



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



CVB 41 MIDWAY (first of class)
fitting out 7-19-1945

CVB 41 Fitting Out at Norfolk Navy Shipyard Prior to Commissioning

Norfolk Reunion

MVA's Sept. 26-Oct. 1, 2023, reunion in Norfolk, VA, is in the books. Although the number of attendees was comparatively small, what was lacked in numbers was far exceeded by the enthusiasm of the attendees. Offered up with a bit of exaggeration, perhaps, were some of the tallest sea stories ever heard. We had a lot of fun.

Our hotel, the Norfolk Sheraton Waterside, offered us first-class accommodations and prices that matched. MVA's Hospitality Suite was arguably the fanciest "hangout" we've had at any of our previous reunions. Located right off the main lobby and the banquet room, it was kept well-stocked with food and beverages by some of our volunteers and hotel staff. Nobody went hungry or thirsty.

Reunion tours were well attended and included a very educational day in Historic Williamsburg, two harbor dinner/lunch tours on two different days, and tours of the Battleship Wisconsin and the General MacArthur Museum. Featured at the Grand Banquet was a very entertaining talk by the former producer of the video presentations that reside on the Midway Museum's website (ex: "United Stories of America"): <https://www.midway.org/stories/>

When the reunion closed up shop after four full days, everyone went home impressed and happy with what they'd seen and heard in Norfolk, the site of the largest Naval Base in the World and the birthplace of the USS Midway.

Next up: "Three Sisters Reunion" in San Diego – September 22-26, 2024.



MIDWAY VETERAN'S ASSOCIATION – MOVING FORWARD

Ray Tillery 1970-71, LTJG/A-Div

Once again, in late September of 2023 in Norfolk, Virginia, we have gathered as shipmates of the finest Naval vessel of the United States Navy. We gathered together to share our experiences, old and new, as active members of her crew as well as the more recent events of our lives. It is a time of pleasure and reminiscing, that we all look forward to as we gather every year or so.

We all share great pride and consider ourselves a little more fortunate than other fellow sailors because we did have the opportunity to serve aboard this honored vessel that continues to serve our great Nation in perhaps an even more crucial capacity.

Today, the USS Midway Museum is considered "America's Symbol of Freedom." Work has become to construct the new "Freedom Park" along the Navy Pier, upon which the ship is docked. This Park is destined to become the most celebrated memorial and dedication of the greatness of the American Dream and her dedication to Liberty on the West Coast of our land.



USS Midway Freedom Park
(Conceptual drawing)

During his presentation to our association during our reunion in Norfolk, Sean O'Meara told us that the most significant comments of the visitors to the

Museum were about the stories they hear from the veterans that served aboard the Midway or one of her sister ships. Visitors return to their lives with a greater knowledge and appreciation for the dedication and potential sacrifice of the people who do the work to defend the freedom of our great land. He then demonstrated several interviews with some of these sailors as they described their lives in their service.

In other words, the USS Midway Museum is more than artifacts and recorded stories of past events, it is a living organism of what it takes to keep America safe and free.

As a veteran of this symbol of the uniqueness and honor of America, I can't help but experience a deep appreciation of this position in which I find myself, as a participant in an important event in our honored Nation's history and her continued striving to remaining a lamp of freedom for the entire world!

In this regard, I view my circumstance as an obligation to do whatever I find within my area of abilities to further the grand design that the USS Midway Museum professes to impart upon the citizens of America, and in particular to the youth who shall eventually carry the legacy of liberty and freedom to the world. I'm hoping I can use every circumstance that can come available to me to contribute to this purpose, through interviews, volunteering, and offering presentations whenever the situations allow.

Members of the USS Midway Veterans Association (MVA) who share this appreciation and honor that circumstances have placed upon them are encouraged to offer themselves through interviews of presentations in their local areas in order that they may be participants in this crucial endeavor nationwide. In today's environment, very few citizens actually have knowledge or experience regarding the value of military service in America, and it is incumbent that those of us who are familiar assure those people of the necessity of on-going need to "defend and protect the Constitution of the United States of America."

The USS Midway Museum offers multiple measures of support to anyone with regard to materials or services to facilitate presentations or

interviews. Mr. Dick Walker of the Museum manages a “speaker’s bureau” of on-site veteran docents who can be made available live via Zoom to assist with any presentation. Videos and literature of service related and Midway history is also at hand. Plenty of resources are available for the Midway veteran to plan and conduct various avenues of presentation.

The MVA is certainly a part of that organic nature of the USS Midway Museum. But time has a tyranny of its own. I did a quick survey of the MVA membership: Members who served onboard from the 40’s to the 60’s account for 17% of the membership. Those who served from 1960 to 1970 have a percentage of 19%. Those members who served from 1970 to 1980 account for 41%. You younger guys who served from 1980 to decommissioning are about 21%.

Those of us who served prior to the 1980’s have got to be in our late 60’s or older. That’s 80% of us! There will be few actual Midway Veterans, at least active, in a little over twenty years from now. This is why it is so crucial that we have recently modified our by-laws to allow family members to become full-fledged voting members of the MVA. In order to keep the MVA viable in the foreseeable future, our children must “carry the ball” at some point in time.

There is precedence for this: My dad, John F. Tillery, Jr. was a survivor of the Pearl Harbor Attack. The surviving veterans of that event formed the Pearl Harbor Survivors Association. About thirty years ago, these members all realized that this organization was not going to survive without participation of their families. As a result, the name and direction were changed to the “Sons and Daughters of the Pearl Harbor Survivors Association.” This association continues to thrive today, they conduct reunions once every two years. Their theme is “Lest we forget.” This group is active with the Arizona Memorial and conducted significant events at the past 75th Anniversary of the Pearl Harbor Attack. They strive to keep our citizenry aware of the importance of national vigilance and defense.

At some point in time, a similar effort shall be crucial for the legacy of the MVA. All of us should be encouraged to help our families become

involved. It’s not always easy, our kids all have their priorities, mine included. They need to understand, “Freedom is not Free.”

Freedom isn’t free. Every citizen must remain vigilant and aware. We don’t need to repeat history, just as the Pearl Harbor Survivors would declare. We must remain prepared. That is our legacy!

The Long Shadow of Midway

David Payson, 1963-64/RDSN, OI Division

I’ve been a member of the USS Midway Veterans Association (MVA) since it was founded in 2009. Since then, I’ve spent more than my fair share of time working on Midway projects, serving as MVA’s Secretary/Treasurer, newsletter editor, keeping her roster and finances up to date, and teaming with the other board members to plan reunions. Now that I’m no longer an MVA board member things are beginning to ease up for me (rather than heat up). Several months ago, after my fellow board members and I recruited and trained replacements for our positions (offices) in the MVA, all the retiring officers, including me, stepped down to make room for the next generation of MVA leaders (a solid bunch, I might add). Rather than fading away, like old sailors are supposed to do, I chose to stay on in some capacity, and upped my membership to lifetime. Once a lifer always a lifer, I guess.

These days, my MVA duties have been scaled down to helping my replacement newsletter editor, Jim Daugherty, put out MVA’s quarterly newsletter. Jim, a retired Chief Yeoman and 20-year man, is in a league of his own when it comes to telling sea stories. He had an unbelievable Navy career: duty on two diesel submarines, duty in a Navy Intel unit in Subic, duty with a Seabees, and a Vietnam War veteran on Midway during her Yankee Station duty in Vietnam.

When I was editor, I proudly described MVA’s newsletter as the “best damned newsletter in the retired fleet,” and that statement still holds true since Jim took over the editor’s job from me.

Ever since I was discharged from the Navy in 1968, Midway has cast a long shadow on my life, it



seems. As a member of the MVA, long after I got out and she was still roaming free, I kept track of Midway as best I could. In 1973, for example, she made news around the world by becoming the first U.S. aircraft carrier to be stationed in Japan (Yokosuka). In 1975, she was in the news again for the heroic role she played during Operation Frequent Wind. (And was I ever proud of her!) She departed Japan on August 10, 1991 headed for the United States after being out of the U.S for 18 years. With a stopover in Pearl Harbor, she then, on September 6, 1991, turned up in my home state (Washington), in the waters of Puget Sound to help promote Seattle's annual Seafair celebration. After a short visit in Seattle, she headed south to San Diego, CA., to start the process of being decommissioned. When she was finally decommissioned in San Diego on April 11, 1992, I had a pang of remorse and nostalgia.

Then, somewhat ignobly, Midway turned up again in my home state, tugged up the West Coast from San Diego and placed in permanent "Storage" at the Navy's mothball fleet in Bremerton, Washington, where many old Navy ships go to die. There, I could see her rusting away (the ship, not me) as I drove around Bremerton with my family to visit my wife's folks who lived in a town not far from Bremerton. As I drove by, I could see her rusting away with the other Navy derelicts. It was a painful sight for me that she had come to that kind of end.

But then, after several years of deteriorating in the Navy's scrap heap at Bremerton, came the incredibly good news that Midway had been saved by a dedicated team of Midway veterans and enthusiasts in San Diego, who knew the right buttons to push to convince the Navy she deserved another life as a ship museum. There were also some heavy monetary donations made by some prominent people, I presume, and she was tugged back down the West Coast to San Diego, refurbished, and converted into a ship museum. Today, following the 2022 Covid lockdown, she is once again drawing a million-plus visitors a year as a ship museum.

With all the MVA work I've done over the years, I sometimes wonder if I'll ever be able to get out from under the long shadow of Midway. I've pondered this question for about 10 seconds and concluded

that I wouldn't want to disassociate myself from Midway when I enjoyed my time aboard her as well as the work I've done since then for the MVA.

Veterans of several past MVA reunions, my wife I traveled to Norfolk, Virginia, this past September to participate in the latest MVA reunion. Good reunion. Small turnout, but fun, nonetheless. We were particularly impressed with the harbor lunch cruise, one of reunion tours. I was aware of Norfolk's reputation as a Navy town, even wrote about it for the newsletter, but I was unprepared for the immensity of Naval Station Norfolk, the largest concentration of naval forces in the world, I learned. As we chugged along enjoying the lunch cruise, we passed dozens of Naval ships along the way, and there, moored in the harbor, were three giant CVN's – USS Dwight D. Eisenhower (CVN 69), USS Harry S. Truman (CVN 75), and USS George H.W. Bush (CVN 77), and all three leviathans of the sea. It was a beyond impressive and imposing sight to see those three giant carriers lined up together. One that I never thought I'd get a chance to see and probably won't ever again.

This old sailor may fade away one day. But, hey, I'm still here . . .

VP-Reunions Report

Steve DeCata

Thanks to everyone who came out to the Norfolk 2023 Reunion! A good time was had by all.

Now onto the Three Sisters Reunion in San Diego 2024!! Planning is well underway. Dates are September 22-26. Our hotel will be the Wyndham Bayside, and a meet and greet on our ship USS Midway Museum. We are working other tours in San Diego; also planned will be our Grand Banquet on the flight deck, always a good time!!! So, keep an eye out for the registration link in your email in the next couple of months!!!

I look forward to seeing you all there!
Till then be safe and GOD Bless America.



VP-Administration Report

Marty FitzGerald

I've been getting the requests for MVA memorabilia filled and mailed out. Now that the reunion in Norfolk is over and was a success, I'm looking forward to next year's Three Sisters reunion in September. That's I have for now, Shipmates. Onward and Upward!

MVA Secretary

Tim Miller

Most MVA members look back on their Midway service as one of the highlights of their time in the Navy. Duty on Midway became known as "Midway Magic." Our "cruising days" on Midway varied in time and length, and some of us, the pilots in particular, felt the direct effects and horrors of war. But for most of us, our primary jobs were to keep the planes flying, the ship running in top shape and the crew fed. There were many days at sea for officers and enlisted alike. Some patrols were excruciatingly long, such as the 120 days I spent on "Gonzo Station" in the Indian Ocean during the Iranian Hostage Crisis. Our reward for these extended patrols (other than doing important work of the country) was two beers for every 45 days at sea. Did I ever relish those beers! Midway's choice of ports while homeported in Yokosuka, Japan, was always the Philippines, Korea, Hong Kong, Thailand, Singapore, and Australia. Not a bad time, I know, because we had some great times in those ports. I know and feel that during our times on Midway, each and every one of us met some great people who became lifelong friends. As you read this and reflect on your time on Midway, I hope you all will start making plans to head to San Diego for next year's Midway-Class Reunion, a.k.a., "Three Sisters Reunion." Already, the leaders of the three reunion associations – Midway, Coral Sea, and FDR – are busy making plans to top 2019's Midway-Class Reunion.



Hospitality Room Norfolk Reunion

Shellback Certificate

Jim Daugherty, 1971-73/YN2, X Division

In December 1972, Midway was at anchor in Singapore harbor. We had the Bob Hope show on the flight deck and spent Christmas in port. A good time was had by the whole crew.

We took a small detour to the south to cross the Equator on our way back to Vietnam (according to Google, Singapore is 94.43 miles from the Equator).

The big day had arrived for all of us Polliwogs. We were soon to be Shellbacks! You went through the initiation by divisions. As I was in X Division, we were the last division to go through. The King was all greased up and the garbage tunnel and the swimming pool at the end were filthy and gross! But after everything I was proud to be a SHELLBACK!

I think we were all given or you could buy a big poster-size certificate, but I lost mine and never had it filled out.

Years later in 1978 I was a YN1 with Construction Battalion Maintenance Unit 302, homeported at Subic Bay and had a YN2 (Jim Smitchger) working for me, who had transferred in from the Midway (small world). We were talking about crossing over the equator and I said I wish I would have gotten

the certificate filled out and signed by our CO, Captain Foley. By this time Captain Foley was a three-star Admiral, commanding the Seventh Fleet, which was embarked on the Oklahoma City, homeported in Japan.

My YN2 knew a Chief on the Oklahoma City who worked in the Public Affairs office. He wrote the Chief a letter and next time the Oklahoma City pulled into Subic Bay he got me an appointment with the Admiral's Public Affairs Officer.

My YN2 was a jack of all trades and filled out the certificate for me. When the ship pulled into Subic, I went over to the Oklahoma City and was escorted up to the PAO office. I explained to the LCDR that I was the personal yeoman for Admiral Foley on the Midway and would like him to sign my certificate. I also requested to say hello to him. I was told the Admiral was busy and that would probably not be possible. He told me to come back in a couple of days to pick up the certificate.

I went back to pick up the signed certificate and the LCDR told me that the Admiral was getting ready to leave the ship and I wouldn't be able to see him. But then he went into a song and dance about my former Captain was now an Admiral and accordingly he puts Admiral after his signature. He said that he has signed many Shellback Certificates for former Midway sailors and he signs them with Admiral after his name. He then gave me the certificate and told me to look at the signature. It was signed, S.R. Foley, Capt USN. He said he believes the Admiral remembered who I was. That made my day!

I had the certificate laminated and it is now proudly displayed in my home office.



My next duty station was COMSUBPAC Shipyard Rep at Puget Sound Naval Shipyard. My boss was a former commanding officer of two submarines and was a great guy to work for. Admiral Foley (now a four-star Admiral) was in the area and was having a luncheon at the O-Club for officers. When my Captain was leaving the office for the luncheon, I told him to say hi to the Admiral for me. He looked at me and said **NO**, that I could go say hi to the Admiral, he wasn't going to do it! I thought about going to the O-Club and hanging around the front door, but thought I better not.

The Road to Hiroshima

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

Several times since being discharged from the Navy in late 1965 I have reflected on the many wasted (no pun intended) opportunities I had to see more of the countries we visited both on the 63-64 and the 1965 cruise. The USS Midway made a total of 19 WestPac Cruises. On 8 November 1963 Midway left Alameda California for its 5th WestPac Cruise. After stops in Hawaii, Subic Bay the Philippines, Sasebo Japan and Beppu Japan, the Midway docked at Iwakuni Japan on 2 February 1964. Iwakuni which is located on Honshu Island was a Japanese naval air station during WWII and was commissioned on July 8, 1940. In 1962 Iwakuni was officially designated as a United States Marine Corp Naval Air Station. I'm sure we were there for a reason, probably to take on supplies since we lost an elevator (re-supply) earlier on the



Back in San Diego the light shines to show the way home

cruise. Whatever the reason I am now glad we stopped.

Fortunately for a few of us a Chaplain's Tour from Iwakuni to Hiroshima was offered for anyone on the ship who was interested. I can thank petty officer 1st class Michael Kopf for suggesting I sign up for the tour. I'm not sure why he suggested that *I should go* but he did. Perhaps he'd seen me on liberty. Before leaving for Hiroshima, we saw at least two points of interest close to Iwakuni. One was the Kintaikyo Bridge which sits over the Nishiki River. Although rebuilt several times since its construction in 1673 it was (and I am sure still is) quite a landmark. Its wooden arches sit on four stone on two wooden arches.

After walking across the bridge and back, we visited the nearby Iwakuni Castle. Construction of the castle was started in 1601 and was completed in 1608. Due to Shogun disputes it was disassembled in 1615. The concrete reconstruction was completed in 1962. From there we boarded the bus heading for Hiroshima but there was a great spot of interest on the way.

About halfway from Iwakuni to Hiroshima is a beautiful island known as Miyajima, which is Japanese for Shrine Island. Located in the Seto Inland Sea, the island is officially known as Itsukushima. I honestly do not remember the ferry ride to the island but I'm sure that was the only way to get there. The first record of this shrine is dated 811 AD. From what I have read it was originally a Shinto shrine (as opposed to a Buddhist Shrine). It is now a sacred site of both Shintoism and Buddhism. Due to typhoons and lightning strikes it has been rebuilt several times and is officially listed as a national treasure of Japan. The shrine is a beautiful landmark to behold.

From there I believe we went directly to Hiroshima. The photo titled The Atomic Bomb Dome was known as the Prefecture Industrial Promotion Hall and is the image most recognizable as the result of the August 6th 1945 atomic bomb drop. Why are the basic vertical structures of the building and the inner structure of the dome still intact? The bomb was reported to have been dropped directly over the structure and detonated at roughly 1800 feet above the ground. The building's vertical columns

and obviously the inner structure of the dome resisted downward force of the blast. If you look at the surrounding buildings in the photo titled Ground Zero several surviving vertical structures are evident. The blast had to have a very large vertical component.

Was radiation a problem when we were in Hiroshima? Evidently, we were putting a great deal of faith (no pun intended, again) in those involved in planning the Chaplain's Tour. At the time, it was less than 20 years since the bomb was dropped. Tens of thousands were killed by radiation exposure. There was speculation the blast would leave Hiroshima (and Nagasaki) uninhabitable for years.



Hiroshima Ground Zero

Most of the radiation in the mid-air blasts never reached the ground. According to scientists the radiation that made it to the ground was short-lived and began decaying shortly after the explosions. There were immediate deaths due to radiation burns and radiation poisoning. There was one incident that happened while walking the streets of Hiroshima I will never forget. It happened in a matter of seconds but it is burned into my brain forever. A Japanese woman who appeared to be in her 30's was walking towards me. As she came within a few feet of me I could see the right side of her face was severely disfigured. I can't find the words to fully describe what her expression was telling me. To this day I believe she was blaming me for what happened to her.

According to the Radiation Effects Research Foundation (RERF), 90 percent of the radiation was pulled into the atmosphere due to the fact the

bombs detonated well above the ground. A spokesman for the RERF said the radiation decayed by a factor of 100,000 in 1 day; a factor of 1 million in 10 days; a factor of 1 billion in 10 years.

It is not the intention of this narrative to provide a scientific, detailed explanation of the short and long-term effects of radiation in Hiroshima (or Nagasaki), only provide a brief narrative of one of the tours I am so thankful I took while serving aboard the Midway.

Olongapo

Mark Nojiri, AT1, IM-3, 74-76; 78

For any former crewmembers of the USS Midway who might be interested, Olongapo City, Philippines, that you remember, no longer exists. The last time I was there was in 2008 and all the bars are gone now. The area called Barrio Bo Barreto, and Subic City, have both changed totally.

In 2008, I could actually walk down Magsaysay Street and it was quiet compared to when we were there in the 1990s. All the bars were gone and, in fact, other than that American Legion post, virtually nothing was familiar. I even went to the Leo Lodge, where I used to stay and, while it was still there, even it had changed completely. The bridge from the main gate over what we knew as S**t River, actually is the Kalaklan River. The bridge is no longer there and a new bridge is under construction. However, there are three bridges linking the old Subic Naval complex to the rest of Olongapo. You might remember what was "Thieves Alley," right across the river from the old main gate, is now a big SM Department Store, and from what I have seen on YouTube, is very impressive. You could walk into that department store and you would swear you were not even in Olongapo! Walk along Magsaysay Street at night and you will find a lot of those small what I call "push-cart" restaurants. Also, there is a MacDonal'd's restaurant and a Jollibee restaurant. If you

remember back when we were there, the peso was about 7 to the dollar, and a jeepney ride cost about 3 pesos. In 2008, the peso was about 50 to one dollar, and the cost of a ride was now seven pesos. I got into a jeepney with my wife, in 2007 and asked, quietly for the fare and someone told me seven pesos. I almost yelled out, "That is outrageous." Then realized that the last time I was there was in 1992!

As for Barrio Bo Barreto, there might be two or three bars, but other than that, the area had changed totally. There are at least two hotels now that offer scuba diving lessons. None of the bars you might remember are there anymore. I do not remember the jeepney fare from the Victory Liner to Barretto.

Subic City, the former bar district and the buildings where the bars were located, are now vacant. What was known as the Miami Super Club, the sign is still there but it is now a video game arcade. Go past the former bar district and, at least in 2008, there was a market place. In 2008, there was a shipyard at the northern end of Subic Bay, but that is now gone.

As for the former Naval base, you will have to look on YouTube. Even that has changed totally.

It is my understanding that, in 1992, the Philippine government raised the cost of the rental for the base, and, along with the hike in rent, plus with Mt. Pinatubo blowing up and basically destroying the base, it seemed like the Philippines was not that vital to the United States anymore, the US government decided to simply get out of the Philippines. So, the Philippine government ordered us to "Get out in six months!" We left in three months. Richard Gordon, who was the mayor, resigned as mayor and took over the former naval complex and his wife took over Olongapo and ordered all the bars to "get out!"

To me, it was basically a “blessing in disguise.” Once we left, slowly Olongapo became the city that is now, a nice place where people can visit as a family and not worry about being ripped off or robbed.

I have heard that U.S. Navy ships do visit once in a while, but I have not heard anything about liberty. Gone are all the bars and all the bar girls.

New Members

The following USS Midway Veterans and family members have joined the proud ranks of the USS Midway Veterans Association since our last newsletter. **Welcome aboard for our own special brand of Midway Magic!**

Stephen Watson (64-66), Wildomar, CA



Three CVNs moored at Naval Station Norfolk



City Cruises – Norfolk 2023



Battleship Wisconsin



Two buddies forever in Norfolk – Steve DeCata (VAW-115) & Al Lang (VAW-115)



Reunion Banquet

In Memoriam

Shipmate Arthur S. Timson, age 96, passed away October 24, 2023. He is an original (1945) plank owner on the Midway and received a plaque at the ceremony in San Diego at a Plank owner reunion several years ago on the ship. He was a SN1 in 1st Division 1945-46. May he rest in peace.

Shipmate Lee Kidwell, passed away October 6, 2023, he served in VF-151 1978-81 as an AQ2, may he rest in peace.

Shipmate John Lavallo, served in 2nd Division, Deck Department 1975-77. He was 66 years of age and had medical issues that caught up with him. His son, John Jr., was with him when he passed away, may he rest in peace

Shipmate Jerry Riley passed away at the age of 66. Jerry sailed all 7 seas and was a proud veteran. He served in R Division 1974-78. He left behind his wife, 4 kids and 9 grandkids, may he rest in peace.

Shipmate David Robert Pegg, 63, passed away on October 5, 2023. May he rest in peace.

Shipmate William C. Carter, passed away on September 10th, 2023. May he rest in peace.



Colonial Williamsburg



City Cruises



Four MVA dudes standing on the corner watching the girls go by

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."



City Cruises Lunch



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 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.