



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



Underway for MVA Reunion 2022, San Diego, California
September 11 - September 15, 2022



MVA's Reunion on Target

MVA's September 11-15, 2022, reunion in San Diego is set! This will be MVA's first reunion since our epic "Three Sisters" reunion in 2019, and we plan to have fun! It's not that we didn't try to hold reunions, but the Covid pandemic forced us to cancel our last two (2020 and 2021).

To open and view the reunion agenda and registration form (RF) click here: <https://afr-reg.com/midway2022/>. You'll find a complete reunion agenda, showing the tours and activities offered at the reunion. You'll also be able to register using the online form and paying by credit card or by printing out and mailing your completed form to our reunion planning company, Armed Forces Reunions (AFR). In addition, the online RF displays an updated list of Midway and St. Lo veterans who have signed up, a good way of knowing in advance if some of your former shipmates will be there.

We've added a touch of "Midway Magic" to this reunion, in that we've invited the veterans and family members of the USS St. Lo (CVE-63) to attend. The St. Lo was originally named the USS Midway, but her name was changed to USS St. Lo to make room for the name of a new attack carrier under construction at the time: the soon to become USS Midway (CV-41). USS St. Lo, formally USS Midway, was sunk in the World War II naval Battle of Samar and Leyte Gulf. But the very few St. Lo crewmen still alive and their decedents maintain a website and hold annual reunions. (See their website at <http://ussstlo.com/>).

Think of it as "a match made in Heaven" between the two carrier associations whose ships once shared the same name. We don't know how many St. Lo veterans and family members might attend the reunion, but for those who do, it will be a great honor to have them as our guests. The wreck of the St. Lo was located in 2019, on the edge of the Philippine Trench in 15,538 feet of water. The main wreck sits upright on the ocean bottom.

Note: for more information on the USS St. Lo, see Oscar Granger's article in the Sept. 2021 issue of the MVA newsletter. You can also visit the St. Lo website (link above).

Honoring the Man Who Helped Save the USS Midway



**Rear Admiral (Ret.) Riley D. Mixson
1936-2022**

Rear Admiral Riley D. Mixson, US Navy (Ret.), passed away on April 27, 2022, in San Diego, CA, at the age of 86. He served in the US Navy for 36 years. His duties included combat tours in Vietnam as a carrier pilot, command positions of the red sea carrier strike force during Desert Shield and Desert Storm, and the commanding officer of the USS Midway 1985-87. He retired from the Navy in 1994.

After his retirement, Admiral Mixson became a co-leader of the group that, in a herculean 12-year effort, rescued the Midway from the mothball fleet (Navy "scrap heap") in Bremerton, WA, and had her towed ("tugged") down the waters off the West Coast to San Diego, where, after a brief period of refurbishment, she opened as a museum ship on 7 June 2004.

Not too many years later the USS Midway Museum was drawing over a million visitors a year and is now considered one of the premier museum ships in the country, if not in the world, a great success.

In 2012, Admiral Mixson joined the USS Midway Veterans Association and accepted our invitation to be the keynote speaker at MVA's 2013 reunion in

San Diego—our first Grand Banquet on the flight deck. From the dais that night in September of 2013, he delivered an inspiring speech. Midway veterans will long remember that first Grand Banquet on Midway. Never in their wildest dreams did they imagine that something like this could happen one day—enjoying a sumptuous dinner on the flight deck and listening to a riveting talk from a former Midway commanding officer. It was—and continues to be to this day—the stuff of dreams.

Several years later, still actively involved in our organization, Admiral Mixson gave a stirring presentation at the MVA-hosted 2019 “Three Sisters” Reunion in San Diego. His presentation, on the three Midway Class carriers, was followed by a standing ovation from the hundreds of proud veterans present from the three carriers, representing the USS Midway, the USS Franklin D. Roosevelt, and the USS Coral Sea.

In the ten years Admiral Mixson was a member of the MVA, he left his mark on our organization, made us stronger. And someday, when they write the history of the MVA, Admiral Riley D. Mixson’s name will be “Front and Center.”

May he rest in peace.

This newsletter is dedicated to the memory of Admiral Riley D. Mixson, former USS Midway Commanding Officer, longtime member of the MVA and our great friend.



USS Midway heading into port with her crew standing proud and lining the flight deck. A Midway chopper leads the way.

Remembering Captain Robert Doremus

By Doug Bohs, AQF2/VF-21, 63-64 & 65 cruises



Robert “Rob” B. Doremus, 89, was born April 28, 1932, in Montclair, New Jersey. He enlisted in the Naval Aviation Cadet Program in February of 1955. In August of 1955 he was designated as a Naval Flight Officer. He was first assigned to VW-14, flying out of Barber’s Point, Hawaii. Rob was the Squadron Combat Information Officer for VW-14 and crew member on the EC-121 “Willy Victor.” He left active duty late in 1958 and was recalled in October of 1961. He served as the Aircrew Training Officer with VS-837 until August of 1962. He was then assigned to Radar Intercept Officer (RIO) training at NATC Glynco, Georgia, which he completed in November of 1962.

His next assignment was with VF-121, a Replacement Air Group squadron at Miramar Naval Air Station. Here he completed RIO training in April of 1963. He then joined Fighter Squadron VF-21 flying the McDonnell F-4B Phantom at Miramar. VF-21 joined Air Group 2 on the USS Midway for the 1963-1964 cruise, leaving Alameda in November and returning in June of 1964.

VF-21 was again deployed on the USS Midway in March of 1965. The air war in Vietnam was in the very early stages. On June 17th a flight of two



F-4B's from VF-21 encountered at least four and possibly six MiG 17s. LCDR Doremus was the RIO in A/C 102 piloted by LT David Batson. They were flying wing on A/C 101 piloted by CDR Louis Page with RIO LT John C. Smith. Using techniques developed by VF-21 they forced the MiGs to turn during their head-on-approach. VF-21 could now see the profile of the aircraft and positively identified them as MiGs. Both RIOs confirmed a good lock on the enemy aircraft. Using Sparrow air-to-air missiles two MiGs were destroyed. Page and Smith were credited with the first confirmed kill which was followed seconds later by a second kill by Batson and Doremus. It was later confirmed a third MiG was downed by the debris field from the second MiG. All four aviators were awarded the Silver Star.

On August 24, 1965, CDR William "Bill" Franke and LCDR Doremus were shot down by a SAM missile. They were captured immediately and spent 7 ½ years as POWs.

After being released on February 12, 1973, LCDR Doremus was briefly hospitalized at the Naval Hospital in Philadelphia, Pennsylvania.

He attended the Industrial College of the Armed Forces from August of 1973 until June of 1974. From July of 1974 until August of 1975, he was assigned as a Training Officer with Naval Air Facility Washington D.C. From there he was assigned as Chief Staff Officer for Navy Recruiting District 4, Columbus, Ohio. As his final assignment CAPT Doremus served as Commanding Officer of Personnel Support Activity Great Lakes, Illinois. He served in that position from August of 1983 until his retirement in June of 1986. In addition to many civic functions, he performed after moving back to Columbus, Ohio, he was also President of the NAM-POW group from 1993 to 1995. Captain Robert B. Doremus passed away on March 15, 2022.

A Wing and a Prayer

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

As the jet reached the end of the catapult on launch, its canopy came off, leaving the pilot only his front window. Being a true Navy pilot, he

decided to fly high enough to get the feel for flying without a canopy. He stayed aloft for a while, then, once he determined flying without a canopy was tolerable in the short term, he got permission from Pri-Fly to go for a conventional flight-deck landing (that is, grabbing the arresting cable with your plane's tailhook) rather than rigging the barricade to stop the plane. Permission granted, he came in for a landing on a "wing and a prayer."

With sparks flying, he was able to catch a cable and bring his plane to a screeching halt, using most of the flight deck. He climbed down from the plane wearing a foolish grin. The next couple days, his fellow pilots teased him about his recovery, as this was one of the few times that he'd managed to land on his first attempt, they claimed. After taking so much ribbing from his fellow pilots, he probably wished he'd stayed in the air.

Later, in the dark of the night, I went topside to see if I could find the canopy-less jet. I didn't, but I distinctly remember, walking just forward of the island and detecting something moving in front of me. An E-2 engine was running and the propeller was turning at a high speed. There were no safety observers to be found. Had I walked just a couple more feet, I probably would've become a statistic! But here I am, all these years later, still "sailing on."



A-7 Corsair on the Catapult, ready for Launch

The Engine Room

By Jim Wheeler

My name is Jim Wheeler and I spent almost 8 years on active duty with the US Navy, leaving in 1963 as a First-Class Machinist's Mate. After boot camp and A school, I served 3 years aboard the light cruiser USS Worcester (CL-144) and 4 years aboard the USS Midway. Being a Machinist's Mate, I worked in the engine rooms aboard both ships. For the past decade or so I've had a recurring dream that comes to me three or four times a year. It's a pleasant dream, no stress or anything unpleasant about it. In my dream I'm down in the engine room aboard one of those ships lighting off the engine and making it ready to get underway.

In naval engineering terms you don't start a piece of machinery, you light it off. This comes from lighting off the boilers with a torch soaked in oil. You light off the first burner with the torch and the other burners after that. So, you light off a boiler, then you light off a main generator or you light off a main engine, whatever you start you light it off. Midway had four main engines. Westinghouse high pressure steam turbines, 12 boilers, 3 for each engine. There are M type express boilers capable of putting out steam at 600 pounds pressure at 850 degrees. Work is done with steam expanding and driving either a piston or a turbine.

The boilers and engines are in groups. One group in B division had 1 Able, Baker & Charlie boilers were in one group. While M division had 2 Westinghouse 1250 KW main generators, main pump room, and main engine room. Aboard Midway I was in one group and one engine room.

In February my wife, daughter, son-in-law were in San Diego and went aboard the Midway. We were told that #1 engine room was not open to the general public, but a very kind docent by the name of Mr. Len, found out that I was a Midway veteran and that I left the Midway 50 years ago. He was able to make my day and allow me and my family to revisit that engine room again. I explained to my family how things worked. During the whole I was thinking in my mind the steps I would take to light it off again and make it ready to get underway. Oh,

by the way, I noticed that the engine was as clean when I left it 50 years ago.

In closing, I firmly believe that with the former crewmembers out there, officer and enlisted, we could man this ship, make it ready and take that Lady back to sea and let her Rock and Roll one more time.

Raise your hand.

Editor's note: The above story first appeared in the Spring 2013 issue of the MVA newsletter. Jim Wheeler passed away in September of 2016.

President's Report

Oscar Granger



You can't take anything away from University of Montana students from Missoula. There's a rite of passage that those students exercise that is referred to as "Hiking the M."

Since 1908 the "M" has been a fixture on Mt. Sentinel, cared for by the students. Most students consider it a "rite of passage" to hike it during their 4 years at the University. It's a one of kind of celebration to the school's symbolic use of the "M."

The most important "M", however, belongs to us veterans of the USS Midway. We didn't hike it, climb it, or decorate it. We rode it. We rode the "M" AROUND THE WORLD! No other "M" can claim that it belongs to us who lived it!

We veterans of the USS Midway have come a long way in our efforts to ensure Naval History is passed to the next generation. With new leadership coming aboard at the next reunion, new opportunities await. The MVA will always be home for those who rode her during its 47-year odyssey. The MVA stands proud with the Midway Museum in its educational and informational programs and will continue to provide financial assistance as funds are available.

Best regards to all our members! Look forward to greeting you all in San Diego, CA, September 11th - September 15th.

VP-Reunions Report

Jim Hayter

This is Jim Hayter, writing my final VPR report, and yes, it does feel strange. I have been involved with MVA, or it's early founding reunion organizations since 1998. It all started for me on a quiet Sunday afternoon when I answered my home phone and the caller asked "is this the Jim Hayter who served on the USS Midway?" The caller was Ron McPhail, the founder of a reunion group that eventually became the USS Midway Veterans Association.

I started slow--attending two reunions in San Diego, but I was hooked. Meeting men who shared my experience of serving on CV-41 over her 47-year career was our common bond. It did not matter whether we were aboard in 1960 or 1990; we were all Midway sailors, and that was our common heritage. I went all in for MVA, serving as VP - Reunions and a member of the Board of Directors for over 12 years. I planned and presented reunions in Orlando (to honor our founder, we took the reunion to him. We also fed baby alligators at one of our group events in Orlando). In Washington, DC, we visited the USNA, laid a wreath at the US Navy Memorial, and visited Arlington National Cemetery). In San Diego multiple times, the strongest memories are MVA's visit to the USS RONALD REAGAN [were we ever as young and gung-ho as the sailors {male and female} we met?], our tour of the Midway restoration hangar, baseball games at Petco Park, flight deck dinners, and our Three Sisters reunion

with Coral Sea and FDR veterans in 2019. And don't forget Pensacola--sitting on the flight line as the Blue Angels roared overhead on a beautiful Florida morning was amazing.

Where I think I made a difference? --supporting and forging a strong bond with the Midway Museum. MVA is a strong financial supporter of MM (Battle of Midway theater), 20% dues donation each year, support of the Education and ship's restoration funds. And this support is a two-way street. We could not afford flight deck dinners without their help. My best memories still go back to meeting Midway veterans of all ages and backgrounds. Swapping sea stories in the Hospitality Suite is the fuel that makes MVA go and no UNREP needed. Thanks for the memories. While I may no longer be out front, I will always be there to support MVA. It's a wrap!

Secretary/Treasurer Report

David Payson

I'm writing my report on Memorial Day 2022. On this day, I salute all military veterans, including and especially USS Midway Veterans who lost their lives. For most of us, our military service is far behind us, but our best memories still shine through, vivid and clear. Many of us include our Midway days in those best memories. It was an awesome experience.

Most of my MVA work this reporting period has centered around helping prepare this newsletter with assistance of MVA members Jim Daugherty and Tim Miller; helping revise MVA's Bylaws; and working with the MVA board members on planning the September 11-15, 2022, reunion in San Diego, which is shaping up to be a good one, I might add.

By now I hope you've seen our reunion agenda and plan to join us in San Diego this fall. There's a link to the reunion registration form on page 2 of this newsletter, in the article "**MVA's Reunion on Target.**" The registration form lists all the reunion activities and has a link to make hotel reservations. If that doesn't work for you, contact one of the MVA board members. (See their contact information on the last page before the MVA application.)



That's all I've got for now, Shipmates. Stay safe, calm, and cool and keep your chronometers finely tuned and calibrated to help keep yourselves on a steady course in life. There are calm waters ahead.

And, oh yes, see you in San Diego this fall!

VP-Administration Report

Marty FitzGerald

For the past several months I have been looking for members to step up and apply for positions on the executive board to replace the outgoing officers. I am happy to report that I have accomplished that task and they will be introduced at the next reunion business meeting for election.

I have also been working with a production company for United Stories of America and they can be viewed on the MVA website under the Midway Museum website. New stories will be added on Memorial Day, May 30, 2022.

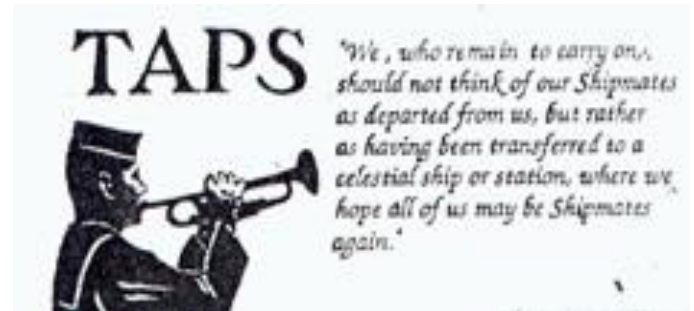
In Memoriam

Shipmate Charles R. Yount, 82, passed away in April 2022. He served on Midway from 1958 - 1961 as a FN. In his lifetime he loved the Midway. May he rest in peace.

Shipmate Roger Lawrence Arnold, 82, lost his battle to cancer on May 12, 2022. Roger grew up in Albuquerque, New Mexico. He proudly served on Midway from 1957-1960 as an IC2. He was able to reconnect with his shipmates through attending the MVA reunions. He is survived by his wife Patrice, two daughters, one son and seven grandchildren. May he rest in peace.

Shipmate RADM Riley D. Mixson, 86, passed away on April 27, 2022; see article on page 2.

Shipmate CAPT Robert B. Doremus, 89, passed away on March 15, 2022; see article on page 3.



The three configurations of the USS Midway

USS Midway Veterans Assoc. Website

<http://ussmidway.net>

USS Midway Veterans Assoc. Facebook

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

The Masthead
USS Midway
Veterans Association

A quarterly newsletter for USN and USMC Veterans who served aboard the USS Midway, and who are fiends 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: mvanewslettereditor@gmail.com

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!**

Lee Collins Sr. (79-83) - Kapolei, HI

Robert Lebkuecher (73-75) - The Villages, FL

Gene Casterlin Jr. (79-82) - California, MD

Malcom Abracen (64-66) - Woodland Hills, CA

Robert Erickson (61-64) - Federal Way, WA



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.

<https://www.ussmidway.net/index.php>

OR pay by check. Make check payable to Midway Veterans Association and mail completed form and check to address below. Completing this form will also get you added to MVA's electronic mailing list to receive your MVA newsletter online

USS Midway Veterans Association

410 Cottonwood Drive
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

