



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



Stunning under-the-bow view of the USS Midway Museum with San Diego skyline in the background

Special Edition

Editor's Note: This special edition of “Station Ship News,” MVA’s premiere newsletter, leads off with an important message from MVA President Oscar Granger on the fate of this year’s reunion and MVA’s reunion plans for the next couple years. Except for the opening article, “The Three Midways,” which is appearing for the first time, all articles in this edition have been published in previous editions of this newsletter. Articles are ordered by topic categories selected by me.

Dave Payson, MVA Newsletter Editor

MVA President’s Message to All Members: To all my friends and shipmates who sailed with honor and courage aboard “Midway Magic” in the 20th century – and, to all our shipmates we will miss – **Welcome aboard!**

MVA’s Impossible Missions - 2020 and 2021 “reunions.” To keep our 2020 and 2021 reunions in proper perspective, looking back on them now, I’d describe them as MVA’s impossible missions – particularly difficult years for our nation and for our veterans organization as well. Everyone looks forward to getting together with ship-

mates, classmates, family members, former coworkers and those that we see only during organized reunions. But in 2020, an unwelcome intruder created an atmosphere we were not able to live with. The MVA Board of Directors watched and waited as long as we could before making the most difficult decision we'd ever been called on to address. COVID-19 won the battle and we had to cancel the 2020 Norfolk Reunion of the USS Midway Veterans Association.

After our 2020 reunion setback in Norfolk, we immediately started planning for a 2021 reunion in San Diego. Discussions were held with the hotel (Wyndham) and the ship and dates were reserved, contracts were drawn. We were back in business – or so we thought. COVID-19 was waning in late 2020 and we thought we were safe with a go-ahead for the 2021 reunion. It was full steam ahead. However, by the middle of March we knew we were staring down the barrel of the new “Delta” virus and started considering alternative plans in the event Delta forced another closure. By June 1st, we had about 30 registrants for the 2021 MVA “mini-reunion,” or “MVA Lite,” as we called it and were moving ahead with plans with the hotel and the ship.

We were carefully watching the numbers that San Diego was putting up on the COVID “Reader Board.” It wasn't looking good for a group of especially vulnerable Midway veterans and guests to travel to San Diego and possibly be exposed to the new Delta variant. We lost out again to the virus and opted to postpone the reunion into 2022. Toward that end, we have opted into the middle of September 2022 and have reserved both hotel and shipboard events. There will be more information coming to you in the next few months. Stay tuned and pray for an end to this pandemic.

In 2023, mindful of our shipmates back East and in America's Heartland, Norfolk has again come into our cross-hairs as a potential site for a reunion. Last, but also of importance, we have begun talks with the Midway-class sister ships about a repeat “three sisters reunion” to be held in the late 2024 timeframe at the ship in San Diego. We'd be interested in any ideas or comments you might want to share.

See you all in San Diego in 2022.

“Fair winds and following seas to you all.”

Most Informative

The Three Midways

By Oscar Granger, 1962-65, RD3/OI Division

I can't take credit for the information in this article, but I can take credit for searching for the existing information and bringing it to light so that we can all know and honor our humble beginnings. Beyond the years of the Second World War, which lasted slightly less than four years for the United States, the life service of military vessels named “Midway” served in many capacities beyond that of the aircraft carrier we know today as the USS Midway, CV-41.

First of the Midway Namesakes was the **steamship (SS) Oritani**, built in 1921 at the Todd Shipyards in Brooklyn, NY. She was built as a commercial cargo ship, eventually sailing out of Seattle, WA, primarily up the West Coast and into Alaskan waters. **SS Oritani** was small by today's standards at only 238' 8" long with a beam of 33' 8" and drew 16' 9" when loaded. She had a top speed of 11.5 knots, driven by a single propeller. Her maximum load was about 600 tons.

S.S. Tyee, later USS Midway (AG-41)



SS Oritani was purchased by the Alaska Transportation Company in Seattle, WA, in 1939 and renamed the **SS Tyee**. She continued her commercial service to Alaska and the Aleutian Islands until WWII started.

The **SS Tyee** was conscripted by the US Navy via a ‘bareboats charter’ in 1942 through the War Shipping Administration (WSA). The ‘bareboats charter’ was a process used by the US Government during wartime to ‘rent’ vessels, whereby there are no crew or provisions included. Instead, the ‘renting’ entity assumes full responsibility for providing crew, provisions, and care for the vessel.

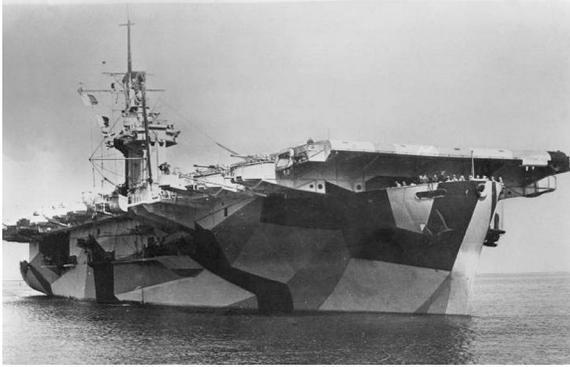
The **SS Tyee** was commissioned at the Puget Sound Navy Yard on April 10, 1942, and renamed the **USS Midway, AG-41**. **Midway** was classed as a general auxiliary (AG) vessel and operated along the Pacific coast between ports of the Northwestern United States and American bases in Alaska and the Aleutian Islands.

In January, 1943, **Midway** steamed to Pearl Harbor, Hawai’i and shuttled troops, provisions, and equipment between the Hawai’ian Islands and the Central Pacific. She carried a crew of 86 officers and enlisted and ferried 300 troops across the Pacific. She was equipped with a single 3” (76mm) mount.

On April 3, 1943, the **USS Midway (AG-41)** was renamed in order that the name “**Midway**” could be used for a new aircraft carrier that was under construction. She was now called the **USS Panay (AG-41)**. She would retain her name Panay for the remainder of her commercial life. She was decommissioned by the Navy May 24, 1946, and returned to her former owner, the Alaska Transportation Company, in 1946. She continued her commercial service until she was retired in 1961.

An interesting side-note that readers have undoubtedly picked up on is the hull number of the AG vessel – 41. That hull number **41** assigned to the **AG** vessel in 1942 was purely coincidental and most likely would not have had any significance in carrying that hull number (**41**) forward onto the new aircraft carrier, the **USS Midway, CVB-41**. Stranger things - - - - -

Second of the Midway Namesakes was the Casablanca-class escort carrier, the **USS Chapin Bay**. Her keel was laid on January 23, 1943, at the Kaiser Shipbuilding Company in Vancouver, WA. On April 30, 1943, she was renamed the USS Midway (CVE-63)



USS Chapin Bay (CVE-63) was constructed in about 11 months, from keel being laid to her first at-sea underway period. She was renamed the **USS Midway (CVE-63)** on April 3, 1943, just partway through her construction, again, to commemorate the Battle of Midway. The new **USS Midway (CVE-63)** was launched on August 17, 1943 and commissioned in Astoria, OR, on October 23, 1943.

When designed, the **Chapin Bay** was 512' in length, 65' 2" at the beam, and drew 20' 9" of water when loaded. She displaced almost 11,000 tons fully loaded. She was propelled by 2 propellers and had a top speed of 19 knots. She carried a crew of more than 900 officers and men, which included up to 56 squadron personnel. Ship's crew was 860 officers and men. She carried 27 aircraft.

Midway left Astoria, OR, in mid-November 1943 and proceeded into drydock in California for final outfitting and ORI's. Following her ORI's she made two voyages to Pearl Harbor and one to Australia, carrying replacement aircraft. Following those missions, **Midway** embarked her composite squadron VC-65 and headed off to join Carrier Support Group 1 in June, for the Mariana Islands.

Through the next few months, **Midway** participated in five major operations including the Battle of Saipan, the Battle of Tinian, the Battle of Morotai, the Battle of Samar, and the Battle of Leyte Gulf. During a refueling period between operations, while in port in Seeadler Harbor (in the Admiralty Islands, New Guinea, on October 10, 1944, **USS Midway (CVE-63)** received word that her name was being changed to the **USS St. Lo (CVE-63)** to free the name **Midway** for a new attack carrier and to commemorate the Battle of St. Lo, fought on 18 July, 1944.

The **USS St Lo, CVE-63**, departed Seeadler Harbor on October 12 to participate in the liberation of Leyte in the Philippines. For the following 12 days, she fought in several engagements, sailing as part of Admiral Clifton Sprague's escort carrier unit "Taffy 3," which consisted of six escort carriers and a screen of three destroyers and four destroyer escorts. The history and heroism associated with the Battles of Samar and Leyte Gulf are too detailed to include in this paper, but deserve to be included in our history books for everyone to know and appreciate.

On October 25th, Taffy 3 was totally engaged with Japanese Admiral Kurita's battle group of battleships, cruisers, carriers, and destroyers. Taffy 3 aircraft and the small number of destroyers and destroyer escorts were credited with turning back the attack.



However, their efforts did not dissuade the Japanese from throwing a different offense at the Taffy 3 unit – Kamikaze. There was a 40-minute engagement by the unit ships from the Japanese suicide planes and all but one of the escort carriers were damaged. The **St. Lo** suffered the ultimate damage when a Kamikaze hit the flight deck and its bomb penetrated the flight deck and exploded in the hangar deck where aircraft were being refueled and rearmed. Fuel ignited and spread to the ship's torpedo and bomb magazine. Fire engulfed the ship and **St. Lo** sank within 30 minutes.

Note:

The wreck of the **USS St. Lo (CVE-63)** was located on May 14, 2019, by the RV Petrel, on the edge of the Philippine Trench in 15,538 feet of water. The main wreck sits upright on the ocean bottom. She was surveyed on May 25, 2019 and the results of that work, including videos of the wreck, can be viewed by opening this link - [US aircraft carrier St. Lo images from RV Petrel at YouTube](#) .

USS St Lo (CVE-63) – Wreckage – Phillipine Trench

Access to Capt. and Navigator cabins



Officers Country





Bow with Anchor Port, anchors and chain



Port Side Sponson – access to flight deck / gun tub

Third of the Midway namesakes was the USS Midway (CVB/CVA/CV-41)



USS MIDWAY

Commissioned: 10 September 1945

Decommissioned: 11 April 1992

This is the mighty warship USS Midway, the aircraft carrier we served on and first of a class of “super carriers” that ushered in the post-war U.S. Navy. She now serves as a world-class ship museum in San Diego, California, drawing more than a million visitors a year.

Most Creative

1960 — ICARUS AT THE ALAMEDA O CLUB

By Rick Setlowe, 1957-59, Lt.jg, Ops, CIC Air Controller

*Good-looking young women cruise about
Attracted by the Top Gun glamour, the dare deviltry.*

It's Friday night Happy Hour

At the Alameda Naval Air Station O Club.

Alameda is a hub of squadrons, aircraft carriers, specialized Navy schools for the Pacific fleet.

And Friday night Happy Hour drinks—even Bombay Gin martinis--are twenty-five cents.

It is there I am always slammed by the news over a drink.

“Emil’s Crusader just blew up. Baroom! Totally disintegrated. The fuel cell probably ruptured in a tight turn. But who knows? They couldn’t recover any pieces at sea.”

“Hydraulic failure. The tail hook of Joe’s Demon jet couldn’t catch a wire. He had to eject at night.”

“Bud’s left engine faltered just before his S2F hit the carrier deck...”

“The Fury was too close to the target. In the hot desert air Art couldn’t pull up...”

I tip my Bombay Gin martini to lost comrades.

The best and the brightest.

Navy scholarships through college.

Each recruiting poster handsome.

It's Friday night Happy Hour

At the Alameda Naval Air Station O Club.

*Good-looking young women cruise about,
Attracted by the Top Gun glamour, the dare deviltry.*

And I toast my lost comrades.

But what can I say to Bud’s mother who doesn’t get out of bed?

The lovely fiancé to whom Joe introduced me right here as an old college buddy.

Emil’s wife who fainted at his memorial service at the Moffitt Field Chapel.

What can I say?

He flew too close to the sun.

Most Hair-Raising

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 1MC 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. 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.

-
- (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.

Most Poignant

My Last Day on Midway

David Payson, 1963-64/RDSN, OI Division

My last active-duty day on Midway was May 26, 1964, the day we pulled into Midway's home port at Alameda, California, back from the 1963-64 West-Pac cruise. Although I had my orders to radar school at nearby Treasure Island and my seabag was packed, I was in no hurry to leave the ship, I remember. I was having a hard time coming to terms with the fact that I had to say goodbye to the life of adventure I had experienced on Midway, to the new friends I had made on the cruise, and to Midway herself.

I hung around CIC on that last day for as long as I dared, experiencing what I could for the last time, soaking it all in. Finally, it was time to leave, and, reluctantly, I made my way down the gangplank. Looking back at the ship from the pier, my feelings were mixed, somewhere between sadness and awe. But I knew I had to get on with the next chapter in my life, I suppose, and I found a taxi to take me to T.I.



Fast forward a few months to the fall of 1964. I was halfway through radar school, and several of us were sitting around the barracks, too broke to go into the City By the Bay, listening on the radio to the number-one pop hit in the country "Sugar Shack," when the song was suddenly interrupted by a news bulletin. In a distant country called Vietnam, the announcer said, in a place called the Gulf of Tonkin, North Vietnamese torpedo boats had attacked the destroyers USS Maddox and USS Turner Joy, and our destroyers had sunk two of the torpedo boats in retaliation. "They better not mess with us," I remember one of the men saying, breaking the silence that had fallen over us as we digested the news (which eventually was revealed to be false, or at best, inaccurate). The rest of us nodded in agreement, pondering what this incident, which became known as the "Gulf of Tonkin Incident," might mean to us down the road. We had no clue, and put it out of our minds. We were struggling to unravel the

complex theory of Ohm's Law, after all.

A year later, the impact of that radio broadcast really hit home for me. For by then, I was in Vietnam, in the Gulf of Tonkin, a radarman on the USS Wilhoite, DE/DER-397, a radar picket ship converted from a WWII DE. We were at war with North Vietnam, and, patrolling the coastal waters off South Vietnam, our job was to stop weapon's smuggling by sea. They called it Operation Market Time. We carried out this mission with few complaints, and a whole lot of Navy Pride. There was no "Hell no, we won't go." We were already there.

In 1965, the Midway was operating in the Gulf of Tonkin, waging war on North Vietnam from Yankee Station, a couple hundred miles off the coast, at the same time I was there on the Wilhoite. I remember from my duty station in Wilhoite's CIC, listening to her exchanging radio messages with the other U.S. ships in her Task Group. "School Boy" was her radio call sign. Wilhoite's was "Smokey Hill."

That '65 Vietnam patrol was the last time I crossed paths with Midway in Vietnam, for she "retired" from the active fleet for the next several years to undergo decommissioning/recommissioning at the San Francisco Bay Naval Shipyard, Hunter's Point, California.

Although I returned to Vietnam waters in '66 and '67 on Wilhoite (we were home ported out of Pearl Harbor), I took great comfort in Midway's presence there in 1965.

Now, all these years later, I still take great comfort in her presence as she serves her country as a world-class ship museum in San Diego.

Most Entertaining

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.

Most Historical

A Day in a Young Sailor's Life

President Truman's Visit Aboard USS Missouri (BB-63)

Richard Remington, FA MM1/M Div., 1948-53

Early on a Saturday morning (December 4, 1948), the Engineering Department aboard the Midway was awakened and ordered to light off the main engines (no easy task aboard an aircraft carrier) in preparations for getting under way. After lighting fires in the designated boilers, raising vacuum on the main condenser, and warming up the main turbines, we were ready to answer all bells. We were ready to go, but had nowhere to go. As it turned out, the harbor tugs moved the Midway 300 feet forward on pier #7 to allow the USS Williamsburg (the President's yacht) to get behind us. Once moved, we then had to go through the motions of shutting down the engineering plant. Again, shutting down an engineering plant isn't like parking your automobile and turning off the engine. Once the engineering plant was shut down and the in-port watch was set, we all thought that was it. Seems that was only the beginning. A good many of the sailors aboard Midway had no idea what was happening at the time; it didn't take too long to find out. One problem, every day (including weekends) there's a "Plan of the

Day” posted letting everyone know what was happening on a particular day. There was nothing in the POD for 4 December 1948 that mentioned what was happening this morning. At about 0900 we were all told to get into our dress blue uniforms and go to assigned stations on the flight deck to man the rail. Keep in mind that this was the 4th of December; the weather was what you might expect in December – cold, drizzly and breezy. And, oh yes, we found out why we were up there; the USS Williamsburg pulled in behind Midway with the President and his party aboard. Seems that someone with an extra \$10,000.00 was giving a silver service set to the “Mighty Mo” and President Truman was doing the honors. Thus we were manning the rail to render honors to the President of the United States. And, sure enough, soon after the Williamsburg tied up, the President, typically waving his Stenson, was walking down the pier on his way to board the Missouri. What a day! To say the least, December 4, 1948, was a day to remember; getting to see the President, his yacht, and to listen to his speech (mostly about the Mighty Mo). As might be expected, the President didn’t stay too long and by noontime we were back to our normal routine. For a young sailor, it was good getting to see the President up close.



Most Personal

Midway’s #1Wives

By LCDR (LDO) Rodric G. Hammond USN Ret., VAW-115; VF-15, 75-79; 84-86

Dave, reading the latest issue of Midway Currents I had a memory recalled when I read the article saying that USS Ranger Lives Aboard Midway. The memory was not a pleasant one, I fear. My most vivid memory of that ship was in 1986 when I had just completed my fourth Indian Ocean cruise on Midway and we had returned home when Ranger collided with a freighter in the Straits of Malacca and we had to turn around and go back to sea while Ranger went to Yokosuka for repairs. The kicker was that Ranger’s crew placed a banner across the stern when they finally left the repair facility at Yoko., that read “Midway Wives are #1, and the Stars and Stripes newspaper printed a picture of it. We were supposed to do a passex with Ranger as we were returning home, but it was cancelled after the picture was published. A little history!





John Cantor, age 104, is still going strong and maintains his status as the “Oldest Living Midway Veteran.” This photo of John was taken at the 2019 “Three-Sisters Reunion” in San Diego.



QM3 Doug Kenyon is shown here receiving his 3rd Class Crow from Midway’s commanding officer Sylvester R. Foley during Midway’s 1972-73 combat mission to Vietnam. Captain Foley went on to become Pacific Fleet Commander and retired as a Four Star Admiral. He passed away in January of 2020.



Ben Gaines is shown here with Midway Museum’s Membership Director Jill Hammons at MVA’s 2017 San Diego reunion. Ben holds the 40-mm shell casing he retrieved on Midway’s Forward Air Station on the O7 Level after the ship’s saluting ceremony to pay tribute to President John F. Kennedy shortly after he was assassinated on November 22, 1963. Midway, the senior ship in Pearl Harbor at the time, was en route to the Far East to begin her 1963-64 West Pac cruise. Ben was an RD3 on Midway from 1961-64. He passed away in July of 2020. The shell casing remains with the MVA as a valuable archive.

**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.

President

Oscar Granger - (425) 831-6891
North Bend, Washington
orgranger@gmail.com

Vice President-Reunions

Jim Hayter - (703) 264-0542
Reston, Virginia
mva41vpr@comcast.net

Vice President-Administration

Marty FitzGerald - (425) 255-2998
Maple Valley, Washington
marty.fitzgerald41@gmail.com

Secretary-Treasurer/
Newsletter Editor

Dave Payson - (509) 946-0810
Richland, Washington
minandave@charter.net

Membership Committee Chair

Tim Miller - (619) 476-9410
Chula Vista, California
yokohamakid01@gmail.com

Membership Committee V Chair

Phil Zuniga - (480) 272-7404
Gilbert, Arizona
Angelson17@aol.com

Facebook Admin.

Ron Pope - (469) 353-8676
Frisco, Texas
ronpope2@yahoo.com

Webmaster

Steve Gergens - (682) 558-5822
Bedford, Texas
steve.cdsweb@gmail.com

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

USS Midway Veterans Assoc. Website
<http://www.ussmidway.net>
USS Midway Veterans Assoc. Facebook
<http://www.facebook.com>

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