



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**

Midway veterans and family members interested in joining the MVA, see the application at the end of this newsletter

Pulling into Subic Bay



MVA's 2023 Norfolk Reunion

MVA's 2023 reunion is set for September 27–October 1, 2023, in Norfolk, Virginia. Registration opens on Wednesday, September 27, at the Sheraton Norfolk Waterside, our reunion hotel. The negotiated room rate is \$129/n, a very reasonable price. The following link takes you to the registration form for the upcoming Norfolk reunion: <https://www.events.afr-reg.com/e/USSMidway2023>

The Norfolk Waterside commands a great view, easy beach access, a first-class restaurant, and is located close to many of Norfolk's military

attractions and downtown shops and restaurants. We're looking forward to renewing old friendships with our shipmates from the East Coast and the nation's Heartland. Norfolk is rich in Naval tradition, truly a "Sailor's town." Midway was built only some 25 miles from there, in the shipyard at Newport News.

There's a lot to do and see in Norfolk, and we've scheduled several events and tours over the three full days of the reunion to help you take it all in. These include a Welcome Dinner Buffet at the hotel, a tour of Colonial Williamsburg, a lunch cruise on the Spirit of Norfolk, a city tour of Norfolk,



and a tour of the MacArthur Museum/Nauticus, home of the WWII battleship USS Wisconsin. On the last full day of the reunion, Saturday, September 30, we'll have a reception/dinner in the hotel's main ballroom. A sample menu will be provided later in the year, along with the reunion registration form. We hope to see you all there!

Questions? contact MVA's VP of Reunions Steve DeCata at email sdecata@gmail.com, or phone him at 410-713-0647.



VA-25 Toilet Bomb to the Rescue

Shown here, strapped to the right wing of a Midway A1H1 Skyraider, NE/572 "Paper Tiger II" (VA-25), is a unique weapon—a "toilet bomb" rigged like a bomb but with no explosive capabilities, of course. On Midway's last mission of the '65 Vietnam cruise, on Nov. 4, 1965, unbeknown to the Captain and Air Boss, the specially rigged under-the-wing toilet was installed surreptitiously and dropped like a bomb from the A1H1 Skyraider on a sortie over North Vietnam. The toilet bomb whistled through the hole when it went down. Because of its un-aerodynamic shape, it didn't drop mostly straight down like a real bomb but followed an unpredictable path and almost took out a plane in the formation below. The modified toilet was dropped in place of a real bomb to commemorate the 6-millionth pound of ordnance dropped by Midway pilots on the North Vietnamese. It will never be known if the enemy below saw the symbolism and humor in it. But probably not. Charlie didn't get much sit-down time.

Link to complete story online, naming names and giving in-depth details of the behind-scenes events:

<https://theaviationgeekclub.com/time-u-s-navy-1h-skyraider-dropped-toilet-bomb-north-vietnam/>

The USS Midway Veterans Association's Legacy—It's All in the Family

David Payson, 1963-64/RDSN, OI Division

At last year's reunion business meeting in San Diego, MVA attendees reviewed and approved the latest changes to the MVA's bylaws. One of these changes is especially significant—a provision to open our membership to "direct family members." This means that family members of MVA members can now join our association, pay dues (if they're 21 or over), vote and rise to the level of officers in our organization if they so choose.

We believe allowing family members to join our organization will help the MVA preserve its future as a viable reunion association. These are tough times for military reunion associations. The pandemic has put an end to many, as has old age. ("Old Sailors never die; they just fade away...."). But time marches on, and there's a high likelihood there will come a day when there won't be enough of us left to keep the MVA going. That is, if we don't take some action to help prevent that day from happening.

A good example of how this "family dynamic" concept can work is the USS St. Lo (CVE-63) reunion association. St. Lo was an escort carrier that was sunk in WWII by a Kamikaze suicide plane during the Battle of Leyte Gulf. Today only one St. Lo veteran remains alive and he's in his late 90's. Yet, the now deceased veterans' family members have carried on an active reunion association in St. Lo's memory. (Note: read about the St. Lo's reunion association on their website.

<https://ussstlo.com/>

She was renamed the USS Midway before *our* Midway—CVB-41—was commissioned but gave up her name so that CVB-41 could have the name. We invited the St. Lo association members to attend our 2022 reunion in San Diego but none of them could make it.

So, is it realistic to think that our family members would go for this idea of joining us as official MVA

reunion members? We think so. We interviewed the presidents of the reunion associations of our sister ships for this article— Wayne Addkison of the Coral Sea and Robert (“Bob”) Siefker of the FDR. Wayne said Coral Sea is considering doing something like the MVA is, i.e., allowing family members to join their association. Bob said FDR’s veterans’ family members have formed their own separate auxiliary group. But veterans and family members participate in reunions together.

In conclusion, more family involvement in our association is an idea whose time has come, approved by our membership at the last reunion, the goal being to help the legacy of the MVA and Midway Veterans around the country live on. So, if you are age 21 or over and are a direct family member of an MVA member, such as a son, daughter, or grandchild, consider paying MVA dues and joining our organization. You’ll get the vote in our organization and the potential to become an officer and making a real difference. **For more information on how to join the MVA as an immediate family member, contact MVA’s VP of Admin. Marty FitzGerald at email: marty.fitzgerald@earthlink.net**

Bill Lovejoy, USS Midway Plankowner

Submitted by Susan Finger

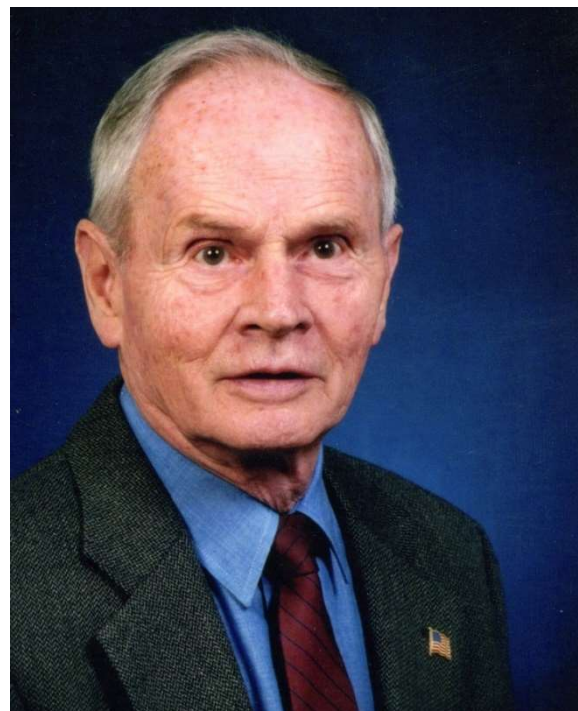
Bill Pertl Lovejoy, USS Midway plankowner, passed away November 27, 2022, at the age of 95. Lovejoy, a native of the small coal mining town of Neffs, Ohio, was a signalman on the Midway at the end of World War II. He was also onboard the Midway during Operation Frostbite.

After the war, he was among the early recipients of benefits from the GI Bill and received his BS in Geology from Muskingum University, his MS in Geology from University of New Mexico, and his Ph.D. in Zoology from Oregon State University. In 1968, he accepted a position as Professor of Biology at Georgia Southern University (Statesboro, GA) where he influenced the lives and careers of many students before retiring in 1986.



He and his wife Martha moved to the mountains of western North Carolina where he maintained an active role in the church and community. Bill Lovejoy was a generous man who believed in the value of education and established scholarships and distinguished lecture series at all four of the universities that he attended.

In a special and emotional ceremony at the Pensacola USS Midway reunion, Bill was presented the World War II Victory Medal that he had earned 72 years earlier. Bill exemplified the values inherent in the Greatest Generation and his passing is a loss to many. Bill was preceded in death by his parents, his wife, and two brothers.



MVA Helps Kids!

Once again, MVA members made a substantial financial donation to the USS Midway Museum in December of 2022.

Laura White, President of the USS Midway Foundation, was appreciative of our effort. "Thank you for the USS Midway Veterans Association's Annual Appeal gift of \$500.00 to education programs aboard the USS Midway Museum, received December 16, 2022," she said in her thank-you letter to us.

"Through STEM education, hands-on experience, curriculum development, introduction to working trades, leadership programs and virtual opportunities in over 25 states, your donation enables us to teach history, courage, and sacrifice that allow those freedoms to exist.

"Thank you for helping to provide these foundational education opportunities to tens of thousands of students and teachers every year," Laura concluded.

Sounds like we did good. Each year for the past twelve, the MVA has made these kinds of financial donations to the Museum in conjunction with its nonprofit charter. The money comes from our annual dues collection from members (we donate 20 percent of the annual dues we collect), as well as from money we raise at our reunions from fundraising efforts such as silent auctions and raffles.

This kind of acknowledgment from the Museum's leadership team makes us proud that we can contribute to such a worthy cause as helping children in their education goals, and keeps our name on the Museum's Annual Donors' Plaque in the hangar bay, where it has appeared for the last dozen years.

Wreaths Across America

Marion (Mick) Hersey, MS1(AW), 1982-86

Well, 2022 was an awesome year for one of our MVA members in Washington state! As part of the National Wreaths Across America Day, over 900

wreaths were placed in 9 cemeteries on Veteran's Memorial sites around Kitsap County.



Marion 'Mick' Hersey in his colonial garb

Marion 'Mick' Hersey, Wreaths Across America Chairman, was a Mess Management Specialist on Midway from 1982-1986. He retired from the Navy as a Senior Chief Mess Management Specialist in 1997.

Over 200 volunteers attended the 2 ceremonies at Ivy Green Cemetery Bremerton and at Bethel Cemetery in Port Orchard!

This is Mick's 11th year working with the Wreaths Across America Program, honoring our Veterans with live Balsam Wreaths from the state of Maine. In 2017 he assumed the chairman position and coordinates the cleaning of the cemeteries during the year with volunteers. Each Veteran gets a flag placed on their grave at Veteran's Day and that identifies the location to place the wreaths

The following Sunday, 2 inches of snow greeted us in the morning.

Nationally, 3700 cemeteries participated receiving 2.5 million wreaths placed by 3.5 million volunteers!

It's a great cause that everyone can be a part of. Go online to Wreaths Across America. You can select any state or Arlington National Cemetery to donate a wreath.

In recent years, Mick has received national recognition for his efforts in cleaning and restoring monuments and memorials of military veterans in and around Kitsap County, including those in the Navy town of Bremerton, Washington. For this selfless mission, the title "Monument Man" has been bestowed upon him. The Monument Man was featured in an article in the Fall 2016 edition of this newsletter.



Spuds on The Sponson Anyone?

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

Until being sent to Miramar Naval Air Station at Miramar, California, in June of 1962, the Pacific Ocean was just a name and a place to me. After a few weeks on the base 3 or 4 fellow VF-121 F-4 Phantom trainees and I found our way to the beach at La Jolla walking from the back gate of the base. It looked like it could have been the background for a Beach Boys song. I must admit to feeling a little "out of my league." We rented individual rafts, paddled with our arms and after a little practice learned how to thrash around and finally "catch a wave." Great fun! A good run would throw you well up onto the beach; my first lesson on the power of the Pacific. We were pretty easy to distinguish from the locals as we rode the waves lying down. The bad news was the Pacific was colder than I had expected. The good news was (I thought) I could choose when I was going to be in it again.

The Midway left Alameda on November 8, 1963, on its '63-'64 cruise. For about two-thirds of our AQ shop this was our first cruise. Looking back, that was a major lifestyle change; a lot to learn as you will see. Somewhere between Subic Bay and Sasebo and

sometime during what seemed like the darkest part of a dark night, fellow AQ Jerry Jepsen and I were exploring the ship. After moving back to the Midwest and living in a medium-size city nothing has seemed as dark as the nights I spent at sea on the Midway. I also still recall the feeling of what it must have meant to have your "sea legs." When you were on the flight deck on a clear night looking at the sky it appeared (at least to me) that the sky was moving and the ship was still. Weird! Our 06:00 to 18:00 shift had ended and there was a lot to see. This particular evening the sea was somewhat heavy and the Midway was doing some rolling; not enough to deliver the mess tray from the fellow on your right or left directly in front of you (as I experienced on the '65 cruise) but it was very noticeable.

If memory serves, I believe we made our way to the fantail first. Even though it was dark you could see the wake of the ship for a short distance. For some reason that was one of my favorite spots; kind of restful and calming despite the roil and boil.

The next stop on our tour was the starboard side sponson deck aft of #3 elevator. Why we picked that as our next stop I have no idea. It's not exactly an exciting location, or didn't seem like it at first. By the time we arrived on the sponson deck the seas became a good deal heavier. As luck would have it, we found some outdoor furniture someone had left. There were several potato crates lashed to the deck. Perfect! Sit down and enjoy the ride! We each took a seat and started getting into the rhythm of the pitching and rolling. Part of one of the crates was open. Perhaps we each peeled and ate a potato: I don't recall. Pretty sure I did.



On these nighttime sojourns on Midway, we usually had our flashlights with us. Although the red lens didn't provide much light it would let you see a few feet. At odd intervals I would shine the light straight out whenever we took a hard roll to starboard just to see why we were catching some spray. The waves were breaking slightly below where we were sitting. The largest body of water I had seen while growing up was Lake Michigan and I never saw it from a boat (or a ship). This was kind of exciting! It wasn't long before we would feel a bit more spray whenever a wave broke but it was still nothing to get concerned about. Occasionally I caught the reflection of a wave close to our level and remember thinking "this isn't getting any better." Maybe neither of us wanted to be the first to call it off. I don't think we knew the word macho then. Other terms describing the complete opposite of macho come to mind and certainly neither of us wanted the other to think we were "that." Feeling a roll to starboard that seemed a little stronger, I shined my flashlight straight out in time to see a wave break a little higher than our position but not right next to the ship. We each received more than a little spray when it broke. Soon we took a really hard roll to port and I believe my anxiety level probably shot up for the first time. I guess after enough time at sea you know what to expect in heavy seas but we remained on our "deck chairs."

Upon feeling an equal or greater roll starting to starboard I shined my light up to about where the last wave broke. I was short by a few feet. I can still see the top of that wave well above our heads and when it broke it dumped a huge wall of water over Jerry and me. It was enough water that for a few seconds we didn't know if we were out in the ocean or floating above the sponson deck; we were not touching anything. When it drained off of us we were not on the crates but were still on the ship. OK, now we're out of here.

I'm sure we left a trail of water to our shop spaces and were greeted by several different facial expressions on the way and upon our arrival. Why we didn't go to our berthing compartment and get out of those clothes I can't say. It just seemed like the thing to do. Maybe we thought we were now both "old salts," and in one respect I guess we were. I'm sure it didn't make us seem too bright.

Perhaps we thought we were giving everyone a safety lesson.

During a typhoon off the Philippines in 1988 the Midway reportedly took a 26-degree roll. It was not supposed to withstand more than a 24-degree roll. Pictures are available on the web. Go to USS Midway Rockin-n- Rollin (MidwaySailor.com) and you will find pictures. I'm sure we weren't close to 26 degrees but whatever it was, it was enough to make us give up our seats, for good.

Volunteering on the USS Midway Museum

Ray Tillery 1970-71, LTJG/A-Div

From the time I learned that the Midway would claim the honor to represent the US Navy as a museum aircraft carrier to be stationed in San Diego, I thought about some form of participation. At the time, I lived in Texas, so any activity on my part had to be a long-distance relationship.

That all changed two years ago, when my wife Kandy and I moved to the Riverside, CA, area to be near our grandkids. With that move, I became interested in Museum participation as a direct volunteer. Our home is almost two hours away from the ship, so participation as an active docent aboard the ship was not viable.

However, the Museum's Education Department offers volunteer opportunities to those who can participate on a more limited basis.

The Education Department provides a "camp experience" for various groups such as scouts, junior ROTC, church youth, or even adult groups who may seek to experience the life aboard an active US Naval aircraft carrier. These sessions are conducted once or twice a month throughout the year, depending on the frequency of requests by the various groups. The "camp" experience entails arrival to the Museum on either a Friday or Saturday afternoon for an overnight stay. The individual groups are then designated into a "squad" of twenty to thirty individuals each. This usually amounts to four to six squads on any particular weekend. The squads are all mustered, given orientation, assigned berthing space, then reassembled in muster.



Sleepover Muster

From 1930 to 2130, each squad is escorted by either paid Museum staff or volunteers to various centers of activity of the ship for ten-to-fifteen-minute sessions each. Volunteers (often veterans) provide chats to each of these squads in each area of activity. These centers of activity are typically the Combat Information Center, Engine Room 3, Damage Control Central, Marine Detachment, and Life Raft during the evening sessions. Interspersed in this time is a half-hour free time to wander on the flight deck.

“Lights Out” is 2130, when all participants retire to assigned berthing, which is enlisted berthing space. We volunteers are offered berthing in junior officer staterooms, which I take advantage of. Many of the local volunteers commute from home at night. The morning routine begins at the crack of dawn with breakfast being served at Café 41. From there to muster (always simulating an actual military muster exercise), followed by four more sessions at activity centers primarily conducted on the flight deck. These activities involve the Bridge, the LSO station, the Wire Traps, the Launch Catapults, and the “Skittles” (descriptions of the different colored clothing of crew functions on the flight deck). Again, the squads are offered more flight deck free time to observe all the various aircraft on the deck. Finally, at 0930, the squads are mustered for closing of the “camp.” The participants are then permitted to have their run of the Museum for the remainder of the day.

I have served in several capacities as one of the volunteers. I have accompanied a squad as they went about to the different activity stations. Primarily, though, I am typically assigned as a “docent” to provide a chat to the individual squads as they make their way to my assigned station. Since I was most familiar with the shipboard engineering, I worked the Engine Room 3 Station (in fact, this location was where I first stood watch when I came aboard many, many years ago). However, I’ve also worked the Wire Traps Activity up on the flight deck. Most recently, I have provided the chat at the Bridge. Of course, I don’t have direct experience with many of the activities, but the chats we offer provide simple, but sufficiently illustrative talks on the nature of the activity. We also enjoy offering personal stories and anecdotes of typical sailor life aboard an aircraft carrier, often to the delight of the participants. Of course, some of these stories get pretty “tall.”

Enclosed photographs depict the scene of the squad musters, individual chats being offered by Paul (a veteran machinist mate) in Engine Room 3, Terry (a veteran radar tech) in CIC, Gerry (a retired army officer) on the Bridge, Andrew (a San Diego law enforcement officer) in Marine Detachment, and me (kind of lost on the Bridge).

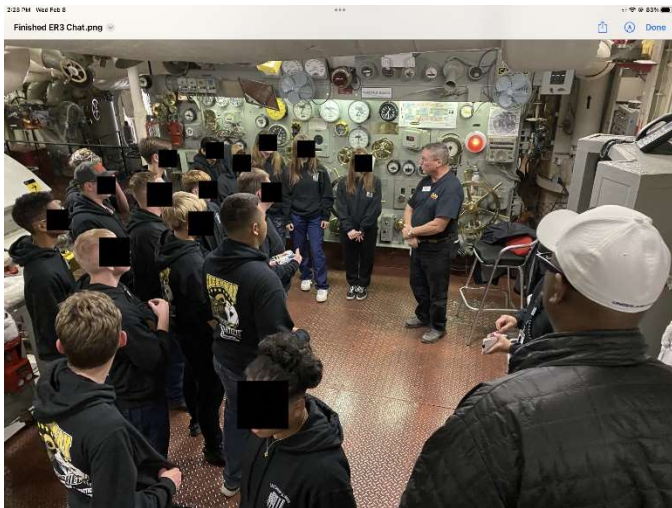


CIC

I find the experience beyond rewarding. I thank my lucky stars every time I go for the opportunity to

participate in showing future generations the honor and privilege, I have to demonstrate life aboard an aircraft carrier upon which I actually served! Not many Navy veterans have that opportunity!

The Museum's Education Department has a continual need for volunteers, most particularly veteran volunteers to participate in the program as described above. Should any MVA vet (or other interested person) who lives within a reasonable commuting distance who reads this article be interested in participating, be certain to contact me directly. I will be more than happy to personally walk you through the process to become one of the volunteers. It does not require a specific obligation. I try to participate at least once a month, except when I have a conflict with a particular scheduled date.



Engine Room

President's Report

Tim Munderloh

As I sit down to write this winter has me trapped at home with 2 inches of solid ice on every surface outside. We get this occasionally in Texas, though it is not a normal occurrence. I know many of my shipmates across the country are experiencing similar weather and so we can share in the knowledge that we may all be sharing the misery!

The Board is making very good progress on planning the next MVA reunion, scheduled to be in

Norfolk, VA, on September 27 — October 1, 2023. This promises to be a great time well spent with friends and shipmates and I hope you can all make plans to attend. If you haven't visited the ship in some time (or ever) you might be interested to know that the docents and staff continue to make great progress on renovating and restoring much more of the compartments that were previously off-limits. I even heard a rumor that you might be able to talk a docent into taking you into the spaces and areas you worked and lived in, even if they are not open to the public! That's just a rumor though. I hope to meet many of you at the upcoming reunion. Until then, stay warm and safe and live and play hard!!!

VP-Administration Report

Marty FitzGerald

I've been talking to Capt. Jackensch, a former Midway pilot and Vietnam POW and member of NAM POW (the official Vietnam-era Prisoners of War [POW] website), about NAM POW's upcoming 50th and final reunion in May of this year at the President Nixon Library in Yorba Linda, California. You may remember that the Welcome Home Dinner was served on the White House Lawn for all the NAM POWs in May of 1973. I made a personal donation to help them defer some of the cost of travel and hotel expenses. If anyone wants to donate to this organization go to <https://nam-pows.org> and click on the donate button on the cover page and then the DONATE NOW button to donate online by credit card. Or you can mail a check to Col. Michael Lane (Ret.) at 1327 Pilgrim Ave/Melbourne, FL 32940/ATTN: NAMPOW 50th Reunion. I also received a thank-you letter for my donation, which I thought was very nice. These former POWs are all in their 80's and 90's and this could well be their Last Hurrah.

In other work, I have volunteered to have our membership cards printed and mailed out to members. We have called for membership dues for 2023 and I will get the cards done in a timely manner.

Secretary Report

Tim Miller

You may have missed the MVA reunion in September 2022 that was finally held after COVID raised its ugly head, when we tried to have it before. The reunion was held in “The finest city of America” and now the home of our beloved ship. What a gathering it was, although smaller in numbers than what we are used to. Now, I realize many of you may still carry around some resentments from your time on the Midway, or the military in general. Yet, I ask you, are you missing attending MVA reunions? You also might be thinking why would I ever want to meet those people again? Here is why I think you should reconsider attending the next MVA reunion. We are all curious, wondering what happened to so & so, what is he up to now, who did we become after we left Midway? Everyone changes. If only for a few short hours, Midway reunions makes us feel young again. As I sit here reflecting on our past reunions, I obtain a fresh appreciation for how swiftly my years and our years are speeding past us. Why wouldn't you want to grab ahold & cherish experiences that we all share and connect with during our time while serving on the Midway? So, in closing, I hope that you can set a course due east for Norfolk and attend the MVA reunion there in 2023, on September 27–October 1.

Treasurer Report

Ray Tillery, Treasurer

The MVA is now collecting dues from members for the 2023 dues year. Please send your dues by personal check or credit card via PayPal to me in accordance with the notice that I sent out in February. Annual dues are \$20 to \$25. Lifetime dues are \$100, pay once and never again. If you are an MVA veteran joining for the first time, be sure to send your completed application in with your payment. Under a new program, we are now accepting direct family members into our organization as MVA members, at the same pay rate as veterans. But only family members of either gender who are age 21 or over and want a vote in the MVA and the possibility to rise to the level of officer would be expected to pay dues. Regardless

of age, we welcome all family members at our reunions.

Constant Contact

Jim Daugherty, Newsletter Editor

As of the publishing of this newsletter we have started using **Constant Contact** to send an email to all members. This allows us to draft one email and then send it to all members at the same time. So be on the lookout and check your spam folder if you don't receive the email announcing the availability of the newsletter or important MVA announcements on our website, <https://ussmidway.net/>.

Also, if you change your email, home address or phone number, please let me know by sending me an email at: mvanewslettereditor@gmail.com.

MVA Donations

The MVA received the following donations from Herby Choy, 1957-59, OI Div. A \$100.00 donation in honor of outgoing officers of the MVA, Oscar Granger, Jim Hayter and Dave Payson. A \$50.00 donation in memory of LTJG Richard Setlowe, the best CIC officer and Air Controller, 1957-1959.

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!**

Mark Parmenter (78-79) – Mt. Vernon, Indiana

Terry Kraft (89-91) – San Diego, California

USS Midway Veterans Assoc. Website

<http://ussmidway.net>

USS Midway Veterans Assoc. Facebook

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





In Memoriam

Shipmate Bill Lovejoy, 95, passed away November 27, 2022, may he rest in peace. (See obituary on page 3.)

Shipmate Albert E. Nijenhuis, 89, passed away March 17, 2022, at his home in Medford, Oregon. Albert served on the Midway in 1972, may he rest in peace.

Shipmate Grant Thomas Morgan, 83, of Atascadero, California passed away quietly from Leukemia, on Monday, September 20, 2021. Grant was born March 9, 1938. His stepson Edward also served on board the Midway as a pilot. Grant served on the Midway (57-58) as a RD3 in OI Division, may he rest in peace.

TAPS



"We, who remain to carry on, should not think of our Shipmates as departed from us, but rather as having been transferred to a celestial ship or station, where we hope all of us may be Shipmates again."

The Masthead USS Midway Veterans Association

A quarterly newsletter for USN and USMC Veterans who served aboard the USS Midway, and who are friends eternal.

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This document is "fillable." Type directly in the fields. Immediate Family Members need only to complete section of this form that applies to them.

MIDWAY VETERANS ASSOCIATION Application for Membership

I am a USS Midway Veteran and 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. **Note:** Immediate family members (21 & over) of MVA members are also welcomed to join the MVA at the same dues amounts as MVA members and have the right to vote on MVA issues (see sign-up below).

MVA Veteran 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.): _____

Years served in military _____ to _____

How Did You Hear About Our Reunion Association? _____

Immediate Family Member Name: _____	Associated with MVA Member _____
Mailing Address _____	Email _____
City _____	State _____ Telephone _____

Complete this form, either online or manually, selecting one of the 3 dues amounts (pay by check or with credit card):

Check One

- [\\$20.00/yr for veteran + spouse/partner or immediate family member \(age 21 or over\)](#)
- [\\$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 PP site opens follow the easy instructions.

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

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.

Contact: Bernard (Ray) Tillery, MVA Treasurer, at ray.tillery@yahoo.com;
Telephone 806-678-0742.
18940 Priceless Road
Perris, CA 92570

For more information on how to join the MVA as an Immediate Family Member of an MVA member contact MVA's VP of Admin. Marty FitzGerald at email: marty.fitzgerald@earthlink.net. He will fill you in on the details.

