



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



Registration for “3 Sisters Reunion” Well Underway!

They called them the “3 Sisters,” the first three super carriers built by this country following World War Two, forged from battleship hulls, forged from steel. Now the veterans of these three mighty warships—USS Midway, USS Franklin D. Roosevelt, and USS Coral Sea—are making ready to embark on a new adventure, one that honors the legacy of their ships and their deep pride in serving on them, at a **May 6-9, 2019**, reunion in San Diego, aboard the last of these carriers still in existence—the USS Midway Museum. Now, we are happy to report, the Registration Form and Reunion Program have been completed and are available at the following link www.afr-reg.com/midway2019, which takes you to the “3 Sisters” web page, designed for us by our reunion-planning company, Armed Forces Reunions, Inc. (AFRI). At this web page, you can register online by credit card or download the Registration Form found in the upper-right hand corner (PDF file), make your choices, and mail the form along with your check to AFRI. (You’ll also find the Reunion Program at the upper right, describing the reunion events, activities and times in some detail.)

For more information on this reunion, including room rates currently available at the reunion hotel, Wyndham San Diego Bayside, see VP-Reunions Jim Hayter’s column in this newsletter. Jim has the “Inside Skinny” on many reunion details. (Also, read the **Important Reunion Hotel Notice**, on page 8.)

So, let’s make the “3 Sisters Reunion”—this Big Dream—a happening thing, a reunion for the ages. With the pertinent reunion information now disseminated, it’s almost time to roll down the gangplank, come aboard, and get the show underway. **Come May 6-9, 2019, let the adventure begin!** Will you be ready? Remember, the registration deadline is April 8, 2019, to get the “full meal deal.” Don’t miss the ship! In the world of military reunions, the “3 Sisters Reunion” will long be remembered as the retired Navy’s Woodstock.

Pay MVA Dues By Credit Card – (\$30, \$50, \$150 levels)

Follow this link:

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

(VISA, MasterCard, American Express, Discover, PayPal)

No fee to pay!

Pay by check, too. See important dues notice on page 4

Editors Note: With the “Three Sisters Reunion” looming large on the horizon, we are always looking for personal stories about those who served aboard these Midway Class Carriers. It is these stories that give a ship her character and bond those who served aboard them. The following article features the amazing story of retired Captain Fred A.W. Franke, Jr.

USS Midway Veteran . . . And More

By Doug Bohs, AQF2/VF-21, 1963-65

Capt. Fred A.W. Franke, Jr. (Ret.), or “Bill” as he prefers to be called, not only flew off of all three of the Sister Ships, but he initially flew off of them while they were still straight deck carriers! He has also flown off of the USS Cabot CVL-28 (F4U), the USS Tarawa CV-40 (F4U), the USS Wright CVL-49 (F4U), the USS Saratoga CVA-60 (F3H), the USS Forrestal CV-59 (F3H-2M), and the USS Ranger CVA-61 (F4B).

Bill Franke was born in 1926 in Brooklyn, New York. He entered the Navy V-5 Program at Louisiana Polytechnic Institute in Ruston, Louisiana, in January 1944, and served with the Navy ROTC Unit at Rice Institute in Houston, Texas, from November 1945 to February 1946, entering the Naval Aviation Cadet Program in March 1946. He received an

honorable discharge from the Aviation Cadet Program on December 6, 1946, but reentered the program on August 27, 1948, receiving his commission as an Ensign in the Navy on the same day. Ensign Franke completed the Aviation Cadet Program and was designated a Naval Aviator at NAS

Pensacola, Florida, on March 30, 1950, and then served as an F4U-4 Corsair and F9F-5 Panther pilot with VF-73 at NAS Quonset Point, Rhode Island, from April 1950 to August 1953. LtJg Franke next completed U.S. Naval Test Pilot School at NATC Patuxent River, Maryland, in



January 1954, followed by service as a Project Test Pilot at Pax River from January to June 1954. Lt Franke served as an Instructor with the Test Pilot School at Pax River from June 1954 to October 1956, and then served as an F3H-2M Demon pilot with VF-61 at NAS Norfolk, Virginia, from November 1956 to April 1959.

His next assignment was as a Training and Tactics Officer with Commander Operational Test and Evaluation Force at NAS Norfolk, Virginia, from May 1959 to July 1960, followed by Naval War College at NS Newport, Rhode Island, from August 1960 to June 1961. LCDR Franke then returned to the Test Pilot School at NATC Patuxent River, serving as an Instructor and Project Test Pilot from July 1961 to July 1963. He attended F-4 Phantom II Replacement Air Group training with VF-121 at NAS Miramar, California, from July to November 1963, and then served as Executive Officer of VF-21 at NAS Miramar and aboard the USS Midway from December 1963 to November 1964. He became the commanding officer of VF-21 in 1964.

Midway was deployed to Vietnam in March of 1965. On August 24, 1965, Bill and LCDR Rob Doremus¹ (who was Bill’s backseat radar intercept officer [RIO]), were forced to eject over North Vietnam when their F-4 Phantom was hit by a SAM missile. They were taken as prisoners of war and spent 2,730 days in captivity.

In the photo below, Rob is third from front on near column. Bill is second from front on far column. You can just see a bit of his face. They are shown here as they are released from the “Hanoi Hilton” (Hoa Lo prison) after 7.5 years in captivity.



When asked to relate some of their experiences as POWs, both Bill and Rob mentioned the Son Tay Raid as an important milestone during their captivity. The raid, known

¹ Rob was recognized and honored as a POW at MVA’s 2013 reunion in San Diego, in a ceremony on the flight deck of the USS Midway Museum. In 2017, we made Rob an Honorary Lifetime Member of the MVA. This year, we also awarded Bill Honorary Lifetime Membership in the MVA, a recognition that was long overdue. See an electronic replica of his membership card on page 7 of this newsletter.

as "Operation Ivory Coast," was held November 21, 1970. It was intended to rescue 65 prisoners being held at Son Tay. The raid was executed almost flawlessly but the prisoners were moved before the raid due to flooding concerns. When the NVA learned of the raid they put prisoners together from other locations. Many of these prisoners had been held in solitary confinement (some for years). This raid was, as you can imagine, a huge morale booster and provided a solid sense of joy and hope they had never had. The raid may not have freed our POWs but it did, in a sense, free the spirits of those being held.

Bill and Rob were two of three Naval Aviators who were initially listed as Killed In Action and years later were reclassified as Prisoners-of-War. The third was Porter Halyburton (VF-84, USS Independence).

Capt. Franke and LCDR Doremus were released during Operation Homecoming on February 12, 1973. Bill was briefly hospitalized to recover from his injuries at Balboa Naval Hospital in San Diego. Rob was hospitalized in Naval Hospital Philadelphia for a short time.

The photo below shows Bill (on right) being released during Operation Homecoming. He is being escorted to the "Hanoi Taxi," a C141 Star-lifter. The second POW (far left) is USAF Col. Robert B. "Percy" Purcell, who was shot down about one month before Bill and Rob (not pictured).

Capt. Franke then served on the Staff of the Commander, Fighter Airborne Early Warning Wing, U.S. Pacific Fleet, from October 1973 to February 1974, during which time he also

completed refresher pilot training. His next assignment was as Commanding Officer of VX-4 at NAS Point Mugu, California, from March 1974 to July 1976, followed by service as Chief of Staff for the Commander, Fighter Airborne Early Warning Wing, U.S. Pacific Fleet, in San Diego from July 1976 until his retirement from the Navy on August 1, 1977.



Bill and his wife Jackie now live in Pensacola, Florida. Bill is still flying at the age of 93!²

MVA Makes Annual Donation to USS Midway Museum's Charitable Programs

In line with our status as a 501(c)(19), nonprofit organization, in December of 2018, MVA made its annual "20 percent" charitable donation to the USS Midway Museum's Education Scholarship and Ship Preservation funds. The amount we donated, \$1,000, was divided equally between the two funds.

We make this donation at the end of each calendar year, based on 20 percent of the total amount we took in from our members' dues that year. 2018 is the seventh year in a row that MVA has made this 20 percent donation to the Museum. Only because of the generosity of MVA members has this been made possible. Our 2018 donation again ensures that MVA's name will be engraved on the plaque that is displayed in Midway's hangar bay that recognizes the organizations and individuals that have donated at least \$500 for the year.

"We are proud that we have been able to make this donation to the Midway Museum education and preservation programs for so many years," said Oscar Granger, MVA's President. "Our members are with us all the way in using a portion of their membership fees to make this donation in MVA's name to the Museum's charitable programs. It's very gratifying—and appropriate—to see our name on that major donation plaque in the hangar bay each year. It just looks right, and it feels right."

New Men

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

Steve Schock (83-85) - Tracy, CA
Timothy Keyes (1972) - Cincinnati, OH
Guy Everhart (1965) - Frederick, MD
Edgar J. Lawrence II (75-77) - Vandalia, OH
Billy Jo Tennison (69-70) - Watauga, TX
George Berry (84-86) - Kitty Hawk, NC
Rusty Whitener (77-80) - Aberdeen, WA
Evan Peck (79-81) - Mineral Bluff, GA

See the "3-Sisters Reunion" T-shirt design on page 8 of this newsletter. It can be ordered on the reunion registration form. A full view of the reunion tee will be available soon.

² For those of you whose interest in the POW experience has been piqued by this article, both Bill and Rob highly recommend *Honor Bound*, by Rochester and Kylie.

2019 Dues Due by January 31, 2019!

◆ **MVA Members:** MVA's Bylaws state that annual dues (\$30/yr) are to be paid by the end of January of each year. Payment on this schedule will greatly facilitate my getting your annual membership card to you in a timely manner. **So, please, get those dues to me, MVA's secretary-treasurer, by Jan. 31, 2019.**

◆ **And, as you know by now,** you can pay your membership fees (dues) by **credit card**, which greatly simplifies the process for most members. Follow the link below to pay by credit card:

<http://ussmidway.net/paypal.html> (PayPal, VISA, MasterCard, American Express, Discover).

◆ **Yes, you can still pay your dues by check.**

Make check payable to **MVA** and mail to Dave Payson @ 410 Cottonwood Dr., Richland, WA 99352.

Have a question about your annual dues? Contact Dave Payson at the email/phone # below and he'll answer it.

Need help with your dues? Let us know, and we can work something out. Your continued membership is worth far more than your \$30 to us.

Email: minandave@charter.net; ph: (509 946-0810)

President's Report



Happy New Year to you all and your families! 2018 was a banner year for the MVA, and we've all got lots to be thankful for as we work to preserve the memories we created with our friends and fellow veterans across the country. Now, 2019 is

upon us and we are forging ahead with the grandest event that we've ever sponsored – MCR19 – the “Three Sisters Reunion,” which we know will create a whole new cadre of friendships and will set the stage for future Midway Class reunions.

The MVA has a heritage and we're going to exhibit and share that heritage in San Diego in May during the Three Sisters Reunion. Midway Sailors are a proud group of veterans and we are proud to be able to share our ship with our brothers and sisters that served aboard all three of the Midway Class carriers.

The reunion in May will cast a new light on the Midway Museum, in accordance with the wishes and desires of the Museum's President and CEO, RADM (Ret.) Mac McLaughlin. When the Admiral spoke to the MVA at our 2017 reunion, he introduced the idea of a Midway Class

Reunion and a recognition of the Midway as the only surviving Midway Class carrier – one that should become the living legacy and centerpiece for Midway Class reunions as long as there are veterans and veterans descendants that are looking for a venue to honor the ships and their crews. These are hero ships, crewed by heroes creating legacies to be honored for generations to come. Midway Magic is a legacy of all Midway Class carriers.

When we left the 2017 reunion, the MVA officers carried Mac's idea forward by introducing the MVA to her sister ship reunion associations on the USS Franklin D. Roosevelt and the USS Coral Sea. I have spoken to Mac and he is as eager to get together with all three ships' veterans in May at the ship as we all are to get there.

The reunion clock is ticking down fast! If you haven't already committed to the journey to San Diego in May, take the time to visit the MVA website and take a look at what you'll be missing if you're not there. We all have those parts of our lives that we have to pay attention to. Make this reunion one of those important parts of your life to reconnect with your past and your friends. Your family members and friends are always welcome to join you in the festivities and venues.

Looking forward to seeing you in May!

In Mac's words – “Onward and Upward”

Oscar Granger, President USS Midway Veterans Association

VP-Reunions' Report

Happy New Year to all!

As you know by now, the planning phase of the Midway Class Reunion—aka MCR19—is now in the “done” column. However, while the planning is done and the Registration Form (RF) is completed and reunion registration is open, there's always reviewing and tweaking of reunion activities with those last-minute things that always arise. At this point we are looking at minor issues and/or clarifications that may come up, but trust me there is always something going on. I have learned in this business to always expect the unexpected.

Now I get to congratulate all of you. Back in August, we announced that the hotel room reservation block at the Wyndham San Diego Bayside was opening for bookings. You were also told to make your reservations now to in-



sure getting the negotiated rate for your visit to San Diego in May 2019. YOU LISTENED TO ME!!! Here are some interesting facts for you number crunchers. The room block I committed to was 775 room nights (a very stretch number, at the time). By mid-November, you had made reservations for over 900 room nights, so I think that answers the questions about the popularity of MCR19. The hotel allowed us to go over our commitment until our numbers got so big, an addendum to the original contract became necessary. We now have a good news, bad news scenario in play. The \$153 rate rooms are almost gone, but we still have rooms available, at a higher rate, for those who have not acted yet. Why the hotel room shortage, says you, because there is a citywide convention going on in the first week in May, says me. Check the hotel reservation site, to see what nights and what rates are available for your desired stay. If you are shocked at the higher rates, search the internet for rates and availability at less expensive properties.

We are about 120 days from our “Three Sisters” reunion. To build interest in MCR19, and to keep you informed about the latest reunion news, we will be sending “reuniongrams” to those of you with e-mail addresses on file. These mailings will not occur on any regular schedule, so it is up to you to stay on top of any new information. Some of the news will be late-breaking developments, while other mailings will contain more detailed information about the reunion and tips to let the savvy sailor enjoy the greatest reunion we have ever presented. Make sure you check your inbox regularly to keep up with all the latest inside skinny.

It is still early in the game, but here are some MCR19 statistics. After only a little over three weeks since AFR opened our registration link, we have 67 people signed-up for the three sisters reunion. No big surprise, the Grand Banquet on the Flight Deck of the USS Midway is the top attraction, with the Welcome Reception on Tuesday at the hotel close behind. You cheap sailors showed your moxie by almost everyone signing up for the FREE Meet and Greet on the ship Wednesday morning. All kidding aside, this event is a great opportunity to get a firsthand report from the executive staff of the Midway Museum to hear about their plans for the next three to five years for the greatest museum ship in the world. All this and donuts and coffee for all hands—such a deal! A lot of MCR19 tee shirts have already been ordered, and we haven’t even showed you a picture of what they look like yet. The shirts will have a common design on the back, with the front logo specific to the ship on which you served—sounds like a uniform of the day to me.

We MVA guys are familiar with our reunions and the San Diego area since we spend so much time here. Since we invited the CS and FDR to join us for this reunion, I think we should take it upon ourselves to act like the hosts for this grand party. Seek out the folks from the other two ships, and make them feel welcome. You can even buy them a free beer at the Hospitality Suite! We will do many of the things we always do at our MVA reunions (raffles, auctions, and many, many sea stories), but some things could be different (not a bad thing). My advice is to go with the flow, and have a good time. As always, if you see something going sideways, step in and try to fix it, or seek out a planning committee member if you need more help. To borrow from TSA—see something, say something.

I have talked about this before, but it is something that always concerns me. One of the reasons we chose the Wyndham hotel is it is located in walking distance of almost all our major events. That said, the vast majority of our attendees can get to these events on their own, however some of our members are not nearly so mobile, and two blocks can be more like two miles to them. Providing transportation for all events is one answer, but a very expensive one—here’s why. If we hire buses for a two block trip, we pay a four hour minimum while the buses sit and wait for our return while the clock keeps ticking; not a very practical solution. Here is where you can help. Watch for your less mobile shipmates, and offer to share a cab with them, or help them form a cab pool for that two block trip. You can make a little Midway Magic by this simple gesture.

That’s all for now, but as I said watch for updates in an inbox near you. If you have questions, or comments call me (703-264-0542. You may have to leave a message because we generally do not answer calls from strange numbers, usually spammers telling me how lucky I am to have won yet another free vacation to some exotic paradise). E-mail is another option: mva41vpr@comcast.net. SEE YOU IN SAN DIEGO.

Jim Hayter, VP-Reunions, USS Midway Veterans Association

Secretary-Treasurer’s Report

I second the motion of wishing everyone a Happy New Year, and then I want to launch right into a sea story, based on reliable but unnamed sources. During Midway’s 1963-64 West-Pac cruise, she operated in a



wide expanse of the Western Pacific, visiting ports in the Orient, showing the flag. During this cruise, my one and only on Midway, we were shadowed and spied upon by Russian trawlers as well as overflowed by Russian long-range bombers, of the Badger and Bear variety. To keep us sharp during the Cold War, we played war games with other US Navy ships off the coast of Japan. Most notable of these was the carrier USS Kitty Hawk, CV-62.

Midway Stands with Kitty Hawk. Midway engaged Kitty Hawk in several competitions during the several days we operated with her during this time—launch and recovery drills, practice bombing runs, ASW tracking, etc. We held our own in these contests, because we had that magical teamwork thing working for us, even though we were a decade and a half older than Kitty Hawk, a comparative rust bucket. So often in life the “older guy” works harder. As does the “older gal.”

In 2010, my Navy days long behind me, Kitty Hawk and I were to cross paths again, figuratively speaking, several years down the road. One of my work colleagues was a Kitty Hawk veteran, and we often exchanged sea stories and engaged in good-natured “trash-talking” about our respective carriers, as sailors are wont to do. He knew I was active in the MVA, and its newsletter editor.

In mid-2017, after I’d been retired for several years, this same Kitty Hawk veteran mailed me a copy of Kitty Hawk’s latest newsletter; from which I learned the carrier’s veterans and supporters had mounted a campaign to save Kitty Hawk from the scrap heap. Decommissioned in 2007, she was rusting away in the mothball fleet at Bremerton, Washington state, which had been Midway’s fate many years earlier, same place.

I learned from their newsletter that the USS Kitty Hawk Association had established a museum ship fund, and donations were growing. But not surprisingly, Navy bureaucracy was slowing the process to a snail’s pace. Still, Kitty Hawk veterans and supporters were optimistic. They had chosen Long Beach, California, as the site for the proposed Kitty Hawk ship museum.

After corresponding with the Kitty Hawk Association’s president and learning more about the situation, I published an ad in MVA’s newsletter giving our members the information they needed to make a donation to Kitty Hawk’s museum fund, if they so chose. And some of our members did donate. Quite generously, I might add.

But this story doesn’t end well, for in March of 2018 came the bad news from the USS Kitty Hawk Association’s president. A letter from the Naval Sea Systems Command, D.C., read, in part, “As EX-KITTY

HAWK is not currently on donation hold, the Navy will not be reviewing or otherwise assessing the materials submitted in support of your ship donation request. The Navy sincerely appreciates your interest in preserving our naval history.”

The Navy’s ruling against the ex-Kitty Hawk scuttling her hopes of becoming a ship museum, most likely means that Midway will be the last of the big CVAs serving as carrier museums in the country. (There are few enough now.) It’s very doubtful that today’s CVNs will qualify as future ship museums, one very big reason being bad optics. In today’s world, at least in this country, anything nuclear is viewed as suspect and quite possibly dangerous. Blame it on the Atomic bombs that ended the Second World War.

Although Kitty Hawk wasn’t nuclear-powered, she continues to rust away in Bremerton’s mothball fleet, her glory days long behind her. Unfortunately, things didn’t work out for her or her veterans and supporters. In the end, their hopes were dashed against the rocks in the cold, salty waters of Puget Sound. Not a happy ending here, but we recognize she was a great carrier in her time.

Timely MVA Membership Cards Program. In accordance with our bylaws and my job as MVA Treasurer, I’m asking that all annual members pay their dues by the end of January 2019. This will allow me to get your membership card to you much sooner than in previous years.

Fund Me Not. About those bogus emails that have been targeting us lately (e.g., phony GoFundMe messages), by now I think you all know the drill: **don’t fall for them! There’s a 99.9% chance they’re from scammers.** If they don’t come from a verifiable MVA member and haven’t been approved by an MVA board member, assume they’re phony and trash them. Much better to be safe than sorry.

Final note: if you call me on my home phone and I’m not there, please leave a message identifying yourself as an MVA member or Midway veteran. Quite often your calls come through without identification, and my wife or myself don’t pick them up (call it telemarketer anxiety).

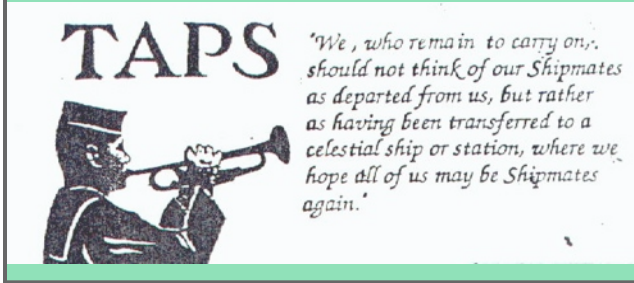
Dave Payson, Sec.-Treas., USS Midway Veterans Association

MCR19: Remember to bring a prize from your home state for our raffles and fundraisers. Donations go to supplement the costs of reunion events and the Midway Museum’s charitable programs. These fundraisers are lots of fun, and we raise money for a good cause!

In Memoriam

RADM Richard A. Wilson, USN (Ret.), 77, passed away December 4, 2018, in La Jolla, California. A 1963 graduate of the US Naval Academy, he eventually served as Midway's 37th commanding officer from 1987-1989. His many accomplishments during his 34-year Navy career included flying more than 300 combat missions during the Vietnam War as a carrier pilot, accumulating more than 4,000 flight hours and 1,027 arrested carrier landings. His other commands besides Midway were the USS Camden, VF-154, Carrier Air Wing 14, and Carrier Battle Group 7. He is survived by his wife of nearly 57 years, Betty Ray, and two sons. May he rest in peace.

Shipmate Dennis Willis, 73, passed away September 2018 in Midlothian, Texas. He served on Midway between 1963-1965 as a radarman in OI Division. He is survived by his wife of 38 years, Terri Willis, and by 7 children, 17 grandchildren, and 7 great-grandchildren. The family held a memorial service for Dennis on October 27th in Schererville, Indiana, Dennis' hometown. May he rest in peace.



VP-Administration's Report



The New Year is upon us, and off in the distance from the flight deck we can see Point Loma, the entrance to San Diego Harbor. Not far from there, the veterans and guests of the Midway Class - "3 Sisters" - reunion will gather at the Wyndham San Di-

ego Bayside for our reunion to celebrate and honor the legacy of their mighty aircraft carriers at the 2019 Midway Class reunion. 2018-19 logistics and planning for this upcoming reunion have been a challenge for the joint reunion team of the USS Midway, USS Franklin D. Roosevelt, and USS Coral Sea reunion associations. My time as Vice President of Administration is ending after four years of work as I will be moving on to brighter horizons. My milestone will be my 70th birthday and celebration of 40 years of marriage to my adoring wife Yasuko this year. I have enjoyed working with our

MVA team: President Oscar Granger, Sec./Treas. Dave (Boot) Payson, Vice President of Reunions Jim Hayter, and Membership Chair Tim Miller. When you see these gentlemen at the reunion walk up and introduce yourself and shake their hand and thank them for their outstanding work in providing you with a wonderful reunion. I volunteered to serve my shipmates four years ago at the 2015 reunion in San Diego and became your VP of Administration, and it is my hope that one of you is brave enough to step forward and fill this position with honor and distinction and be part of this fine team. Fair winds and following seas, shipmates!

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

Old Midway Fighter Pilot Has Low Opinion of Newfangled Drones (to say the least)

Quote from Ace Jewell, CDR, USN (Ret.), now about 88 years old, fighter pilot in three wars. He was a pilot on the Midway in the late 50s. As you will read here, he has a very low opinion of drones.

"Drones will not be late to briefings, start fights at happy hour, destroy clubs, attempt to seduce others' dates, purchase huge watches, insult other services, sing O'Leary's Balls, dance on tables, yell "Show us yer tits!", or do all the other things that we know win wars. I see no future in them."

Shared by MVA's Rick Setlowe, Ltjg/OI Div./Ops, 57-59



Honorary Lifetime Member card awarded to Midway Phantom Jet pilot and Vietnam POW, Capt. Bill Franke, USN (Ret.)



MVA's Lenny Viccaro—Veteran's Day 2018—"A salute to all of You for your service to this great country. Thank You!!!!!!!"

(Lenny is the President of Branch 77, American Legion Post 131, and the editor of Branch 77's newsletter *Jacktar News*)



Vector Print

Reunion T-shirt design by Oscar Granger, MVA

Important Reunion Hotel Notice: All the rooms we reserved for the "3 Sisters Reunion" at the Wyndham San Diego Bayside at a negotiated low rate have been filled, and the new rates are considerably higher. We recommend that you call the hotel at **1-619-232-3861, ext. 6021**, to get the latest room rates available for the reunion from one of the hotel's guest service agents. Also, you might consider conducting an Internet search of the hotels in San Diego's downtown area during the period of our reunion and look for lower rates. Whatever it takes, we'd like to see as many Midway Class veterans, family members and guests at the reunion as possible!

USS Midway Veterans Website

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

USS Midway Veterans Association Facebook

<http://www.facebook.com/USSMidwayVeteransAssociation>

Visit MVA's Website and Facebook page (links above). Both are chock full of interesting stuff about the USS Midway and the MVA!

**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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Share this application with your Midway shipmates who are not MVA members. To use, type requested information in fields. Save file to your computer with different file name. Reattach completed file and email to me at the email address on form below. Or print, complete and mail form with your check to postal address below.

USS MIDWAY VETERANS ASSOCIATION Application for Membership

I wish to join the USS MIDWAY VETERANS ASSOCIATION, which is open to all Navy and Marine Corps veterans, regardless of department or air wing affiliation, who served on Midway at any time she was in commission. I hereby submit the following information:

Full Name: _____ Date _____

Spouse/Partner Name _____

Mailing Address _____

City: _____ State: _____ Zip Code: _____

Phone Number Home: _____

Email: _____

Actual years served aboard: _____ to _____

Rank/Rate/Division while aboard (e.g., RM3/CR Div.): _____

Rank/Rate when Discharged/Retired (e.g., RMC): _____

Years served in military _____ to _____

How Did You Hear About Our Reunion Association? _____

Complete this form, either online or manually, selecting one of the three dues amounts:

- ♦ [\\$30.00/yr for veteran + spouse/partner](#)
- ♦ [\\$50.00/yr for veteran and family](#)
- ♦ [\\$150.00 for Lifetime Membership including family \(one-time payment\)](#)

Follow link below to charge by credit card ([PayPal](#), [Discover](#), [VISA](#), [MasterCard](#)); when site opens follow the easy instructions.

ussmidway.net/paypal.html

OR pay by check. Make check payable to Midway Veterans Association and mail completed form and check to address below. Whether you pay by credit card or by check, you'll receive your membership package within 14 days, including MVA's last two newsletters and other MVA/USS Midway information. You'll also receive a wallet-size personalized MVA membership card a week or so after you receive the membership package.

USS Midway Veterans Association

**410 Cottonwood Dr.
Richland, WA 99352**

The USS Midway Museum supports the USS Midway Veterans Association in preserving the legacy of every Midway sailor, regardless of department or air wing affiliation.

(NOTE: The USS Midway Veterans Association is a 501(c)(19) nonprofit organization; contributions (aka, dues) are tax-deductible as provided by law. MVA donates 20 percent of its annual contributions to the USS Midway Museum's Education Scholarship Fund and Midway Preservation Endowment.)

Contact: David Payson, MVA Secretary-Treasurer, at minandave@charter.net;
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