



# 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**



**Shift Colors, Underway!**

## September 2022 Reunion

The USS Midway Veterans Association's September 11-14, 2022, reunion in San Diego goes in the books as a capital success, with some fifty Midway Veterans and their guests in attendance. In all, some ninety people (counting walk-ons) enjoyed the reunion, which featured several entertaining venues, as described below.

Renewing a long-standing tradition, we rose early and made our way to the Midway Museum for a "Meet and Greet" session with the Museum's leadership team. Laura White, president of the Midway Foundation, and several volunteers who keep the steam up and the ship ready for duty, gave us informative and entertaining talks. MVA President Oscar Granger presented Dave Hanson, the Museum's curator, with a saluting-shell casing from Midway's 21-gun salute at Pearl Harbor on November 26, 1963, commemorating President

John F. Kennedy's assassination a few days earlier.

Things progressed smoothly over the next three days of the reunion—attendees traveled to a U.S. Olympic athletes training club in Chula Vista, ate a box lunch meal on the ship catered by Café 41, participated in a narrated Old Town Trolley tour that took in all of San Diego and then some, and enjoyed a Harbor Tour.

The final event of the reunion, on Wednesday, September 14, was a scrumptious farewell dinner at the Claim Jumper Restaurant that fronts the reunion hotel (Wyndham San Diego Bayside). Claim Jumper offered us multiple choices for meals, and we ate well, including a variety of decadent deserts. One lucky Midway veteran left with a flag box containing an American flag flown over Midway. Toward the end of dinner—we had outdoor seating—about forty Hell's Angels-type



bikers thundered by on North Harbor Drive, adding to the ambience . . . and the noise. The late Sonny Barger would've been proud.

We received local TV coverage at the Café 41 lunch aboard ship when Oscar Granger was interviewed by a San Diego television station (Fox News at 5). Oscar gave the reporter an overview of MVA's mission and its support of the Midway Museum over the years. Most of his interview ended up on the cutting-room floor, but what survived and ended up on the air was good. There's no such thing as bad publicity, they say!

The reunion hospitality room—the Porthole Room— served its purpose well; we hung out and schmoozed, told whopping sea stories, found plenty of time to eat and imbibe, silent-auctioned off state gifts brought by the attendees—money from which will be donated to the Midway Museum's education scholarship fund—and just generally hung out with shipmates we hadn't seen or heard from in years, always a good time.



**Former BM1 Oscar Rocha, a fixture at our reunions, pipes us aboard for the Café 41 Lunch**

At the business meeting, new officers were voted on and installed, MVA's bylaws were revised and approved, the association's finances were detailed, and Norfolk, Virginia, was chosen by a vote of the

members as the site of next year's reunion, probably in the fall of 2023.

We said our goodbyes after four days of fun in the sun, and all hands agreed that the reunion was an excellent "reboot" for MVA reunions, after a two-year hiatus due to the COVID pandemic. We still remembered most of the basics of hosting a successful reunion. But most of all, we still remembered how to have fun!

**Editor's Note:** Below are the biographies of our MVA board members.

### **Tim Munderloh - MVA President Bio**

I joined the Navy in 1986 on my 17th birthday and went to boot camp in July 1987. I served for over 12 years, including deployments during the first Persian Gulf War, Operation Restore Hope, and the Bosnian Crisis. I began my service as a Communications Electrician on Midway. After transfer from the Midway, I attended the prestigious BOOST officer candidate school and earned an NROTC scholarship. After college, I served as a Surface Warfare Officer in ships and shore installations throughout the world, finally being honorably discharged for medical reasons as a Lieutenant.

After the Navy, I founded Munderloh Financial Group in 2003, which is committed to listening very carefully to their clients to understand their unique challenges and then provide common sense, workable solutions.

I developed a specialty niche market in assisting senior wartime veterans in obtaining benefits from the VA for assistance with various activities of daily living through operation Veteran's Assistance. Old Navy injuries resurfaced and I retired for medical reasons at age 49.

### **Steve DeCata - Vice President-Reunions Bio**

I joined the Navy after High School. Reported to the Midway in Yokosuka, Japan in February 1979 as a non-designated Airman in VAW-115. I wanted to be a Photographer's Mate but ended up in Maintenance Control - Flight Deck (Plane Captain). I made PH3 and left the Midway in Feb 81 for the



Naval School of Photography in Pensacola FL. I stayed in Pensacola till 84, then transferred to Armed Force Institute of Pathology as a Forensic Photographer (worked the Challenger disaster).

Left the Navy in 87. Joined the CIA as a photographer, retiring from the Agency in 2017.

Started an LLC Mobile Wood Fire Pizza Company 2017-2021 (Pirate Rooster Pizza).

Live in Aldie Virginia on 7 acres.  
Married to my very supportive wife Cathy.  
We have 2 kids, Amy and Matt.  
4 grandchildren, 4 corgis, and 3 cats.

### **Bernard (Ray) Tillery - Treasurer Bio**

I was born in Albuquerque, New Mexico, in November of 1946. I grew up in the Estancia Valley of New Mexico.

I attended New Mexico State University, and obtained a Bachelor's degree in Civil Engineering in 1969. I then entered the United States Navy after completing Navy Officer Candidate School in 1970. My first duty station was aboard the Midway. While on the Midway, I served as the Acting A Division Officer of the Engineering Department. We were based out of Alameda, California, but did a tour on Yankee Station off the coast of Vietnam from April to November of 1971.

My second tour of duty was with the Navy Manpower and Analysis Center out of Norfolk, Virginia, until 1974.

After being separated from the Navy, I worked for the New Mexico State Highway Department for two years before I went in to the civil engineering consulting business as owner of Amarillo Testing and Engineering out of Amarillo, Texas. I sold that business in 2006. I married Kandy Gartrell in 1977. We have three daughters, aged 44 to 38, five grandsons aged 8 to 24, and two step-granddaughters. Last year, after two of my daughters moved to Southern California, Kandy and I bought a home in the Riverside area to be near most of our family and grandchildren. In addition to my new volunteer duties as upcoming treasurer of the MVA, I now volunteer about once a

month in the Education Department of the USS Midway Museum.

### **Tim Miller - Secretary Bio**

Born in Portland, OR.  
Raised in Coeur D' Alene, ID.  
Graduated from Coeur D' Alene Sr. High school  
Joined the Navy 1978.  
Retired from the Navy 1998.  
Attended University of Maryland while stationed at NAF Misawa, Japan.  
Attended College of the Sequoias while stationed at NAS Lemoore, CA.  
Tours of duty while serving in the Navy:  
USS Midway CV-41, NALF San Clemente Island, CA, VAW-110, USS Ranger CV-61, USS Independence CV-62 and finally NAS Lemoore, CA.

Joined MVA 2010. Assumed chairman of membership committee in 2016. Assumed MVA Secretary position at 2022 MVA reunion. In my position as MVA Secretary, I hope that you will know that we are here to serve you, and hopefully be transparent between your Executive Board and our members. I can be reached at [yokohamakid01@gmail.com](mailto:yokohamakid01@gmail.com) or 619-942-2554 any time after 5:30 pm.



Meet and greet on the Hangar Deck

### **Martin FitzGerald - Vice President- Administration Bio**

I was born in 1936 at Weehawken, New Jersey, and have a long relationship with the Midway. I first saw the Midway on the Hudson River on Navy Day in 1945. I had no idea that I would serve on her twelve years later. In 1957 I joined the Navy and attended A school in Norman, OK. I reported to the Midway during her first reconversion, which outfitted her with an angle deck. Midway was recommissioned in September 1957, so I am a plank owner for her first recommissioning. After I left the Midway many years later, I found her again, and now proudly serve as VP-Administration. In 2013 I attended my first MVA reunion and told Dave Payson, who was the Secretary-Treasurer, I would like to help him with some of the workload and now here I am, it's been a lot of fun for me. So now I am 85 and still going strong. See you at the next reunion.



Reunion dinner at Claim Jumper restaurant

### **Missing Sailors during Man Overboard Drill**

**YN2 Jim Daugherty, X-Division**

In the summer of 1973, the Midway was out at sea, doing workups after the shipyard period in Hunters Point and getting ready for our change of port to Japan.

I was a YN2 and worked in the Captain's Office. The ship was at General Quarters (GQ) and my GQ station was right behind the captain's chair on the Bridge. There were two phone talkers assigned to

the Captain. My partner in crime, YN3 Mike Lenox, didn't show up for GQ. Then during GQ, we had a man overboard drill. It takes quite a while to muster an entire aircraft carrier. Muster reports were coming into the bridge and after a period of time it was determined that two sailors were missing. The XO was kind of perturbed, as the missing sailors were from X Division, which he was the Department Head. I finally heard who the two missing sailors were and I thought I knew where they were. I couldn't leave my phone station, but asked someone to ask the XO to come over to me. I explained to the XO that I thought that maybe the two guys were doing laundry in the captain's laundry room. The XO gave me his not-happy look and told someone to call down to the captain's stateroom and have one of the stewards check it out. Sure, enough they were in the captain's laundry room, which did not have a 1MC speaker, so they didn't know the ship was at GQ. They immediately high tailed it to their respective GQ station and the man over board drill was terminated.

I don't know what exactly happened afterwards, but the two had to meet with the XO. They didn't get written up, but I am sure the XO chewed them out good!



Chowing down on Café 41 lunch on L-3

## A Tribute to Uncle Sid

Dan Friedlander

My Uncle Sid Friedlander passed away on 3 July 2022. He was 102 years young. If he were here with me today, he would correct me and say he was 102 and 10 months old like a nine-year-old would just before they were hitting double digits. He was born 10 September 1919, the fourth eldest of 11 children.



Sid's parents were immigrants from Austria who raised their 11 children in New York City before, during, and after the great depression. Uncle Sid and his siblings were born over a 20-year time horizon. My grandfather was a tailor and Sid would explain to me how they may not have had a lot of money, but they would always have food on the table. Sid's father would be sure to take his extra suit to work every day during the depression so my grandmother wouldn't take it to the "hock shop".

Sid and his 5 brothers all joined the military during WWII. Sid had difficulty at first joining the military because he had flat feet. After being denied entry into all the other branches of the military he enlisted into the US Coast Guard, then shortly after he was approved for a transfer into the US Navy. Toward the end of his service in the Navy Sid was assigned to the newest addition to the US Navy, the USS

Midway. Sid was a 1945 commissioning crew plank owner and proud of it until the day he died.

My uncle Sid loved to gamble; craps was his game. Whenever he would make it to Las Vegas he would wear his Midway shirt and hat. Most times at the craps table someone would thank Sid for his service and Sid would talk about being on the Midway. Usually someone would think he was in the battle of the Midway, but Sid would set them straight.



The biggest attention grabber in whatever Vegas casino he was plying his gambling skills at, was when people found out Sid's age. It was amazing how a 100-year-old could have been at the craps table for 4-5 hours at 3AM.

Over the last few years many people have asked if they could take a picture of themselves with Sid after hearing him speak about the USS Midway. That would make Sid feel like a celebrity. Perhaps he was. Sid will be missed, maybe more by me than anyone else, for he pretty much outlived everyone else.

I had a special connection with my Uncle Sid, and a lot of it was tied to the USS Midway. In the fall, I often traveled from my home in Florida to Sid's home in Los Angeles to visit him. Top on our to-do list, well ahead of Vegas gambling and horse racing, was attending an MVA reunion in San Diego if they were holding one that year. Like an excited

100-year-old kid, he could hardly wait to get there and show me his old “boat.”

One of my fondest memories of Uncle Sid was at the 2019 Three Sisters reunion. He was “holding court” in the hospitality room with a sizable number of veterans gathered around him at one of the tables. His sea stories were far more outrageous and funnier than any of the other veterans could conjure up. But, of course, they were all true, and he stood by them. The rest of the men, recognizing genius perhaps, fell silent and just listened to him. He had a captive audience, and he knew it. That was my Uncle Sid, a celebrity to the end.



### The Lookout

David Payson, 1963-64/RDSN, OI Division

At some point during the 1963-64 West Pac cruise, I, a boot radarman in training at the time, was on lookout duty on the Midway’s bridge, and I now have this nagging memory of taking some action, or inaction, that might’ve sent the ship to general quarters.

Here’s how I remember it. It was in the dead of the night somewhere in the Sea of Japan and we’d been playing war games with the Kitty Hawk that day. I know it sounds crazy that a boot seaman could make a blunder serious enough to send Midway’s crew scrambling to their battle stations. But if it didn’t really happen, then why did I write an article about it in a 2008 Midway newsletter some 14 years ago?

The following are verbatim quotes from that article, published in the “Scope Dope News,” an early

Midway OI Division newsletter that I edited those long years ago. (In those days, before we reorganized as the USS Midway Veterans Association, we were known as the OI Division Reunion Group.) Following is some of what I wrote:

“One night we were operating in the Sea of Japan, and I was bridge lookout during the mid-watch. During the day, we had played war games with the U.S.S. Kitty Hawk—and not surprisingly, we had kicked her butt in every competition.

“[name withheld] was on the sound-powered phones to me from CIC, and he kept me entertained with a constant stream of chatter over the line as only he could do, warning me that I better not fall asleep at the switch and let the Kitty Hawk sneak in on us to get a little a little ‘payback.’

At about 0200 hours, I picked up a visual contact on the horizon through my 10X binoculars. It looked to be a huge ship, and running dark, barely visible, moving fast. Excitedly, I reported my sighting to the officer of the deck and then to CIC. The longer I studied the ship the more convinced I was that it was the Kitty Hawk. The OD called the captain to the bridge. “Eleven miles and closing fast!” [name withheld] reported from CIC. I relayed the information on to the OD. Things were happening fast.

“I don’t remember anyone on the bridge asking me if CIC thought it was the Kitty Hawk, but someone must have said something like that, because the captain sounded GQ and all Hell broke loose as the crew scrambled to their GQ stations. Although most of them were still half asleep, they were always ready to have some fun with the Kitty Hawk. But it turned out to be a Japanese freighter. We stood down from GQ and the crew returned to their racks, grumbling.

“Three days later our Leading Petty Officer sent me mess cooking.”

Such is what I wrote in that 2008 article. It seems straightforward enough, not like I was trying for humor. But I doubt that it could’ve happened the way I described it. After all, the “war games”



between the two carriers took place some 44 years before I wrote about them.

Therefore, I conclude that you should take all this into account before you accept it as the gospel. More'n likely, that article was a slice of malarkey, I'm thinking now. Besides, would a boot seaman apprentice be invited on the bridge watch at night for any reason?

This quote from that same article sounds more like me: "My stint on the mess decks turned out great, because they gave me the job of forward compartment cleaner, which was skating duty."

You bet. I remember that part well. I never went near the scullery.

### MVA's Bylaws Set at Reunion

On Sept. 12, 2022, at the MVA reunion in San Diego, significant changes to MVA's bylaws were presented, discussed and approved by the membership assembled at the general business meeting. David Payson, MVA's outgoing Secretary-Treasurer, outlined some of the more significant changes to the meeting attendees:

- All USS Midway Veterans' immediate family members can now join the MVA. Family members, age 21 and over—both genders—shall be subject to paying dues and be considered members in good standing, including voting privileges and the right to seek officer positions in our organization. Immediate family members under the age of 21 are not required to pay dues.
- Officers' terms shall be limited to two four-year terms.
- Officers' terms shall be staggered in such a manner that there will always be experienced officers on the board at any one time.
- The former board position of Secretary-Treasurer has been divided into two officer positions: 1) Secretary and 2) Treasurer,

bringing the total number of officers on the board to five.

- The role of Interim Board Member has been established; these are "officers in training."

The updated MVA Bylaws were approved by unanimous vote. They are posted on the MVA website ([ussmidway.net](http://ussmidway.net)/click on Bylaws tab).



A memorial picture of Admiral Riley D. Mixson, who passed away earlier this year. The picture is located in the flag spaces of the Museum.



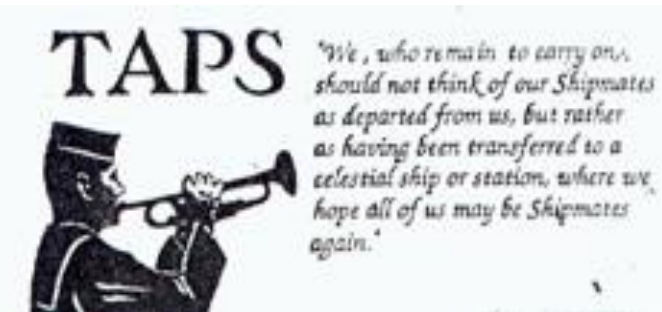
### In Memoriam

**Sid Friedlander**, 102, passed away July 3, 2022, at his home in Hollywood, California. He served on Midway in 1945 as an AAM3, and was a member of Midway's original commissioning crew, a 1945 plank owner as well as a WWII veteran. Sid never missed a San Diego reunion and was an endless source of entertainment with his wide variety of sea stories, all of them "true" of course. He is survived by his closest living relative, Dan Friedlander, his nephew and his best friend. May Sid rest in peace. (See Dan's article on his uncle, page 5.)

**Shipmate Richard (Rick) Setlowe**, 89, passed away August 25, 2022, at a medical facility near his home in Toluca Lake, California. Rick served on Midway from 57-59 as a LTJG/OI Div./Ops officer in CIC. Following his Navy service, he worked as a journalist/reporter for several years in San Francisco, moved south to the L.A. area, and then became a prolific writer, publishing several novels and screenplays. His first novel, "The Brink," was based on his experience on Midway. Rick was preceded in death by his wife of 50 years, Beverly Setlowe. May he rest in peace. To read "The Brink" as it appeared in MVA's newsletter last year, open the link below.

<https://www.ussmidway.net/pdfs/SetloweBrink.pdf>

**Shipmate Jerry Mabry**, 82, passed away September 24, 2022, at his home in Arvada, CO. Jerry served on Midway 63-65 as an LTJG/OI Div./Ops officer in CIC. He is survived by his wife of 27 years, Evelyn Marby, two daughters, five grandchildren, and three great-grandchildren. May he rest in peace.



### 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!**

Thomas (Tie) Ebrite (75) - Ft. Myers, FL

Alec Tan (71-72) - Pasadena, CA

Kevin Harris (74-76; 89-92) - Fleming Island, FL

Charles Rohman (70-71) - Bullhead City, AZ

Frank Serraino (47-49) - Cincinnati, OH

Samuel Inman (57-61) – Fullerton, CA

John Girard (80-83) – Virginia Beach, VA

David Scott (74-76) – Bloomington, IN

Craig Clark (79-80) – Woodstock, GA

### More Pictures from the 2022 reunion



Telling tall tales in the Hospitality Room

See more reunion photos on our webpage:

<https://ussmidway.net/index.php/photos-videos?id=10:mva-2022-san-diego-reunion>





Reunion attendees at Chula Vista Training Center



Oscar Granger and Steve DeCata at the Meet and Greet



Reunion attendees enjoying a Trolley ride around San Diego

*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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**USS Midway Veterans Assoc. Website**

<http://ussmidway.net>

**USS Midway Veterans Assoc. Facebook**

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



**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**  
18940 Priceless Road  
Perris, CA 92570

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: Bernard (Ray) Tillery, MVA Treasurer, at [ray.tillery@yahoo.com](mailto:ray.tillery@yahoo.com);  
Telephone 806-678-0742

