



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



USN Photo from the collection of
Troy Prince | MidwaySailor.com

USS Midway Passes under the Golden Gate Bridge and into San Francisco Bay

Coronavirus Virus Sideswipes MVA, May Force Postponement of Reunion until 2021!

As this edition of “Station Ship News” goes to press, the coronavirus pandemic has been sweeping our county and the entire world. As you can read in MVA President Oscar Granger’s letter on the next page, the MVA is still considering the possibility of holding our Norfolk reunion in the fall of this year, as scheduled. However, given the fact that so many of our members are in the older, high-risk category and that much of the nation is in a lockdown mode, registration for the reunion has slowed considerably. Further, current projections of the nation’s top scientists and medical experts conclude that the coronavirus is likely to return in a “second wave” — or “spike” — this fall and winter. Considering this, MVA’s Board is taking a hard look at Oscar’s third option: postponing the Norfolk reu-

ion until a date to be decided in 2021, after the COVID-19 risk has been removed and life returns to a “new normal,” or as close to the “old normal” as possible, before this deadly virus came on the scene and turned our lives upside down. We value your opinions on these matters, men, so do not hesitate to contact any of our Board members at the phone numbers and/or email addresses listed in the “Masthead” at the end of this newsletter. Don’t be bashful, let us know what you think about the virus’s potential impact on the 2020 reunion.

Whether or not we hold the reunion this year or next depends largely on the sweep of the coronavirus pandemic and its effect on our country’s collective health and economic well being. It also depends on us staying healthy and safe in the face of all this. As Midway veterans, we’re wound with tougher fiber than most, and we know we’ll survive and live to gather another day!

Happy Tenth Anniversary MVA! On a historical note, the MVA is celebrating its tenth anniversary; that's right, it was ten years ago, in September of 2010, when we came together for our first shipwide reunion in San Diego. About 120 of us (counting guests) gathered at the Crowne Plaza Hotel and had a great time. RADM Mac McLaughlin (Ret.), President and CEO of the USS Midway Museum, gave us a rousing and inspirational keynote address on banquet night. Many times since then he has inspired us with his oratory skills.

The inaugural issue of this newsletter announcing the formation of the MVA was published in April of 2010, and was initially called "Scope Dope News," because a dedicated group of Radarmen from the USS Midway had pioneered the idea of a shipwide reunion group of Midway veterans, which led to the forming of the MVA.

So with that bit of history, we have had some really great times over the years, holding our first banquet on the flight deck in 2013, with our keynote speaker being retired RADM Riley Mixson (former commanding officer of the Midway). Most recently, our "3-Sisters" Reunion, in 2019, was a huge success, with veterans from all three Midway-class carriers turning out in large numbers. In between, we've held reunions in Washington, D.C. and Pensacola, Florida. But now, as described in Oscar Granger's message in the next column, thanks to the coronavirus pandemic, the fate of MVA's 2020 Norfolk reunion is up in the air.

For most of the decade, though, our reunions have been held in San Diego, homeport of the USS Midway Museum, and where we've forged a strong relationship with the Museum's team. We keep coming back, because we can't get enough of our old ship. Midway Magic, you know!

So congratulations to the hundreds of dedicated MVA members and their families and guests who have been so generous with their donations and reunion participation over the past decade. And for those members who have passed away during the last many years, we will always remember and honor you.



The MVA thanks Midway veteran **Troy Prince (89-91, AD, VAQ-136)** for updating the Midway silhouette sub-logo by redrawing the aircraft on the flight deck to more accurately reflect the planes from every era of Midway's 47 years of active duty. Check out Troy's website [MidwaySailor.com](https://midwaysailor.com), which is arguably the most comprehensive and well done website on the Internet featuring the USS Midway. Follow link to: <https://midwaysailor.com/>

MVA President Oscar Granger's April 7, 2020, message to "All-Hands" on status of 2020 Norfolk reunion as impacted by the coronavirus pandemic:

Dear Shipmates: We're all going through some tough times right now, particularly those of us that are in the 'highly vulnerable' age group that is often referenced in the many media reports and news conferences that are dominating our national news. With that thought in mind, please know that your MVA Board has been working closely with our reunion planner, the Armed Forces Reunions, Inc. (AFR) company, to get the best information we can get from the host hotel, Sheraton Marriott Waterside in Norfolk, VA, regarding our options in the event this pandemic continues on through the summer. Our options include:

1. Continue planning for the early September 2020 reunion, which is the path that AFR is recommending due to our contractual obligations;
2. Canceling the MVA 2020 reunion in the event the risk for exposure and infection continues to exist, according to CDC and WHO recommendations;
3. Postponing the Norfolk reunion until a date to be decided in 2021, after the COVID-19 risk has been removed.

At this time, the Board is advising all MVA members, and other Midway Veterans who are considering attending the Norfolk reunion, to hold off making any hotel reservations or travel plans until we see where the current crisis is headed. If you've already made reservations, we recommend that you not cancel them until we have a better idea what is going to happen. (Latest policy is to allow cancellation up to 1 day [24 hours] before the event.) If the risk of exposure to the coronavirus remains at an unacceptable level for those of us in the 'highly vulnerable' age group through the summer, it is most likely that the hotel will work with us to move the reunion dates to a time in 2021 when it is safe to travel and gather.

Please feel free to contact us by return email to let us know your thoughts as we move forward with the reunion planning. Jim Hayter, MVA's, VP-Reunions, is our primary contact on reunions. You can reach him at mva41vpr@comcast.net and/or (703) 264-0542.

Stay healthy, stay safe, and stay at home - - until this thing is behind us.

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Operation Rolling Thunder

“Mid-Air” VA-22 Fighting Redcocks

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

The USS Midway arrived on Yankee Station on or around the last week of March 1965. As part of Operation Rolling Thunder, Midway had just completed approximately 45 days of airops. On May 11th I heard the IMC announcement to ready the flight deck for an emergency landing. After a few more announcements signaling the successful recovery of an aircraft I went up to the flight deck and took the color photo (Fig. 1) you see below. For almost 55 years the slide was in my possession without the full story behind it and almost forgotten.



Fig. 1 Close-up of stabilizer sticking into the fuel tank of Lt. Ilg's A4-C Skyhawk after it made an emergency landing on Midway. Read story below to learn how it got there. Also see Fig. 2 (below) of his Skyhawk.

Late last year I contacted Dave Batson, a fellow VF-21 squadron mate and F4 pilot. I sent him the picture and asked if he knew any of the story behind it. As luck would have it Dave knew the name of the pilot. A little research found him: retired Admiral Raymond (Paul) Ilg. After a brief phone call, a copy of the same picture was sent to him and we started corresponding to complete the story. This picture was also sent to Mark Aldridge of the Tailhook Association. They had been keeping the black and white photo of the same incident (Fig. 2) on file without any information on the surrounding circumstances.

Lt. Raymond (Paul) Ilg was flying an A4-C Skyhawk bound for Cubi Point, the Philippines. Air Wing 2, USS Midway, was at the end of a Yankee Station line period. The date was Tuesday, May 11, 1965. The complete story follows in his words:

“VA-22 (Fighting Redcocks) had 12 aircraft airborne and joining over the carrier. I was number 11 joined waiting for number 12 before the flight headed for Cubi Point. Number 12 joined “hot” and ran into the underside of my aircraft sticking his vertical fin into my main fuel tank. The pilot in number 12 was forced to eject and was subsequently picked up by a plane guard helo.

“My fuel state was near maximum when I joined the formation but I could see the fuel gauge dropping rapidly and I was streaming a great deal of fuel. Two of the 12 A4-Cs were tanker configured. Lt. Bill Newman ⁽¹⁾ was flying one of the tankers and we joined as soon as possible. My fuel gauge indicated 200 p [pounds] of fuel as I plugged into the tanker and did not increase as I was accepting fuel.

“At 2.5 miles out from Midway Lt. Newman dropped me off on the ball and I was all elbows getting gear and flaps down and maintaining the ball as I slowed to approach speed.

“The aircraft burst into flames on arrestment due to the streaming fuel, the engine flamed out and the fire stopped. Obviously I was relegated to riding the ship into port.”



Fig. 2 Lt. Ilg's A4 on Midway's flight deck showing the vertical stabilizer of the other A4 embedded in the underside of his plane (look directly below the intake). This photo was probably taken from Pri-Fly.

Author's Note: Recapping the fuel issue: Admiral Ilg stated his fuel level was at 200 pounds and never went above that as he was accepting fuel. His fuel level never changed as he flew back to the Midway. Obviously Paul was burning fuel as fast as he was receiving it. He also stated his engine flamed out just as he landed and the fire stopped. The significance of his fuel level cannot be overstated. Obviously he was out of fuel when he landed. Separation at the stated 2.5 miles was just enough to get him back aboard. Separation any further from Midway could have been disastrous, especially if he would have run out of fuel close to the ship without time to safely eject. Closer separation might not have given him time to get the feel of the plane with the extra drag from the stabilizer embedded in the underside of his plane. Additionally, having excess fuel at landing could have increased the potential for a very dangerous fire. As witnessed by (then) Lt. Clint Johnson of VA-25, sparks were flying from the embedded stabilizer as it made contact with the flight deck. That is what caused the fire that could have been an explosion. Everything worked. For some, restating the fuel issue is stating the obvious, but I felt it was worth making the point.

For his actions that led to saving himself and his plane, Lt. Raymond Ilg was awarded the Distinguished Flying Cross. Just over three weeks later he was shot down while on an armed reconnaissance mission and was rescued 47 hours later. He went on to have a very distinguished career in the Navy, retiring as a 3 Star Admiral in 1991.

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- (1) Lt. Newman, pilot of the A4-C tanker, retired as a 2 Star Admiral in 1996. His duty assignments included Commanding Officer and Flight Leader of the Blue Angels. A profile of his career is planned for an upcoming issue of this newsletter.

Editors Note: Below, continued from the fall 2019 edition of this newsletter, Mark Nojiri concludes his story about his experiences as a crew member aboard Midway during Operation Frequent Wind. His story resumes with the Cessna 0-1 Bird Dog successfully landing on Midway.

Operation Frequent Wind: Escape From Vietnam, Part 2

By Mark Nojiri, AT1, IM-3, 1974-76; 1978-81

Finally, the flight deck was clear for Major Bung-Lyon to land the Cessna O-1 Bird Dog, and, in my shop, we watched it on TV. When the plane came to a stop,



everybody in the shop cheered. Bird Dog comes in for a smooth landing on Midway

Later, I went down to the hangar bay and met the South Vietnamese major and his family. It'd been an impressive piece of piloting, an iconic moment in Midway's history and, heroically, he had saved his family.

I think the evacuation lasted well into the night. We heard, later that evening, that South Vietnam had finally surrendered to North Vietnam.

On the morning of May 1st, 1975, around 1:00 a.m., suddenly, the entire task force departed the Vietnamese waters. The Midway started to head West, towards Thailand. What happened was, pilots fleeing Vietnam, had flown a bunch of combat aircraft to Thailand and the Vietnamese government demanded their return. The Thai government argued with them until they heard we were coming, then finally "gave up."

For me, this was a little historic. I turned 26 on May 2nd, and here I was, for all practical purpose, in a war zone. It's a birthday that I will remember for a long time.

We arrived off the coast of Thailand on May 3rd and started loading these combat aircraft onboard.

Helicopters being pushed off Midway by crewmen to make room for Bird Dog's landing.



When they were all on-loaded, we departed Thailand and headed east. On May 6th, we steamed past Vietnam and were officially back in a war zone for a day.

While the story should end here, once we arrived in Guam to drop off all these aircraft, including the O-1 Bird Dog, we heard that a merchant vessel, the Mayaguez, was hijacked by the nation of Cambodia.

Now, we were told to possibly conduct rescue operations of that ship. I happened to be on the O-11 level one evening, and I was talking to one of our signalmen and he told me of an interesting conversation with another ship, “Well, where are we going now? Are we going to Cambodia or the Philippines?!” “I have no idea.” If I recall correctly, for a day or two, we were zigzagging, one minute towards Cambodia, then, next, the Philippines. Finally it was decided to head to the Philippines.

Now THAT is the end of the story!

MVA - The Spirit of Giving, the Gift of Sharing

In line with our nonprofit status, the MVA continues to make charitable donations to the USS Midway Museum as well as to other organizations that support military causes. Our most consistent donation to the Museum over the years has been our “20-percent Donation,” which is based on 20 percent of the dues we collect annually from our members, plus an amortized amount on the revenue we’ve set aside from our lifetime members. We usually split this donation equally between the Museum’s education and preservation funds.

We’ve also made considerable charitable donations by donating the award points we earned from our frequent stays at the Wyndham and the hotel’s partnership with the Fisher House Foundation’s Hotel for Heroes Program. In 2019, for example, following the 3-Sisters reunion, the three carrier associations partnered to donate **160,500** points to the Fisher House Foundation, which awards veterans and their families free rooms or housing while they undergo treatment for military-connected injuries or health problems. Before that, in 2017, the MVA donated the **70,000** points they earned from their stay at the Wyndham, through the Fisher House Foundation’s program. Altogether these points would be worth a considerable amount of money, but money isn’t the award in this program. Instead it’s points that can be exchanged for free lodging for veterans and their families, as described above. These points are calculated based on total room nights logged by attendees who stay at participating hotels (in our case, the Wyndham).

We also raise money for charitable donations through fundraising activities at our reunions. For example, in February 2020, the three Midway-Class carrier associations made a generous donation of **\$4,700.00** to the USS Midway Museum—money that was raised at the 3-Sisters reunion from selling lottery tickets to buy gifts brought from home by attendees from the three ships, as well as money raised from a silent auction of the better gifts brought by Midway-Class veterans. In response to

this donation to the Museum, the three presidents each received a letter of appreciation signed by Midway Foundation President Dan Beintema. The amount of the donation was split equally between the three ships and was earmarked for the Museum’s Education and Preservation funds. MVA’s share of the donation was **\$1,567.00**.

The MVA stands proud of its role as a nonprofit charitable military organization, living up to its theme: “The Spirit of Giving, the Gift of Sharing.” Since our inception in 2010, we have donated a total of **\$33,567.00**, in twenty separate donations. Most of these donations have gone to the USS Midway Museum’s charitable programs. We are proud that we have exceeded our own expectations as a nonprofit tax-exempt military organization, fulfilling our charter as a 501(c)(19) organization, as awarded to us by the IRS on January 16, 2013 (see IRS letter in Nonprofit docs link on our website).

Over the years, MVA’s charitable donations have been made possible because of the generosity of our members. Not only have they contributed consistently to the Museum by agreeing to pay twenty percent of their annual dues to the Museum’s charitable programs, they have also stepped up to make substantial donations to the U.S. Navy Memorial in Washington, D.C. (for several years we’ve had a plaque of Midway on the Navy Memorial’s Wall) and to the Museum’s Battle of Midway Theater. Our donation to the Museum to help them with their Theater project was the single largest donation the MVA has made to date—over **\$12,000.00**, which put our organization’s name on the major donors’ plaque that is part of the Theater’s display in the hangar bay.

A Walk for Life

David Payson, 1963-64/RDSN, OI Division

In my role as editor of this newsletter, I get involved in many interesting stories, editing, writing, etc. Recently one such story dealt with the high suicide rate of military veterans in the United States, a dark topic that hasn’t received nearly the coverage it deserves.

This story came my way in February of 2020, when an organization called **22 and You** produced a documentary film on the high rate of military veterans’ suicide in the U.S., with the objective of raising public awareness of the problem of military suicide, which occurs most frequently to combat veterans who suffer from PTSD, but also to first responders like firemen and policemen, many of whom are military veterans themselves.

In early February, **Dean Self**, producer/director of the documentary, contacted the MVA looking for help in

finding Midway veterans living in the San Diego area who might participate in a ceremony on Midway in support of **John Preston**, a Marine veteran and Palo Alto fireman, who lost his brother to suicide in 2019. His brother was a military veteran and a police officer in the Bay Area.

To memorialize his brother's memory and raise awareness about the alarming frequency of military and first-responder suicides in this country, over a 28-day period John walked some 625 miles from Palo Alto, California, to the USS Midway Museum. On his trek, he carried a backpack weighing 22 kilos (50 lbs.), representing the number of military veterans (22) who, on average,



commit suicide every day in this country.

MVA's Tim Miller (right) congratulates John Preston for completing his long trek in honor of his late brother.

On his long, burdened walk down the Californian coastline, John was often accompanied by military veterans and local citizens who came out to join him on the

walk in support of his cause. Usually, in the daily videos of John's walk, posted by 22 and You on YouTube, a TV reporter from Station KUSI San Diego was in the neighborhood to interview John. You can view these videos on John's trek on 22 and You's website.

At his request, I sent Dean the email addresses and phone numbers of the San Diego-area Midway veterans I had on file. I also traded information and coordinated with the Midway Museum about John's arrival there, for a ceremony scheduled for Sunday night, February 9, at about 7:30 p.m., a Museum after-hours event. The idea was to have as many veterans and supporters there as could be mustered to cheer him on when he came in.

When John Preston and his supporters finally arrived at Midway on that Sunday night in February, a steady rain had been falling for most of the day, so the ceremony was moved to the hangar bay. And although the crowd wasn't what it could have been due to the weather, no matter, for John didn't need a formal program or a large crowd to get his message across about veterans and first

responders, including his own brother, who had been ending their own lives in such troubling numbers. No doubt, during and before his long trek down the California coastline, he had had plenty of time to think about what he was going to say.

After he "unloaded" those 22 kilos off his back (and probably a considerable amount of emotional baggage as well), he spoke with passion and conviction about losing his brother to suicide, one of the over 6,000 veterans in this country who end their lives each year by suicide, a staggering number that is nearly twice that of non-veteran suicides over the same period.

Yes, John spoke from his heart and he spoke through tears, and when he had finished, there wasn't a dry eye in the hangar bay that night.

Watch the short video in the link below, and you'll see what I mean; after such a sad story, there really is a happy ending with a positive message going forward.

[Day 28 - Finish on the USS Midway - KUSI](#)

Below is a link to a video of KUSI's interview with John Preston following his long trek (8 minutes).

<https://www.kusi.com/marine-vet-finishes-22-and-you-march-from-san-francisco-to-san-diego/>

MVA Member Receives National VFW Award

Emanuel "Manny" Voeltz, 1958-61/EM2(P1), E-Division

The award I received from the Veterans of Foreign Wars of the United States was for outstanding volunteer services at the William S. Middleton VA hospital in Madison, Wisconsin, for the command year 2019-2020.



My name was submitted by the state of Wisconsin VFW along with 65 other VFW volunteers from around the country. I was selected as one of the top ten "Volunteers of the Year" in the United States.

Manny receives his national award from VFW

In Memoriam

Admiral Sylvester Robert “Bob” Foley, Jr. (USN, Ret.), 91, passed away on December 31, 2019, on New Year’s Eve, in Chester, Maryland. Adm. Foley’s naval career spanned 35 years and included serving as Midway’s Commanding Officer in 1972 and 1973, his third Vietnam combat deployment. He held many high-ranking positions during his long and storied career in the Navy, including Commander of Carrier Group Seven, Commander of the U.S. Seventh Fleet, and Commander-in-Chief of the U.S. Pacific Fleet. Among his many awards are the Navy Distinguished Service Medal, the Legion of Merit, the Distinguished Flying Cross, and the Bronze Star, along with multiple Air Medals. He served in the Navy for 35 years, retiring in 1985 as a 4-Star Admiral. He was preceded in death by his wife of 50 years, Kathleen, and is survived by 4 children, 10 grandchildren, and 13 great-grandchildren. May he rest in peace.

Captain Andrew “Andy” Perez III (USNR, Ret.), 81, passed away February 12, 2020, in San Antonio, Texas. A longtime member of the MVA and one of its original founders, he served on Midway from 63-65 during the Vietnam War, as a Lt.(jg) in OI Division and as a CIC Watch Officer. After his career in the Navy, retiring as a Captain, he went on to have a long and stellar career in Architecture in San Antonio, founding his own company. Andy's love of historical preservation and history of San Antonio found him working on projects such as San Fernando Cathedral and Alamo Plaza master plan. He also worked as a college professor at UTSA for many years. In lieu of flowers, Andy requested that donations be made to the U.S.S. Midway Museum, in memory of Captain Andrew Perez. He is survived by his wife Cynthia of 55 years, 3 children, and 4 grandchildren. May he rest in peace.

Shipmate Tom “Tommy” Lewis, Sr., 80, passed away on December 7, 2019, in Fort Branch, Indiana, where he was town barber for 40 years. He served on Midway from 1957-1960 as an SN in 2nd Division and was a dedicated lifetime member of the MVA. He is survived by his wife Darla of 58 years, 6 children, 11 grandchildren, and 11 great-grandchildren. May he rest in peace.

Shipmate Roger Marlowe, 72, passed away on April 28, 2019, in Roseville, Minnesota. A longtime member of the MVA, Roger served on Midway from 1964-1966 as a YN3 in X-Division. He is survived by his wife of 50 years, Vicki, two children and two 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."

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!*

- Randy Phillips (84-87) - Steens, MS*
- Grant Morgan (57-58) - Atascadero, CA*
- Stephen Miller (80-82) - San Gabriel, CA*
- Bryon Rusb (84-87; 90-92) - Saint David, AZ*
- Thomas King II (60-63) - LK Havasu City, AZ*
- Larry Kunz (85-87) - Litchfield Park, AZ*
- Gregory Grizzell (74-76) - Madera, CA*
- Cliff McKiddy (58-59) - Chillicothe, MO*
- Richard Osborn (66) - Waunakee, WI*
- Dennis Nelson (69-73) - Oakland, CA*
- Richard Boersema (76-79) - Clarkston, MI*
- Garry Bernard Coston (75) - Sarasota, FL*

Official Souvenir DVDs Still Available!



Midway Veterans: you can still purchase 3-Sisters Reunion DVDs. The over 200 carrier veterans who’ve already purchased this video agree it does an excellent job capturing the essence of the historical banquet that was held on Midway’s flight deck at the 3-Sisters reunion last May in San Diego. Here’s how to order a copy: **1)** mail Dave Payson, MVA’s sec.-treas, a check for \$25 to cover labor and shipping costs. Make check payable to MVA and mail to Dave at 410 Cottonwood Dr., Richland, WA 99352. Once he receives your check, he will mail you a reunion DVD (limit one per person, please). Questions? Contact Dave at minandave@charter.net, **phone # 509-946-0810;** Or **2)** you can purchase the DVD directly from the videographer/vendor: Jay Billups, Creative Media. Call @ 719-645-7308 or email at jbCreativeMedia.com.

Captain Foley and the Playboy Pinups

By Jim Daugherty, YN3, X-Division, 1971-73

During the 1972/1973 Westpac I worked in the Captain's Office, which was in X Division. We had a good relationship with the Post Clerks and they always ensured we got a copy of the Playboy magazine every month. We would put the centerfold picture up on the walls of the Captain's Office. Once a month Captain Foley would come down to the Captain's Office and after we yelled attention-on-deck he would go over and see Mac for the latest Playboy. He would stand by our file cabinets with the magazine on top of them and browse through it. Then he would tell us to keep up the good work and off he went.

One day myself and one other guy were in the Captain's Office when the door opened and in walked the Executive Officer. He looked around and said that all pinups had to be taken down prior to returning to homeport.

Well, that didn't sit well with us, and on the Captain's next visit to read the latest Playboy I asked him about it. He looked around the office and said that it looks good. He said to tell the XO we didn't have to take them down.

So, a few days go by and the XO returns, just me and the same other guy in the office again. He asks why we haven't taken down the pinups. I informed him that the Captain likes them and said we didn't have to take them down. He didn't say anything, just left.

Before the ship left for change of homeport to Japan, we had a dependents-day cruise. Captain Foley came down to the Captain's Office and said that he might want to show his wife the office and maybe we better take the pinups down, but then put them back up the next day. The day after the dependents-day cruise, the Captain did stop by the office to see if we put them all back up.

All of us in the Captain's Office enjoyed working for Captain Foley. It was sad to hear of his passing (see his notice in the "In Memoriam," this newsletter), he had a great career in the Navy.

Several months later I decided to reenlist. Captain Foley had left and I didn't really know the new CO. The Ship's Secretary was only a W-1 and couldn't reenlist me. He suggested I ask the XO to do it. I was a little nervous the XO would remember me from the pinups, but I guess not, because when I stopped by his office and told him my problem, he said he'd be happy to reenlist me. In fact, I still have a picture of the Midway in my office that he signed for me.

Donald G. Stratton, U.S. Navy Retired, passed away February 15, 2020, at the age of 97. Don is one of the last survivors of the attack on Pearl Harbor on Dec. 7th 1941. He was aboard the USS Arizona at that time and was burned over 70% of his body. In 1942 he was medically discharged from the Navy. He reenlisted into the Navy in 1944 and was discharged as a second class gunners mate in 1946. He is survived by his wife of 68 years Velma and five children and 13 grandchildren and great-grandchildren. His final wish was to never forget the attack on Pearl Harbor. He also wrote a book "All The Gallant Men."



Rest in Peace. We Have The Watch.

Credit: Marty FitzGerald, MVA VP-Admin.

Candidates Sought for Two MVA Board Positions

Mina Jo Payson, MVA Co-Treasurer

Some of you may recall that during the general meeting at the last reunion, I announced that my husband Dave and I would be stepping down from our position of Secretary/Treasurer at the next reunion, although we have decided to stay on after the Norfolk reunion to help get the new Treasurer and Secretary up to speed. The organization has grown to the point that it is time to split the job into two separate positions. Therefore, the purpose of this article is to remind the members that we are looking for two MVA members to step forward to fill the positions of Secretary and Treasurer.

To do the job of Treasurer, a person doesn't have to be an accountant, just be good at keeping the books balanced. The Treasurer collects dues, does necessary banking and pays bills as needed. A Financial Report is sent to the officers monthly. At the end of the Fiscal Year they receive a statement that covers the year. There is also a Financial Report after each reunion.

The Secretary's position involves keeping the membership lists up to date, producing and distributing membership cards, handling correspondence, and preparing MVA's quarterly newsletter. The duties of these two positions are outlined in Article 5 of our Bylaws. Follow this link to learn more: <http://ussmidway.net/images/Bylaws-2019.pdf>.

Questions about these two MVA Board positions? Contact Dave or Mina Jo Payson at email minandave@charter.net.

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

USS Midway Veterans Assoc. Facebook
[http://www.facebook.com/
USSMidwayVeteransAssociation](http://www.facebook.com/USSMidwayVeteransAssociation)

Please Pay Your 2020 Dues!! If you're a Life-time Member or have already paid for 2020, disregard this request!

Pay By Credit Card –
(\$20, \$25, \$100 levels)

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

Or pay by check: Make payable to MVA and
mail to Dave Payson, 410 Cottonwood Dr.,
Richland, WA 99352

(509) 946-0810
minandave@charter.net

Midway Cruise Books (a wealth of information
on Midway's history):

<https://www.navy-site.de/cvn/cv41.htm>

Thanks to MVA Lifetime Member Doug Bohs for
providing this link

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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Station Ship News is published quarterly by the USS Midway Veterans Association (MVA). We look forward to your feedback. Send to: minandave@charter.net

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:

- ♦ [\\$20.00/yr for veteran + spouse/partner](#)
- ♦ [\\$25.00/yr for veteran and family](#)
- ♦ [\\$100.00 for Lifetime Membership including family \(one-time payment\)](#)

Follow link below to charge by credit card ([PayPal](#), [Discover](#), [VISA](#), [MasterCard](#)); when 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;
Telephone (509) 946-0810

We Live The Adventure

