present, while a third Midway veteran won the Lone Sailor statue, the grand raffle prize from the U.S. Navy Memorial in Washington, D.C. These winners are pictured later in this newsletter.

Everything that happened at this reunion reinforced how proud we are to be Midway veterans and are able to celebrate and honor the legacy of our ship in this fashion, appreciating the fact that we still have a ship to hang our memories on, now a world-class museum ship. And next year in San Diego, most likely in the fall, we'll be celebrating her at our grand banquet on her flight deck.

Tours/Events

Day 1 - Mobile City Tour/USS Alabama/Lunch at Felix's

Two busloads of reunion revelers set out from Pensacola to Mobile, Alabama, heading down I-whatever. It was a great morning to be alive, we decided on this opening day of the reunion, and after about an hour on the road we rolled into Mobile and took aboard our tour guide, a nice, informative lady who knew her way around Mobile and the surrounding environs. She did a good job showing us the sights, including the scenic waterfront, local industries, and where all the lawyers lived in the legal district next to the County Courthouse. We stopped at the Cathedral Basilica of the Immaculate Conception, a gorgeous Catholic church rich in history. Mobile made for an interesting city tour. The kind of place you could imagine growing up in – perhaps, not unlike your own hometown.



The Battleship Alabama stands on guard in Mobile, AL

Next was the USS Alabama Battleship Memorial Park to tour the huge WWII juggernaut, with her mighty 16-inch guns, fore and aft, looking ready to fire off one of her huge shells in a giant fireball that could take out the nearest mountain. We are aircraft carrier sailors and proud of it, but to walk the decks of one of these mighty warships and to experience her up close and personal is second only to traveling the length of a mighty aircraft carrier, one in particular we have in mind. It's hard to imagine these huge ships slugging it out at sea, dishing out a heavy dose of hell with their thundering, murderous guns. Hard to imagine, but that's the way it used to be. Carrier fighter pilots look at these battlewagons in a completely different perspective, of course – as big, fat targets.

There were many other interesting attractions to see at the memorial – the WWII submarine *Drum*, for instance, looking every bit like a captured German U-Boat, which, of course, she isn't. In fact, she's one of our old diesel boats from WWII that survived 15 war patrols, a proud warrior that is now a museum ship at the Memorial. The aircraft on display there included everything from a spy plane to most of the Navy's carrier planes. This display of air power could only be topped when we visited the National Naval Aviation Museum the next day in Pensacola.

Our final stop in Mobile was lunch at Felix's Fish Camp, a restaurant that looked like it was straight out *Waterworld*, apocalyptic, a place where the *Road Warriors* might enjoy their last meal. The look was old and beat-up, an effect it pulled off quite well, with rusted tin siding and aging, creaky planks. There was nothing apocalyptic about the food, however – our hungry crew put away a delicious variety of seafood, and although the wait was a little long, no one complained.

Welcome Reception

On this first evening of the reunion, we gathered at the hotel for our Welcome Reception in the hospitality room. Whenever a group of navy veterans and their families and friends congregate for one these welcome events, there are two primary interests, it seems – the more than occasional stories to tell and the food, and both were in play on this night.

Though we couldn't imbibe in our own beverages during the reception, due to some obscure hotel policy, we didn't let this spoil our fun. We ate the food, told our stories, and had a good time. After a couple of hours, the hotel's "dry" period passed, and we broke out the beer and wine from under the tables and resumed the party and didn't skip a beat. Something we learned many years ago while serving on the Midway: look them straight in the eye and be flexible if you want to survive.

Day 2 - Naval Aviation Museum/Blue Angels

Commencing at about 0830 on the second morning of the reunion, we piled onto our Beach Bum Trolley cars and headed out to the National Naval Air Museum, primed and ready for whatever the day might bring. The Beach Bum Trolley drivers were well versed on this tour, based on years of experience; the trolley drivers/guides, military veterans themselves, were entertaining as they showed us the sights, as our trolley cars bumped along like so many Subic Bay cattle cars, headed to the Naval Air Museum at NAS Pensacola.



Holy cow, these guys climbing straight up!

(See Blue Angels video, bottom of second column, page 5.)

Inside, we took in the various activities, including viewing movies on the giant-screen IMAX, participating in docent-led guided tours of the naval aircraft on display (probably at least one of everything Navy pilots ever flew, all beautifully restored), and saw "Bird Dog," the Cessna rescued by Midway during Operation

Frequent Wind. Heroically, Midway's team cleared the flight deck to allow Major Bung-Ly, his wife and five children to come in on a wing and a prayer to land Bird Dog, sans tail hook. Perhaps much to the chagrin of the USS Midway Museum, Bird Dog is on permanent display at the National Naval Air Museum. (See more about Bird Dog on page 9 of this newsletter.)

Not surprisingly, the Blue Angels stole the show on this day. Along with several thousand other people, we sat mesmerized in lawn chairs as the Angels streaked across the skies above the museum. Their best move: five of the Angels, after wowing us with their formation-flying low overhead, disappeared down range for what seemed like two minutes. All heads craned to the sky looking for them. Then without warning, they suddenly appeared directly above us, about 600 feet up, in perfect formation. As we watched in awe, they kicked in their afterburners and shot straight up, disappearing altogether in a matter of seconds.

Following the Angels' show, we lunched at the Cubi Bar and Café in the museum. Cubi Bar is a replica of the legendary bar/cafe that existed at Cubi Point NAS officer's club in the Philippines during the Vietnam War era and beyond. Here, the "Top Guns" – carrier pilots mostly – hung out on their way to and from Vietnam. When Cubi Point closed in 1992, much of the Cubi Bar was dismantled and transplanted to Pensacola NAS. Nowadays, hundreds, maybe thousands, of the original squadron plaques adorn the walls of Cubi Bar, a colorful, prideful reminder of all the naval aviators and airmen who served in these squadrons.

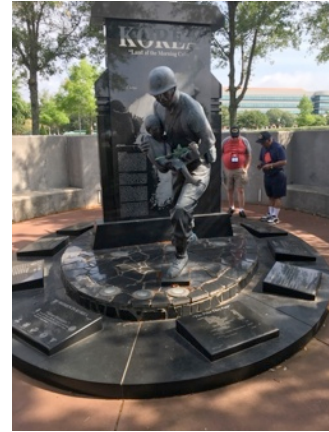


Cubi Bar Cafe, where old carrier pilots go to die and reminisce over a San Miguel beer

Day 3 - Pensacola City Tour/Business Meeting

On the last day of the reunion, following a hearty breakfast at the 1912 Restaurant, we boarded our two Beach Bum Trolley cars and headed for downtown Pensacola and Veterans Memorial Park. This tour included a drive through historic Pensacola, the "City of

Five Flags," St. Michael's Cemetery and Fort George in the Historic Village. At Veteran's Memorial Park, we de-trolleyed and paid tribute to our veterans who made the supreme sacrifice for this country. Solemn memorials that commemorate many of the wars the U.S. has been engaged in are located here, including the Second World War, Korea, Vietnam, and the Gulf wars. There is also a great replica of Vietnam War Memorial, "The Wall."



Veterans Memorial Park in Pensacola – Korean War Memorial

Then it was on to McGuire's Irish Pub for lunch – time to feed this hungry band of tourists. McGuire's is everything you could possibly imagine in an Irish pub, and then some! There was even money doubling as wallpaper on the ceilings, over a million bucks worth, they say, but we didn't have time to count, we were too busy shoveling down the food with the relish of the Irish! The kosher pastrami on rye was to die for!

After lunch, back at the hotel, we held our business meeting, with most of the Midway veterans in attendance. Copies of our bylaws were distributed. MVA officers gave their reports, and issues and plans for the organization, including ideas on how to recruit more members, were discussed and voted upon. It was confirmed that the 2017 reunion would be held in San Diego, probably in the fall, with the exact date dependent upon when we can reserve Midway's flight deck for our banquet. For more details, see the meeting minutes at http://ussmidway.net/images/Business_Meeting_April_2016.pdf.

In conclusion, those USS Midway veterans, families and guests who came to Pensacola to honor their ship, USS Midway, CV-41, went home happy. Thank you, Pensacola, for being such a gracious host. And thanks to everyone who worked so hard to make this reunion a success. For those of you who couldn't attend, we'll see you next time in San Diego, in the fall of 2017 (exact dates TBD). We're looking to schedule our grand banquet on the flight deck!



MVA's "Greatest Generation" – 1945 Midway crewmembers (L to R) Charles Girolamo, Jack Lawler, Blake Smith, Bill Lovejoy



We had our Midway cake and ate it too

Giving Back - It's More Than Just Fun and Games

Again, at this reunion, there were plenty of "fun and games" going on, in the form of daily raffles and a silent auction, playing for prizes brought from home by the attendees – and all for a good cause: to raise money for the USS Midway Museum's charitable programs. By the end of the reunion, the MVA, a 501(c)(19) nonprofit organization, had raised a considerable sum of money from the attendees who enthusiastically supported the raffles and auctions. The money made from these fundraising activities – **\$1,110.56** – was donated to the museum shortly after the reunion.

A Dedicated Man

By Jerome Pilgrim, ACCS/OC Div., 1973-75

When the Midway was in the yards at Hunter's Point for six months before her deployment to Japan, an incident took place that I want to make sure I pass on.

Background: The USS Midway had equipment called SPN-10 installed in the air traffic control center. The SPN-10 is what provides the pilot his needles and the controller his target to control on final. In addition, the SPN-10 would actually take control of, and fly, the aircraft to a 3 wire trap if the pilot had the guts to allow it. I never saw it used in that manner aboard Midway. The needles I refer to are the same presentation a pilot ashore gets when flying an ILS approach into airports so equipped. We used this equipment on every night or bad weather approach. At least one of the two final positions in CATCC must be operating.

The Midway had a Second Class Electronic Technician (ET2) who was responsible for the maintenance of the SPN-10. The ET2 decided he had enough of the navy and got out just before we sailed. No problem, right? Just get another technician to sail with us. Those involved soon realized the problem was more serious than anyone realized. Seems the SPN-10 was the last one in use. The other carriers all had the new SPN-42 equipment and it was totally different when it came to tech support. Bupers did a search of all qualified SPN-10 techs on active duty. They found one. He was a chief petty officer somewhere in California. He was found by the shore patrol just as he was to check into one of the navy's alcohol rehab centers. The SPs escorted him to the ship and delivered him to the OOD. He was advised that his orders were changed and he was sailing with us. He was single and seemed unfazed by this turn of events. He was restricted to the ship until we sailed.

Every night we operated for the next two years this man was in the control room and I can't recall a night when both positions were not up and running. We operated under unbelievable conditions some nights, with no search radar and radios on the blink, but if we could find that small window behind the ship covered by the SPN-10, we were in business.

I never saw this man drunk. He survived some pretty rowdy liberty ports and was always there when needed. Every pilot aboard Midway probably owes his life to this man. (There were no women aboard in my day).

Just one of those stories that often go untold. I worked with some very special people and this chief petty officer was definitely high on the list.

Blue Angels' Video

<https://www.youtube.com/embed/u4D0yx4DvBk?rel=0>

(Link courtesy of United States Navy & Ron Pope, MVA)

Reunion Photos Available on MVA Website

Our professional photographer, Tim Ludvigsen, and our own Marnette Voeltz, took some great pictures at the reunion. These photos are now available for downloading to your home computers. Go to our website (URL below) to view and download (side link: **2016 Banquet Photos**, and **2016 Reunion Photos**, soon to be available. While you're at it, take time to appreciate how good looking we all are. It must be "Midway Magic" at work.

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

President's Report



We have a strong, cohesive Board at the helm of the MVA and we work hard to ensure success in every project we start. We function as a team while continuing to take advantage of the strengths of each member as an individual. We don't always see eye-to-eye on everything brought to the

Board, but once a project or request has been authorized, we function as a single unit, with everyone contributing based on their comfort level and knowledge.

Of great importance, and where this discussion is leading, is that the USS Midway Veterans Association (MVA) is a Service Organization, formed in accordance with the provisions of the IRS tax code 501(c)(19), with a purpose / mission to assist our membership in participating in MVA business-related charitable and social activities.

Your Board of Directors and its ancillary committees of active volunteers comprise a grand total of about 10 individuals from a 'membership' of between 300 and 400 veterans. Planning for a reunion, locating Midway veterans for potential membership, putting together the newsletter four times a year, organizing fund-raising campaigns to benefit the museum or other Navy entities, responding to questions from our members regarding service benefits or issues – all play heavily on the time these volunteers put into making sure that the MVA is the premiere veterans organization representing crew of the USS Midway.

We are about to embark on the next reunion plan for getting together in 2017 at the ship in San Diego. There are a myriad of logistics issues that need to be resolved as we proceed, and we welcome your input and comments into the planning process. We have to look at hotel accommodations; negotiate space and costs for meeting /

banquet locations; what activities are we interested in to occupy the participants time while in San Diego; are there any community activities anyone is interested in; making transportation arrangements; shipboard tours (hopefully, behind the scenes); and so on.

I'm going to be coming back at you from time to time, looking for volunteers to help us as we move forward. Besides feeling good about our successes, it's a great feeling just to be working with a bunch of guys that we all grew up with many years ago.

Have a great summer and play safe!

Full speed ahead!

Oscar Granger, President USS Midway Veterans Association

VP-Reunions' Report

What a good time we had at our Pensacola reunion. Let's see if we can check off our major accomplishment for PSC16. ♦ Have a good time with shipmates and new friends -- check, and check.

♦ Visit the WWII battleship USS Alabama, have a great seafood lunch, and tour Mobile -- check.

♦ Visit the Naval Aviation Museum and National Flight Academy, get up close to the Blue Angels at their practice show, and have a great lunch at the Cubi Bar (if you didn't order a San Miguel you missed another memory) -- check. ♦ Tour historic Pensacola and have another great lunch (did you staple a dollar bill on the ceiling like 1.2 million others have?) -- check. ♦ Enjoy a closing event, our Grand Banquet, that still has people talking -- a definite check. Sure the dinner was mostly scripted before we got there, but there is no way we could have anticipated the contribution of Capt. Chris Martin, new C.O. of NAS Pensacola, in his remarks and help with presentations. Sometimes, things just go right all on their own. Everything considered it was a wonderful MVA reunion in Pensacola. Don't think I am saying all this because I planned it; your evaluation forms back me up.

A special thanks to all who helped make this reunion a success. I don't have room here to mention everyone who pitched-in when help was needed, but from my perspective it's great to have people who want to help make each reunion a memorable event and do so without complaining. Give yourselves a hand!

It's still 15 months away, but preliminary planning is already underway for San Diego 2017. SD17 will probably be in late September or early October with a



traditional Thursday through Saturday schedule. We won't publish specific dates until all venues and activities have been cleared. Watch your e-mail for the "save the date" announcement. HERE IS SOME INSIDE SKINNY, OUR GRAND BANQUET ON THE FLIGHT DECK OF THE USS MIDWAY IS SURELY IN PLAY FOR SD17. Nothing to confirm yet, but I am trying to get your attention, and I figure I just did.

SD17 will likely be our biggest reunion yet. To manage all the logistics, I need willing **volunteers** to serve on my Reunion Planning Committee. Think what fun you'll have planning this great MVA event, and watching it unfold just as advertised. It's one thing to attend a reunion; it's something more special to produce one. Don't be shy, or put it off until tomorrow, all you vets and/or spouses contact me as soon as you read this to be a real part of SD17: Jim Hayter 703-264-0542 or email mva41vpr@comcast.net.

Jim Hayter, VP-Reunions USS Midway Veterans Association

Sec.-Treas./Newsletter Editor's Report

As MVA's newsletter editor, perhaps my biggest challenge is capturing the essence of a reunion in the edition following a reunion. I do my best to tell the story in words and pictures, and this Pensacola reunion edition was no less of a challenge, even though the number of attendees was down compared to our previous two reunions in San Diego. But challenge or not, I could use your help in preparing these newsletters. Yes, I could. So if you want a role in preparing the *Station Ship News*, the best damn newsletter in the retired fleet, let me know and we'll figure out how to get you involved. Don't be bashful, it's time to unleash your "Inner Midway."



Speaking now as MVA's Secretary-Treasurer, one of my least favorite jobs is collecting late dues from members. It makes me feel like the "Tax Collector," which, in a sense, I am, I suppose. As with any business (which we are), paying our annual dues (\$30.00) is vital in keeping our organization alive. True, we currently have a group of 145 dedicated lifetime members, who've each paid \$150.00. These men no longer pay annual dues, of course, so it's a case of the economic law of diminishing returns; we still need annual dues-payers to sustain our

organization over the long haul. So, bottom line, please try to pay your annual dues on schedule, which is by the end of January of each year. Help us keep the legacy of the USS Midway and her veterans alive.

If you change your contact information (postal, email or phone), be sure to let me know. Otherwise, important MVA news may never reach you, if I don't know where to send it. It is very frustrating to lose track of any MVA member due to outdated contact information.

Also, if you don't want your email address published on our website, contact me or Webmaster BJ Denihan (BJ) to "opt-out" and we'll remove your email address from our online Members list but leave your general information (home city and state, years on board, rank/rate), unless to tell us to remove that, too.

It seems like nothing is easy these days, men. Everyone wants a piece of the action, and they'd just as soon steal it, it seems.

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

VP-Administration's Report



Greetings MVA ship-mates: As Vice President of Admin I have been working on how to increase our membership and how to build a better retention rate. This is not an easy task as

we are 300+ strong and would like to increase our size. I've been working on cross-referencing data from HullNumber.com people who served aboard the USS Midway from 1945 to 1991. HullNumber has approximately 1,872 Midway veterans registered, not counting anyone from our group and all deceased members from their group. I do not know how up-to-date their membership rolls are, but it's a guideline towards establishing a protocol for enlisting new members into our group of happy souls. I hope y'all enjoyed the reunion at Pensacola, FL. See y'all in San Diego, CA, in 2017.

Richard Wooster II, VP-Admin., USS Midway Veterans Association

If you know any Midway veterans who'd like to join our organization and become part of something special, please help us sign them up by contacting Turner Mann or Ron Pope, our membership team Chair and Vice Chair, respectively. Find their email addresses on the last page of this newsletter, in the Masthead.

Remember: We Lived the Adventure!

Fallen Angel

About a week after our Pensacola reunion, where we were “wowed “ by the performance of the Blue Angels in the skies above the National Navy Aviation Museum, on June 2, came the tragic news that one of the Angel pilots, **Jeff Kuss**, a Marine captain, was killed when his jet crashed while practicing for an air show in Nashville.

He leaves behind a wife and two young children. A tragedy most impactful, perhaps, to those of us who watched the Angels perform in Pensacola.



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!**

- Carroll Cook (74-76) - Bridgeport, WV
- William Schild (72-73) - Freeland, WA
- Dwayne Winburn (84-88) - Hanover, IN
- Charles (Ray) Yount (58-61) - Destin, FL
- Randy Stone (75-77) - Middletown, NY
- Charles Speace (69-71) - Morgan Hill, CA
- Gregory Estrada (75-77) - Trenton, MI

Digital Military Newspaper Library Links MVA Newsletter

Recently, the MVA was contacted by a representative of the University of Florida (UoF) requesting permission to publish our newsletter *Station Ship News* in UoF’s Digital Military Newspaper Library. In part, UoF defines its digital library as “a project to house, organize and preserve contemporary and historic newspapers and periodicals . . .”

So, yes, the MVA is flattered to have its newsletter selected to be part of this comprehensive collection of military publications. To view these publications, in-

cluding our own, select pulldown menu **View Items** at top of main page and follow the links. URL: <http://ufdc.ufl.edu/dmnl>

Order Your MVA Memorabilia Here!

Check out MVA’s custom line of memorabilia – Nick Danger episodes, vests, challenge coins, decals, patches, lapel pins, CVB & CVA-41 caps – on MVA’s website. Follow the link below to browse the only Midway/MVA memorabilia available on the planet. See ordering and purchasing instructions on the site.

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

Credits

We would like to thank the following individuals, organizations, and general groups for their help in making our 2016 reunion in Pensacola a very successful event.

(listed first name/last name. Ordered alphabetically [across] by last name)

- Bob Ammann - BJ Denihan - Ed Ellis - Susan Finger
- Marty FitzGerald - Doug Frantz - Charles Girolamo
- Oscar Granger - “Rod” Hammond - Jim Hayter - Roger Jewett - Jack Lawler - Bill Lovejoy -Turner Mann - Capt. Chris Martin - Catherine Martin - Tim Miller - Paul Murphey - Dave and Mina Jo Payson - Ron Pope - Bob and Pat Roberge - Blake Smith - “Manny” and Marnette Voeltz -Richard Wooster II - Phil Zuniga.

- ◆ Staff and management of Pensacola Grand Hotel.
- ◆ Staff and management of Gatherings Plus.
- ◆ Tim Ludvigsen Photography/Videographer Greg Ammon
- ◆ Staff and management of Beach Bum Trolley Company.
- ◆ All reunion attendees who brought raffle and silent auction prizes to the reunion.
- ◆ All 1945 Midway plank owners.
- ◆ All Midway plank owners.
- ◆ All Midway vets, family members and guests who attended the reunion and made it the success it was!
- ◆ For those all of you who couldn’t make it to Pensacola, we’ll see you next time in San Diego.

Special thank to Arthur “Tommy” Moore III. For the third reunion in a row, he showed us the way.

Notice: We post our organization’s roster on our website only with the permission of our members.

Opt-Out Notice: If you don’t want your email address published on our website, email us at minandave@charter.net or denib@comcast.net and we’ll remove it.

Pensacola "Lucky Winners"

American Flag Flown over USS Midway

Tommy Shelton

Peter Craig



thanked him and asked, "What about you?" He said, "Army and Marines." He looked the right age, so I asked, "Vietnam?" He said "Two tours, medivacted out on the second one." I thanked him, we shook hands again when I said, "All I did was serve." He said, "Doesn't matter, you're a brother." What more can I say? Thank you one and all!

Coming In On a Wing and a Prayer

When South Vietnamese Air Force pilot Major Bung-Ly landed the two-seat Cessna O-1 Bird Dog safely on Midway on April 29, 1975, rescuing himself and his wife and five children from the invading North Vietnamese army, heroes abound – on board, at sea, and in the air. Pictured below, Bird Dog hangs in Hangar 1 at the National Naval Air Museum in Pensacola, a tribute not only to Midway but to a great number of other Allied forces and first responders in the Gulf of Tonkin on that dark day in American history.

Lone Sailor Statue winner: Ken Zorro



Bird Dog – Escape from Vietnam

Pensacola 2016 – Bring Your Dreams . . .

Bill Lovejoy/S1/c (SM), 1945-46.

I don't know how you did it ---- nor why, but you gave me one of the biggest surprises and honors of my long life! I can't think of anything to top this. Being awarded the WWII Victory Medal was honor enough, but to have it presented by Capt. Martin, C.O. of Pensacola Naval Air Station was more than icing on the cake. Whenever I'm

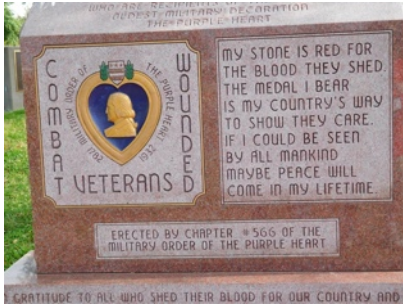
wearing my Midway cap, hardly a day goes by that someone doesn't come up to me and say, "Thanks for your service" and shakes my hand. Teenagers, women, old men ---- all strangers. Just the other day a man approached me in Walmart, said the four words and we shook hands. I



Jim "Magic Man" Hayter wheels and deals in the hospitality room, selling raffle tickets



"The Boss" (we all know it) Mina Jo Payson & MVA Secretary-Treasurer Dave Payson



Editor's note: We are profoundly saddened to announce the passing of three of MVA's 1945 plankowners since our last newsletter. All three of these men were proud members of Midway's original commissioning crew and were WWII veterans; all three men died at age 89. They were members of America's Greatest Generation, and it was an honor and privilege to serve with them and know them later in life.

In Memoriam

Shipmate George Fowler, 89, passed away March 22, 2016, in Sun City West, AZ. He served 20 years in the U.S. Navy, seeing significant combat in the Pacific during WWII. Wounded in action and awarded the Purple Heart, he returned to duty and participated in the invasions of Iwo Jima and Okinawa. He was a member of the USS Coral Sea's 1947 commissioning crew and served on the USS Midway from 1960-64 as an RDC in Midway's OI Division. He was highly respected and much loved by those who served with him. At the 2010 reunion, he was awarded the WWII Victory Medal by Admiral Mac McLaughlin, USN (Ret.), president and CEO of the USS Midway Museum. Later in life, he was active in the formation of the MVA. He leaves behind Claire, his beloved wife of 64 years, two sons, one daughter, and six grandchildren. May he rest in peace.

Shipmate Eugene (Gene) Slingerland, 89, passed away April 4, 2016. He was a member of Midway's original commissioning crew, serving on Midway from 1945-46 as a GM3 in 3rd Division. At the 2010 reunion in San Diego, he was awarded the WWII Victory Medal by Admiral Mac McLaughlin, USN (Ret.), president and CEO of the USS Midway Museum. Gene was preceded in death by his wife Ann, who died in 2005, and is survived by a daughter, two sons, four grandchildren and one great-grandchild. May he rest in peace.

Arthur Weiss, 89, died June 13, 2016. A member of Midway's original commissioning crew, he served aboard Midway from 1945-46 as an S1c in R Division. At the 2013 reunion in San Diego, he was awarded the WWII Victory Medal by RADM Riley Mixson, USN (Ret.) and former commanding officer of the Midway. He leaves behind his wife of 64 years, Sarah, two daughters, one son and five grandchildren. May he rest in peace.

TAPS



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

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

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

The Masthead USS Midway Veterans Association

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

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