

DECLASSIFIED

CVA41:03:rem

5750

Ser 0014

14 MAR 1973

██████████ (Unclassified upon removal of enclosure (1))

From: Commanding Officer, USS MIDWAY (CVA 41)

To: Chief of Naval Operations (OP-05D2)

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS MIDWAY Command History for calendar year 1972

1. In accordance with reference (a), enclosure (1) is submitted.

S. R. FOLEY, JR.

Copy to:
Director of Naval History (OP-09B9)

DECLASSIFIED

~~SECRET~~

Reg 34567

USS MIDWAY (CVA 41)

COMMAND HISTORY
CALENDAR YEAR 1972

Captain S. R. FOLEY, JR., USN
Commanding

Enclosure (1)

Table of Contents

Part I: Basic History

- A. Command Organization
- B. Summary of Operations
- C. Special Topics
 - 1. CVA 41 Schedule
 - 2. Sequence of Events
 - 3. Statistics

Part II: Documentary Annexes

- A. Officer Roster
- B. USS MIDWAY Losses
- C. Photograph of USS MIDWAY departing San Francisco 10 April 1972
- D. Photograph of USS MIDWAY strike against PHU LE RR Bridge, North Vietnam
- E. Photograph of COMCARDIV ONE Change of Command Ceremony
- F. Photograph of USS MIDWAY Change of Command Ceremony
- G. Biography of CAPT S. R. FOLEY, JR.
- H. Photograph of CAPT S. R. FOLEY, JR.
- I. Biography of CDR F. L. BOTTENBERG
- J. Photograph of CDR F. L. BOTTENBERG

PART I

Basic History

A. (U) Command Organization

1. CAPT William L. HARRIS, Jr., USN, [REDACTED]/1310:
1 January 1972 to 31 July 1972.

2. CAPT S. R. FOLEY, Jr., USN, [REDACTED]/1310:
31 July 1972 to 31 December 1972.

3. USS MIDWAY (CVA 41) was homeported at Naval Air Station Alameda, California. From 10 April 1972 to 31 December 1972, MIDWAY was deployed to the Western Pacific.

~~DECLASSIFIED~~

B. ~~(S)~~ Summary of Operations

Pre-deployment period - 1 Jan - 9 Apr

1. (S) January 1, 1972 found USS MIDWAY undergoing RAV in Hunters Point Naval Shipyard. Ship's company and shipyard personnel were well on the way to completing the refurbishment of the ship in preparation for its return to WESTPAC. On 29 January 1972, a FAST cruise was completed with no major problems encountered. Successful Sea Trials were conducted on 3 and 4 February with MIDWAY returning to Alameda upon completion. The period 4 thru 13 February was spent at Alameda (RFS) with the ship then conducting ISE in Northern California waters during the period 14 - 17 February. On 22 February, MIDWAY departed Alameda for the San Diego area to undergo Refresher Training. Refresher Training was completed on 9 March with MIDWAY passing each test with flying colors. After a short rest period in Alameda (11-19 March), and general carrier qualifications on 20 - 28 March, CVW-5 and attached squadrons reported aboard for Refresher Operations during the period 4 - 6 April. On 6 April MIDWAY, as the "Ready" Carrier in the Eastern Pacific, was called upon to deploy to the Western Pacific with ninety hours notice. The ship returned to Alameda and made final preparations to depart on 10 April 1972.

Deployment transit and first line period 10 April to 9 June

2. ~~(S)~~ MIDWAY, with a full complement of crew and Airwing, sailed from Alameda on 10 April 1972, and arrived at Subic Bay, Republic of the Philippines on 22 April. After a one day stay for fuel and supplies MIDWAY set sail for work up of the Airwing and subsequent operations off Vietnam on 30 April. During the first line period MIDWAY was tasked with direct air support of friendly ground forces in Military Regions III and IV of South Vietnam. The majority of missions were flown in defense of An Loc, the provincial capital of Binh Long Province, approximately 60 miles north of Saigon. An Loc had been under heavy attack from Communist forces invading the area from Cambodia and its loss would have been a serious military and psychological blow to the Republic of Vietnam. MIDWAY strikes were primarily FAC controlled and the targets consisted of bunkers, trucks, supplies, enemy armament, troops and structures. Enemy defensive reactions in MR's III and IV were relatively light consisting mainly of 23/37mm AAA and 51 Cal automatic weapons. These reactions were encountered around the city of An Loc which was partially occupied by NVN troops. On 12 May MIDWAY stood down while it proceeded North to Yankee

~~DECLASSIFIED~~

icipated in armed RECCF and mining missions designed to impede the flow of men and material moving south to support the enemy war effort. The targeting effort started out with specific emphasis on lines of communication. As the existing targets in that category were damaged or destroyed, additional targeting of industrial complexes was made available for strike. Enemy defensive reactions in North Vietnam were radically different from that experienced in MR's III and IV in South Vietnam. Heaviest AAA was encountered around strategic bridges and choke points as well as within the major cities of Haiphong, Nam Dinh, Thanh Hoa and Vinh. Most of the reaction was random barrage type, but some 57mm and 85mm were of the tracking variety. The SAM Order of Battle continued to shift to the south in an apparent effort to cover enemy advance into South Vietnam and Laos. The highest number of SAM's seen in a single MIDWAY mission during the first line period was 8 to 14 during a strike on the Haiphong Highway Bridge on 25 May. The MIG response to U. S. strikes increased appreciably with resumption of the bombing of North Vietnam. The major bases remained North of 20 degrees North with sporadic shifting of MIG's to the lower package areas. Two MIG 19's and two 17's were shot down by VF-161 ROCKRIVER aircraft on 18 and 23 May, respectively, with both engagements in the vicinity of Kep airfield. The engagement on 18 May involved two MIG 19's and two F-4 ROCKRIVERS (crew ROCKRIVER 110, pilot LT Henry BARTHOLOMAY, RIO LT Oran BROWN/ROCKRIVER 105 pilot LT Patrick ARWOOD; RIO LT Michael BELL), assigned as MIGCAP for an Alpha Strike on the Haiphong RR bridge. The MIG's were downed by a total of three sidewinders. In the 23 May engagement ROCKRIVER 100 (pilot LCDR Ron MCKEOWN; RIO LT Jack ENSCH), assigned as MIGCAP for an Alpha Strike on the Haiphong PPS, downed 2 MIG 17's using 4 sidewinders.

a. Sortie statistics:

(1) Total strike/combat Support sorties	2,571
(2) Total strike sorties	1,763
(3) Total combat support sorties	808

b. BDA

Bridges destroyed	16
damaged	9
Trucks destroyed	35
damaged	20

WBLC destroyed	34
damaged	31
Structures destroyed	105
damaged	14
Warehouses destroyed	4
damaged	8
Secondary explosions	179
fires	77
RR Cars destroyed	20
damaged	47
Stacks of supplies	
destroyed	11
KBA	118
AAA Guns destroyed	3
damaged	11
Bunkers destroyed	72
damaged	3
Artillery/field psns destroyed	25
damaged	17
Two SAM launchers destroyed	
One missile transporter damaged	
One pier damaged	
Three gunboats damaged/destroyed, one sunk	
Two MIG 17's, 2 MIG 19's destroyed	
Two SAM sites damaged/destroyed	
One Thermal Power Plant destroyed	
One tracked vehicle damaged	
Numerous Road and track cuts	

DECLASSIFIED

Second Line Period 10 June - 7 July

3. ~~(S)~~ After a ten day stay in Cubi Point, MIDWAY headed directly back to Yankee Station and began flying the second day out of port. During the second line period 99% of the sorties were flown in North Vietnam. The majority of the flying was cyclic operations with a few days of Alpha Strikes and usually a mini-alpha (approximately 6 strike aircraft) as one of seven daily cycles. Emphasis was again placed on interdicting the lines of communication by destroying bridges, ferries, etc., and destroying POL storage areas, transshipment points and other lucrative targets. Ten Alpha Strikes were flown against bridge targets along with some mining. The emphasis during this period was on A6 night armed RECCE north of 21 degrees. During normal cyclic operations all major routes in Route Packages II, III, IV and VIB were covered, with emphasis on routes 1A and 15, which were considered the most lucrative. During this second line period Attack Squadrons 56 and 93 began to use the Walleye, achieving excellent results. Numerous bridges were destroyed along with 2 positions of a coastal defense site on Hon Nieu Island. Enemy defensive reactions in NVN continued at or above the level of the previous line period. SAM firing incidents increased in number over the previous line period. One reason was the increased exposure of MIDWAY aircraft. VA-115 encountered a total of 19 SAM's on their single aircraft night missions.

a. Sortie statistics:

(1) Total strike/combat support sorties	2,451
(2) Total strike sorties	1,439
(3) Total combat support sorties	1,012

b. BDA

<u>Type Target</u>	<u>Destroyed</u>	<u>Damaged</u>
Trucks	96	70
WBLC's	105	119
Structures	113	39
Bridges	96	43
Ferries	3	1
AAA Guns	8	1

DECLASSIFIED

CD Guns	2	1
Piers	2	1
Misc.	9 buses	2 gunboats
	4 cranes	1 bulldozer
	1 stack supplies	7 TPP
	4 pontoon bridge sections	
	1 SAM	
	5 POL Tanks	
	2 Pump houses (POL)	
	8 Craters on Vinh Airfield	
	9 KBA	
	1 Mortar position	
	7 Buildings	

c. Rear Admiral John L. BUTTS, Jr., USN was relieved by Rear Admiral William R. FLANAGAN, USN, as Commander Carrier Division ONE, on board USS MIDWAY at 1000, 10 July at Leyte Pier, Naval Air Station, Cubi Point, R. P. The ceremony took place in Hangar Bay One with Vice Admiral James L. HOLLOWAY, Commander SEVENTH Fleet as guest speaker. Approximately fifty (50) VIP guests were in attendance in addition to COMCARDIV ONE and MIDWAY personnel. Rear Admiral BUTTS subsequently assumed command of the Hawaiian Sea Frontier; Fleet Air Forces, Hawaii; Naval Base, Pearl Harbor; and the Fourteenth Naval District.

DECLASSIFIED

Third Line Period 16 July - 13 August

4. (~~S~~) MIDWAY/CVW-5 began flight operations on Yankee Station on 17 July. There were no dramatic changes to overall policy from the previous line periods. Weather had generally deteriorated but the tasking for Alpha Strikes, Armed RECCE missions and coastal surveillance remained the same. Fourteen Alpha Strikes were flown during the line period. Armed reconnaissance missions were degraded somewhat due to a continuous coastal surveillance tasking and deteriorating weather. The general effort was concentrated throughout the lower package areas during daylight hours while A6 aircraft struck and seeded areas in Route Packages IV, VIA and VIB at night. Heavy enemy truck traffic became apparent during this line period. During night operations MIDWAY aircraft reported over 800 movers in Route Packages II, III, IV, and VIB, with an estimated 200 reported on one night alone. The AAA environment remained concentrated along lines of communication and around strategic targets in North Vietnam. During this line period a significant change occurred with the introduction of the ZSU23-4 to the enemy inventory. The ZSU23-4 is a radar controlled, quadbarrelled mobile 23mm AAA weapon mounted on a tracked vehicle and has a tactical range of approximately 9,850 feet. It's impressive rate of fire of 350 rounds per minute per barrel presented a significant threat to low flying MIDWAY aircraft. The SAM environment remained essentially as it was during previous line periods with one exception. Pilots from SEVENTHFLT CVA's began to report what later became nicknamed the "black SAM". This missile was black in color, was slower, shorter and larger in diameter than SA-2's. Most important it seemed to react more quickly to evasive maneuvers of US aircraft. There were no MIG sightings or engagements by MIDWAY aircraft during the line period.

a. Sortie statistics

(1) Total strike/combat support sorties	2,413
(2) Total strike sorties	1,428
(3) Total combat support sorties	985

b. BDA

<u>Type Target</u>	<u>Destroyed</u>	<u>Damaged</u>
Trucks	68	20
RR Cars	24	18

DECLASSIFIED

Structures	40	15
Bridges	13	31
Stacks of supplies	17	
Coastal Defense/AAA guns	11	9
WBLC's	26	18
Ferries	3	
SAM's	4	
Locomotives	2	1
PT Boats		1
Bulldozers		1
Bunkers	5	
Secondary explosions	248+	
Fires	98+	
KBA	4	

c. On 31 July, in the Gulf of Tonkin on board USS MIDWAY Captain S. R. FOLEY, JR., USN, relieved Captain W. L. HARRIS, JR., USN, as Commanding Officer USS MIDWAY. The invocation was given by Commander A. M. PARKER, CHC, USN. The guest speaker was Rear Admiral Damon W. COOPER, USN, Commander Attack Carrier Striking Force, SEVENTH Fleet. The Senior Enlisted man of the ship, Master Chief M. D. MILLER, USN, presented the pennant to Captain HARRIS and the benediction was read by Commander W. F. CUSICK, CHC, USN. Prior to departure Captain HARRIS received his promotion to Rear Admiral, USN. Rear Admiral HARRIS subsequently assumed the position of Deputy Director, Naval War College, Newport, R. I.

DECLASSIFIED

Fourth Line Period 24 August - 17 September

5. (S) After spending a rainy but relaxing six days in Hong Hong, MIDWAY again headed back to the Gulf of Tonkin for flight operations. The 24th was spent flying warm-up operations in South Vietnam during the daylight hours. The weather during the period did much to hamper or completely stop flight operations. Typhoon Elsie threatened the task force for three days before she headed inland, causing suspension of flight operations on 1, 2 and 3 September. Ten Alpha Strikes were launched and major emphasis continued to be placed on A7/F4 ARREC missions into RP's II and III and on A6 night sorties into RP VIB. Enemy AAA status remained much the same as the third line period. There were still heavy concentrations near the major urban centers and most of the encountered fire was barrage 23/37/57mm. The SAM envelope throughout North Vietnam remained essentially the same even though there was an appreciable increase in the number of photo confirmed sites and operating areas. Status reports showed 25 occupied sites, 15 confirmed operating areas, 2 probable operating areas and 11 suspected operating areas. During this line period photo confirmation was received of the presence of the MIG 21J in North Vietnam. Two of these aircraft were discovered at Hanoi/Gia Lam airfield. The presence of the FISHBED M (the export version of the MIG 21J) significantly increased the air threat of allied strikes by increasing the missile carrying capacity of the MIG 21, while also increasing its combat radius.

a. Sortie statistics

(1) Total strike/combat support sorties	1,207
(2) Total strike sorties	748
(3) Total combat support sorties	459

b. BDA

<u>Targets</u>	<u>Destoryed</u>	<u>Damaged</u>
Trucks	16	7
RR Cars	14	2
Structures	33	19
WBLC's	26	14
Bridges	14	9
Gunboats	1	

DECLASSIFIED

Secondary explosions 111+

Fires 49+

KBA 5

25MT PUG POL tanks 2

CD Site 1

Ferry 1

AAA Sites:

37/57mm 2

1

1 57mm silenced

Numerous road and track cuts

DECLASSIFIED

Fifth Line Period 18 September - 21 October

6. (S) After a six day stay in Cubi Point, MIDWAY returned to Yankee Station operations. During this period 22 days of flight operations were completed including 5 days of partial RVN/LAOS operations. The weather during the period was typical of the transition from the Southwest to the Northeast monsoon. Although most areas were workable during the majority of the line period, cold surges would periodically move southward into the gulf from Mainland China preventing strikes for 2-3 day periods. A total of 23 Alpha Strikes were planned and of that number, only 11 were actually flown by MIDWAY pilots. Target types included POL storage areas, truck parks, shipyard, explosive storage areas, bridges and railroad yards. The noteworthy strikes of the line period were the Phu Ly RR Bridge and Gia Lam RR yards Alpha Strikes flown on 7 and 11 October respectively. The Phu Ly RR Bridge was a prime LOC target which was being used to transport a large amount of supplies south to resupply the enemy in South Vietnam. It was unsuccessfully scheduled for strike for one month by the Daily Strike Planning Message before MIDWAY pilots were able to launch and destroy it. The Gia Lam RR Yards strike enabled MIDWAY pilots to strike at the very doorstep of the capital of Hanoi and cause extensive damage to a mainstay in the enemy logistics system.

a. Sortie statistics

(1) Total strike/combat support sorties	1,739
(2) Total strike sorties	1,014
(3) Total combat support sorties	725

b. BDA

<u>Targets</u>	<u>Destroyed</u>	<u>Damaged</u>
Trucks	54	14
RR Cars	7	16
Structures	57	17
WBLC's	18	13
Bridges	24	27
Supply stacks	111	

DECLASSIFIED

Supply bundles	445+	
Mortars	2	
Secondary explosions	240+	
Fires	42+	
AAA Sites	1	8 Silenced
KBA	36	
Radar vans	2	
Portable Radar Antennas	2	
Missile transporter and support vehicles		1
SAM Cannisters	3	
55 Gal Oil drums	150	

Runways Cratered at:

QUANG LANG
 BAI THUONG
 VINH

Sixth Line Period 22 October - 30 November

7. (S) During the sixth line period MIDWAY spent 31 days on the line and flew 27 of those days including 15 days of partial RVN/LAOS operations. The increased number of days flown in RVN/LAOS over previous line periods was due to poor flying weather over North Vietnam. During this period aircraft were tasked primarily for armed RECCE. Only six Alpha Strikes were planned and two of those were actually flown. The North Vietnamese continued to exhibit great determination and effectiveness in their logistics program to move supplies south. Additionally, when the bombing was moved south of 20 degrees, the NVA AAA resources were relocated to the southern areas of Route Packages II, III and IV. Heavy AAA fire was experienced by aircrews throughout these Route Packages. Aircrews also reported an increased number of sightings of accurate 23mm fire, which indicated that the ZSU-23 was being employed in increased numbers. The SAM envelope also moved south with the imposition of the "no fly" line at 20 degrees North. Twelve SAM's were fired at MIDWAY aircraft during the line period but no aircraft were lost or damaged. During the poor weather periods, MIDWAY aircraft flew more in South Vietnam where the SA-7 threat had become widespread. Two MIDWAY aircraft reported evading one SA-7 each during the line period.

a. Sortie statistics

(1) Total strike/combat support sorties	1,742
(2) Total strike sorties	944
(3) Total combat support sorties	798

b. BDA

<u>Targets</u>	<u>Destroyed</u>	<u>Damaged</u>
Trucks	79	20
RR Cars	30	17
Bridges	13	9
Buildings	17	2
WBLC's	17	7
Bulldozers	2	

AAA Sites	5	8 silenced
SAM	1	
Misc:		
Secondary explosions	254+	
Fires	85+	
Missile transporters	1	
Pontoon bridge sections	2	
Pipelines cut	1	
51 cal positions	2	
Mortars	1	1
	1 silenced	
Bunkers	35	3

c. On 24 October MIDWAY ARAB 501 (VA-115) fractured the axle of the right main gear while recovering. The aircraft slipped the arresting gear, skidded up the deck into the pack forward and the BN ejected over the side. Five personnel were killed including the BN who was declared lost at sea after an intensive search terminated the following day. Twenty-three additional personnel were injured, including ten transferred to the 95th Army Evacuation Hospital Danang. One A6A and one A7B were destroyed and one F4B was lost over the side. Three A7B's and one F4B suffered major damage and one F4B suffered minor damage. A potentially disastrous fire resulting from the crash was completely extinguished within three minutes by MIDWAY flight deck personnel. No disabling damage to the ship occurred and MIDWAY launched strikes the following morning.

Seventh Line Period 1 December - 31 December

8. ~~(8)~~ MIDWAY again commenced operations in the Gulf of Tonkin on 3 December after a six day rest period in Subic. The weather hampered flight operations with one typhoon and several surges moving South over the Gulf and the Eastern half of Indo-China. This line period was the shortest during the cruise to date and flying intensity was appreciably less than during other line periods. One mini-Alpha was conducted against Quan Lang airfield to quell a MIG threat on the sixth of December. General operations included armed reconnaissance missions which again suffered due to the adverse weather. The North Vietnamese continued using the major routes to funnel supplies south particularly route 1A. The final three days of the line period witnessed the advent of the Linebacker II program. Intensive A6A night bombing efforts in the Haiphong area on 18 and 19 December culminated the line period for MIDWAY. The Linebacker II program consisted of coordinated A6A/F-111/B-52 bombing raids into Hanoi/Haiphong area and continued after MIDWAY left the line. Enemy defensive reactions generally remained at the same level as previous line periods.

a. Sortie statistics

(1) Total strike/combat support sorties	962
(2) Total strike sorties	494
(3) Total combat support sorties	468

b. BDA

<u>Target</u>	<u>Destroyed</u>	<u>Damaged</u>
Trucks	11	7
Bridges	3	6
RR Boxcars		7
Tanks	2	1
RR Flatcars		2
Barge	1	
Buildings	4	1
Bunkers	8	
51mm Gun	1	

Misc:

Secondary explosions 137+

Sustained fires 30+

Quan Lang Airfield cratered

c. Miscellaneous

The Bob Hope Christmas show 1972 included a show aboard the USS MIDWAY while anchored at Singapore on 27 December. The two hour show included entertainers Bob Hope and his wife Dolores, Les Brown and his Band of Renown, Red Foxx, Lola Falana, Fran Jeffries, Rudy Cardenas, Belinda Green "Miss World", Ingeborg Sorensen "Miss Norway" and Miss World Runnerup, and Bob Hope's American Beauties. In attendance at the Show were officers and men of MIDWAY and CVW-5, USS INCHON, USS RICH, USS TULARE, USS FRESNO, USS SAFEGUARD, and USS CLEVELAND. Also attending were the Singapore Minister of Defense, the Chairman of the Singapore Tourist Promotion Board, the U. S. Defense Attache, the Officer-in-Charge of the Navy Office Singapore, the US Army Attache, the Air Attache, and Commander Amphibious Squadron SEVEN. Highlights of this show were seen on NBC on 17 January 1973 as the Bob Hope Christmas Show.

C. (U) Special Topics

1. (U) CVA-41 Schedule

1 Jan - 3 Feb	RAV Hunters Point
29 - 30 Jan	Fast Cruise
3 Feb	Sea Trials
4 Feb	Return Alameda
4 - 13 Feb	RFS Alameda
14 - 17 Feb	ISE NOCAL
17 - 21 Feb	Inport Alameda
22 Feb	Enroute San Diego
24 Feb	Inport San Diego
25 Feb	Local OPS San Diego
26 - 27 Feb	Inport San Diego
28 Feb - 1 Mar	Refresher Training, San Diego
2 - 5 Mar	Inport San Diego
6 - 9 Mar	Refresher Training, San Diego
10 Mar	Enroute Alameda
11 - 19 Mar	Up-keep Alameda
20 - 28 Mar	CARQUALS SOCAL
29 Mar - 3 Apr	Up-keep Alameda
4 - 6 Apr	CVW-5 Refresher OPS
7 - 9 Apr	Inport Alameda
10 Apr	Departed CONUS
11 - 21 Apr	Enroute Subic Bay, R.P.
22 - 23 Apr	Inport Subic Bay, R.P.
24 - 29 Apr	Enroute Sourthern Station/TTY
30 Apr - 12 May	Southern Stations OPS
13 - 31 May	Yankee Station OPS
1 Jun	Enroute Subic Bay, R.P.
2 - 9 Jun	Inport Subic Bay, R.P.
10 Jun	Enroute Yankee Station
11 Jun - 7 Jul	Yankee Station OPS
8 Jul	Enroute Subic Bay, R. P.
9 - 15 Jul	Inport Subic Bay, R.P.
16 Jul	Enroute Yankee Station
17 Jul - 13 Aug	Yankee Station OPS
14 Aug	Enroute Subic Bay, R.P.
14 - 15 Aug	Inport Subic Bay, R.P.
15 - 16 Aug	Enroute Hong Kong
17 - 22 Aug	Inport Hong Kong
23 Aug	Enroute Yankee Station
24 Aug - 10 Sep	Yankee Station OPS
11 Sep	Enroute Subic Bay, R.P.
12 - 17 Sep	Inport Subic Bay, R.P.
18 - 19 Sep	Enroute Yankee Station
20 Sep - 12 Oct	Yankee Station OPS
13 Oct	Enroute Subic Bay, R.P.
14 - 21 Oct	Inport Subic Bay, R.P.

22 - 23 Oct	Enroute Yankee Station
23 Oct - 23 Nov	Yankee Station OPS
24 Nov	Enroute Subic Bay, R.P.
25 - 30 Nov	Inport Subic Bay, R.P.
1 - 2 Dec	Enroute Yankee Station
3 - 20 Dec	Yankee Station OPS
21 - 22 Dec	Enroute Singapore
23 - 29 Dec	Inport Singapore
30 - 31 Dec	Enroute Subic Bay, R.P.

2. (U) Sequence of Events

- 6 Jan 72 - Commandant 11th Naval District awards MIDWAY Project Handclasp award Plaque for outstanding services rendered.
- 14 Jan 72 - Commemorative service held for late DR. Martin Luther KING, Jr.
- 11 Feb 72 - Midway Award Ceremony held
- 29 Feb 72 - Human Relation Council, Minority Affairs Committee established aboard MIDWAY.
- 8 Mar 72 - Visit by RADM SEIBERLICH, COMASWGRU THREE
- 10 Mar 72 - COMFLETRAGRU SDIEGO sends well done for final battle problem in REFTRA.
- 4 Apr 72 - South Dakota Military Affairs Committee Cruise
- 4 Apr 72 - Air Wing reports aboard for Refresher operations
- 6 Apr 72 - Notification received that MIDWAY Awarded the Armed Forces Expeditionary Medal (Korea) for operations for the period 17-19 Oct 71.
- 6 Apr 72 - Notification that Meritorious Unit Commendation Ribbon approved for MIDWAY by CNO.
- 8 Apr 72 - Visit by ADM E. R. ZUMWALT, JR., CNO
- 15 Apr 72 - Meritorious Unit Commendation Awarded MIDWAY
- 30 Apr 72 - First day of SPECOPS off Vietnam
- 2 May 72 - MIDWAY KA6D ARAB 516 operational loss (VA-115)
- 16 May 72 - Visit by RADM D. W. COOPER, CTF 77
- 18 May 72 - Two MIG 19's downed by MIDWAY Rockriver 110 (VF-161)
- 19 May 72 - MIDWAY A7B Champion 411 downed (VA-56)
- 21 May 72 - MIDWAY F4B Switchbox 203 operational loss (VF-151)
- 21 May 72 - Visit by VADM F. A. BARDSHAR, Director Tactical Electromagnetic Programs; RADM J. S. LAKE, NAVMATCOM.
- 23 May 72 - Two MIG 17's downed by MIDWAY Rockriver 100 (VF-161)

23 May 72 - MIDWAY A7B Ravenjet 302 downed (VA-56)

24 May 72 - Visit by ADM B. A. CLAREY, CINCPACFLT.

27 May 72 - Visit by RADM Howard E. GREER, COMCARDIV THREE.

28 May 72 - MIDWAY A7B Champion 406 (VA-56) engages barrier

6 Jun 72 - Visit by RADM Carl L. SEIBERLICH, COMASWGRU THREE

15 Jun 72 - MIDWAY EAK-3B ROBY 611 (VAQ 130) wheels up landing

16 Jun 72 - MIDWAY RF8G BABY GIANT 601 (VFP-63) downed

1 Jul 72 - Visit by MGEN Leslie E. BROWN, USMC Commanding General
FIRST Marine Aircraft Wing; BGEN E. J. MILLER, USMC
NINTH Marine Amphibious Brigade; RADM John S.
CHRISTIANSEN, COMCARDIV SEVEN

2 Jul 72 - Visit by MGEN George A. GODDING, USA, ACOS J2 USMACV;
COL Donald M. PHILLIPS, USA, Staff USMACV

10 Jul 72 - RADM William L. FLANNAGAN, USN relieves RADM John
L. BUTTS, Jr., as COMCARDIV ONE

11 Jul 72 - CDR J. L. TERRELL, USN relieves CDR C. R. ERIE, USN
as CO VA-93

12 Jul 72 - CDR P. L. BARRISH, USN relieves CDR E. L. CARMIECHAEL,
USN as CO VA-115

22 Jul 72 - MIDWAY RF8G BABY GAINT 601 (VFP-63) downed

23 Jul 72 - MIDWAY A7B CHAMPION 400 (VA-56) and A7B CHAMPION 414
(VA-56) downed

31 Jul 72 - CAPT S. R. FOLEY, JR., USN relieves CAPT W. L. HARRIS,
JR., USN as CO USS MIDWAY

2 Aug 72 - CDR W. L. CHATHAM, USN relieves CDR N. L. HARVEY, USN
as CO VA-56

6 Aug 72 - MIDWAY A7B CHAMPION 403 (VA-56) downed

8 Aug 72 - VAW-115 E-2 downed enroute to Japan

10 Aug 72 - Visit by VADM T. J. WALKER, USN, COMNAVAIRPAC

11 Aug 72 - USO/Miss America Show

24 Aug 72 - Visit by RADM HOLDER; OPNAV 06; RADM CHON, CNO, RVN

25 Aug 72 - MIDWAY F4B ROCKRIVER 100 (VF-161) downed

27 Aug 72 - MIDWAY F4B SWITCHBOX 210 (VF-151) downed

28 Aug 72 - MIDWAY A7B CHAMPION 405 (VA-56) accidentally launches Sidewinder on Flight deck

8 Sep 72 - MIDWAY A7B RAVENJET 307 (VA-93) downed

12 Oct 72 - Visit by VADM D. W. COOPER, CTF 77

24 Oct 72 - MIDWAY A6A ARAB 501 (VA-115) crashed on Flight deck

29 Oct 72 - Memorial service for 5 men who died in crash on MIDWAY on 24 Oct 72

30 Oct 72 - Visit by VADM Means JOHNSON, JR., NAVINSGEN

6 Nov 72 - MIDWAY A7B CHAMPION 403 (VA-56) downed

9 Nov 72 - Visit by VADM J. L. HOLLOWAY, III, COMSEVENTHFLT

10 Nov 72 - MIDWAY A7B CHAMPION 401 (VA-56) downed

10 Nov 72 - MIDWAY A7B RAVENJET (314 (VA-93) downed

14 Nov 72 - CDR Marion H. ISAACKS, USN assumes Command of CVW-5

1 Dec 72 - CDR J. S. DISHER, USN relieves CDR C. G. KOTHER, USN as CO VF-151

4 Dec 72 - MIDWAY RF8G BABY GIANT 602 (VFP-63) loses wheel on landing

27 Dec 72 - Bob HOPE show held aboard MIDWAY

30 Dec 72 - Crossing of Equator 0000N/105-54.6E - Initiation of POLLYWOGS

3. (U) Statistics

a. Engineering:

1. Shaft miles completed - 96,314
2. Hours steamed - 8,452.1
3. Fuel oil expenditures (gal) - 33,314,521
4. Eleven CASREPS with no commitments missed due to casualties

b. AIMD:

1. Navy Oil Analysis Program (NOAP) Laboratory was instituted
2. Micro - Minature Repair Program initiated
3. Department processed approximatly 48,000 items through the Aviation Maintenance Material Management (3M) System. Approximately seventy-percent of the items were repaired and returned to the supply system for re-issue.

c. Medical:

1. Outpatient visits - 30,751
2. Admissions - 376
3. Immunizations - 15,677
4. Prescriptions filled 29,750
5. X-Rays - 6,144
6. Laboratory tests - 37,958
7. Surgical procedures - 259
8. Transfers to hospital - 50
9. Admission referrals - 115
10. Limited services - 17,630

d. Communications:

1. Message traffic
 - (a) Monthly low (Apr) - 2,359 outgoing/10,996 incoming
 - (b) Monthly high (Jun) - 5,589 outgoing/31,730 incoming
 - (c) Total message traffic processed - 55,708 outgoing/246,458 incoming

e. Dental:

1. Examined and provided stannous flouride treatments to 250 dependent children
2. Instituted emergency and preventive dentistry program for escort Destroyers
3. Total patients - 8,119

f. Deck:

1. Lifts transferred - 16,385
Ordnance - 15,445
Supply - 940
2. Fuel transferred aboard - 29,227,819 gals JP-5
25,771,987 gals NSFO
3. Average transfer rate - 1 each 45 seconds; highest transfer rate rate (USS WICHITA (AOR-1)) - 158 lifts

g. Weapons expenditures:

<u>1. Weapon</u>	<u>Quantity</u>
Shrike	298
Sidewinder	63
Sparrow	18
Walleye I	97
Walleye II	16
Rockeye	3,519
LGB	18
MK 82 LDGP	50,170
MK 83 LDGP	4,753
MK 84 LDGP	130
MK 45 PARAFIARE	5,398
2. Total tons expended	17,423

h. Air Department:

1. Arrested landings 16,684
2. Catapult shots 17,151
3. Waterbrake inspections/repair of catapult 11
4. Arresting gear re-reaves 15
5. Haughtosafe catapult fireproof lubricant consumed
2,870 gals
6. JP-5 pumped to aircraft - 29,698,460 gals

Part II

Documentary annexes

MIDWAYNOTE 1301

PRECEDENCE LIST

NAME	SSN/DESIG	LINEAL NR	DOR	OFF/SR PHONE #	DEPT	S/R	CLEARANCE
<u>CAPTAIN</u>							
FOLEY, S. R.	[REDACTED]	/1310	001183-40	1 NOV 70	214/214	CO	CABIN
<u>COMMANDERS</u>							
BOTTENBERG, F. L.	[REDACTED]	1310	004603-80	1 SEP 67	013/013	XO	CABIN
JOHNSON, A. C.	[REDACTED]	1310	004605-10	1 OCT 67	091/842	OPS	0274
HARLOW, D. L.	[REDACTED]	1310	004617-20	1 NOV 67	215/886	AIR	0270
HODGE, S. T.	[REDACTED]	1310	004627-10	1 JAN 68	417/506	OPS	0214
CORKHILL, T. M.	[REDACTED]	1310	004650-10	1 APR 68	215/786	AIR	0268
VAUGHAN, E. J.	[REDACTED]	1310	004682-20	1 JUL 68	213/224	NAV	0251
CHRISTENSON, R. D.	[REDACTED]	3100	004703-50	1 JUL 68	240/742	SUP	0272
BRADY, J. G.	[REDACTED]	1310	004791-20	1 FEB 69	606/606	SAFE	0216
JOHNSON, J. R.	[REDACTED]	1520	004843-20	1 JUL 69	603/477	AIM	373
CUSICK, W. F.	[REDACTED]	4105	004917-70	1 SEP 69	062/061	EXEC	207
RUCHALA, J. F.	[REDACTED]	1310	005070-70	1 JAN 71	078/057	OPS	0256
ALVAREZ, F. F.	[REDACTED]	1400	005086-40	1 MAY 71	238/355	ENG	211
CASSIDY, R. E.	[REDACTED]	2200	005132-10	1 AUG 71	028/820	DENT	0253
PARKER, A. M. JR.	[REDACTED]	4100	005138-70	1 SEP 71	063/961	EXEC	209
D CATER, M. C.	[REDACTED]	1310		1 AUG 72	410/100	OPS	0221
* DUNDON, A. M.	[REDACTED]	1310		21 APR 72	845/814	WEPS	365
<u>LIEUTENANT COMMANDERS</u>							
DUNLOP, F. R.	[REDACTED]	1630	016943-40	1 OCT 67	096/363	OPS	0245
MEYERS, F. P.	[REDACTED]	1310	017497-00	1 SEP 68	215/327	AIR	0218
ETCHELLS, E. J.	[REDACTED]	1320	018289-00	1 NOV 68	417/327	OPS	0218
KANE, R. M.	[REDACTED]	1110	018560-10	1 JAN 69	489/713	DECK	351
SCOGGIN, J. M.	[REDACTED]	1310	018573-70	1 FEB 69	031/434	AIR	0220
ADAMS, J. W.	[REDACTED]	6700	019370-70	1 FEB 69	070/198	WEPS	317

MIDWAYNOTE 1301

NAME	SSN/DESIG	LINEAL NR	DOR	OFF/SR PHONE #	DEPT	S/R	CLEARANCE
FOX, L. O. JR.		6302	018718-30	1 JUL 69	238/785	ENG	325
R HOPPER, R. A.		1110	018761-60	1 JUL 69		COMM	
BECK, B. K.		1520	018817-50	1 JUL 69	601/827	AIM	326
STEINBRUCK, C. G.		1810	018959-50	1 SEP 69	403/363	OPS	0245
KRUEGER, D. W.		1310	019004-70	1 NOV 69	292/938	WEPS	0294
D WELLS, J. "H"		2105	019041-70	1 FEB 70	899/784	MED	205
CARON, E. J. J.		1107	019172-83	1 OCT 70	009/885	OPS	323
D POLO, A. D.		1110	019173-90	1 OCT 70	238/884	ENG	203
R TERRY, D. B. JR.		2105		1 FEB 71		MED	
DECARLI, W. P.		1310	019319-60	1 APR 71	845/353	WEPS	335
HUNDELT, G. R.		3100	019341-30	1 JUN 71	240/885	SUP	323
STANDRIDGE, W. L. JR.		6352		1 JUL 72	020/721	ENG	202
UNRAU, J. L.		1310		1 JUL 72	414/785	OPS	325
WERTZBERGER, C. R.		1310		1 JUL 72	076/889	WEPS	318
* FRANKLIN, E. C.		6572	035173-00	23 DEC 72	877/058	COMM	0252
* VANCE D. M.		2100	036079-20	31 DEC 72	899/453	MED	335

LIEUTENANTS

GIBBONS, J. M.		1615	034521-60	1 JUN 67	895/463	OPS	0247
KRIPPES, D. E.		1310	034606-00	1 SEP 67	031/434	AIR	0220
# SCHNEIDER, P. T.		1320	035142-00	1 JAN 68	414/108	OPS	0208
GIRARD, W. E.		1320	035251-20	1 JAN 68	414/108	OPS	0208
# MAHOOD, J. N.		1320	035450-20	1 MAR 68	417/889	OPS	310
REMMERS, W. H.		6302	035500-40	1 APR 68	024/889	ENG	318
ASHFORD, E. A.		1310	035518-00	1 APR 68	215/398	AIR	0232
# SMERECZNAK, D. A.		1310	035214-80	1 MAY 68	005/404	AIR	0242
HALL, D. E.		1325	035528-40	1 MAY 68	698/498	OPS	0234
# STAUB, J. A.		1405	035545-20	1 MAY 68	239/887	ENG	371
KOREN, G. D.		1310	035914-80	1 JUL 68	850/960	AIR	313
CLARY, R. H. JR.		1310	035933-40	1 JUL 68	787/100	AIR	0221
MONROE, L. W.		1320	035996-40	1 JUL 68	833/888	WEPS	371

B. (U) USS MIDWAY Losses - 1972

LT Aubrey A. NICHOLS	VA-56	Prisoner of War	19 May 72
CDR Charles BARNETT	VA-93	Missing in Action	23 May 72
LT Raymond P. DONNELLY	VA-115	Died	19 Jul 72
LCDR Gordon C. PAIGE	VFP-63	Prisoner of War	22 Jul 72
LTJG Gary L. SHANK	VA-56	Missing in Action	23 Jul 72
LTJG Michael G. PENN	VA-56	Prisoner of War	6 Aug 72
LCDR James L. ANDERSON	VAW-115	Lost at Sea	8 Aug 72
AZ1 Bobby D. COBB	VAW-115	Died	8 Aug 72
LCDR Michael W. DOYLE	VF-161	Missing in Action	25 Aug 72
LT John C. ENSCH	VF-161	Prisoner of War	25 Aug 72
LCDR Theodore W. TRIEBEL	VF-151	Prisoner of War	27 Aug 72
LTJG David A. EVERETT	VF-151	Prisoner of War	27 Aug 72
LCDR Donald A. GERSTEL	VA-93	Missing in Action	8 Sep 72
AMHL Edward P. McDONALD	VA-93	Died	13 Sep 72
LTJG Michael S. BIXEL	VA-115	Lost at Sea	24 Oct 72
AA Robert A. YANKOSKI	V-4 Div	Died	24 Oct 72
AA Robert W. HAAKENSEN, JR.	V-1 Div	Died	24 Oct 72
AMSAN Daniel P. CHERRY	VA-93	Died	24 Oct 72
A02 Clayton M. BLANKENSHIP	VA-56	Died	24 Oct 72
LCDR Clarence O. TOLBERT	VA-56	Missing in Action	6 Nov 72