



# 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



End of an era, Midway passing the baton to the Independence at Pearl Harbor, August 23, 1991

## Vice President Reunions Report

Steve DeCata

Happy New Year Shipmates!!

The 3 Sisters Reunion in San Diego is coming together nicely September 21-26, 2024. We will be back at the Wyndham Bayside Hotel. Link to booking the hotel is set up:

<https://book.passkey.com/event/50526472/owner/55596/home?mobile>

We are still hammering out prices for the tours and Banquet on the Flight Deck of the Midway.

Here's what we have so far for scheduling:

### Monday, September 23

1400 - 1900 Early Reunion Registration  
1400 - 2200 Hospitality Suite Open (Hours posted at Reunion)  
*Explore San Diego*

### Tuesday, September 24

0800 - 0900 Reunion Registration Open  
0800 - 2200 Hospitality Suite Open  
0930 - 1530 San Diego Air and Space Museum Tour  
1630 - 1800 Welcome Reception with Light Snacks and Cash Bar  
*Explore San Diego and Dinner on Your Own*

### Wednesday, September 25

0800 \_\_\_\_\_ Meet & Greet Onboard the Midway  
(followed by free time on the ship)



0800 - 2200 Hospitality Suite Open (Hours posted at Reunion)  
0900 - 1130 Group Business Meetings (Onboard Midway)  
1230 - 1630 LA Jolla/Mt. Soledad Tour  
1710 - 2300 Padres vs Dodgers  
Explore San Diego and Dinner on Your Own

**Thursday, September 26**

0800 - 2200 Hospitality Open (Hours Posted at Reunion)  
0900 - 1400 City Tour & Coronado  
1930 - 2130 Grand Banquet Onboard the Midway

**Friday, September 27**

Farewells and Departures

This is JUST the Draft and there may be changes Standby to Standby!!

Hope to see everyone in San Diego in September!!

## Treasurer's Report

**Ray Tillery**

Here's wishing every member of the MVA a happy New Year! Despite our relatively few members gathering in Norfolk this past September, we had an excellent experience.

We look forward to the Three Sister's Reunion that is scheduled for September of 2024 at the Wyndham Hotel and the USS Midway Museum.

This correspondence is a reminder for all our members who pay dues annually that the 2024 dues are now due. Please submit your remittance as soon as possible. The dues are \$20.00 per year for the individual, and \$25.00 per year for the individual and family. Of course, if you decide to become a life member, you will incur a \$100.00 one-time charge that includes family.

Our response for the request for dues for 2023 was rather anemic, and the MVA has operated in the red for most of 2023. We are hoping to acquire a positive cash flow as we prepare for the 2024 Three Sister's Reunion.

In our quest to secure additional participation in our past 2023 Norfolk Reunion, we attempted to solicit by telephone our listed membership. To our disappointment, many of the inquiries resulted in advising us that their MVA member loved one had

passed away. It appears that we have not been made aware of the passing of many of our members!

If family members of deceased MVA veterans are still receiving newsletters and other miscellaneous correspondence from the MVA, that means that we are still listing your loved one as an active member. In that event, we would be honored if you would advise us accordingly, and therefore, we can note on our next newsletter of their passing. Of course, should you offer a memoriam gift, we would be most honored to note that.

The MVA has recently modified our bylaws to provide eligibility for voting MVA membership to any family member of the MVA or Midway veteran. The terms of membership are the same as veteran membership. Of course, any family member of a deceased MVA member or Midway veteran remains eligible. I am a member of the Sons and Daughters of Pearl Harbor Survivors. The organization began as the Pearl Harbor Survivors Association. Several years ago, that membership recognized that the Association would not survive as the Survivor members passed away. They, therefore, turned the reins over to their descendants, who were eager to participate. The Sons and Daughters of Pearl Harbor Survivors is currently a vibrant organization that promulgates the theme, "Lest we forget," all over the nation.

The MVA will find itself "in the same boat" in the coming years as our membership ages and depart this life. At some point, if we are successful in the recruiting of our sons and daughters, the name of the MVA could be modified to say "Sons and Daughters of the Midway Veterans." In this way, we can promulgate the USS Midway's theme of "Freedom is not Free!" well into the future. As the USS Midway Museum grows in stature and scope to become the premier attraction of military history on the West Coast of our nation with the addition of the new Freedom Park, the presence of the personal touch of actual Midway veterans and their families shall add a degree of quality to the Museum experience for all those who visit!

I have purchased life memberships of the MVA for each of my three daughters. From this point on, they shall receive all the same correspondence of the MVA that I do. To tell you the truth, they all



have their own very active lives, and I'm not so sure they share my enthusiasm for the MVA or the USS Midway Museum. However, their membership will assure they remain up to date on MVA events, and at some point, in time, either they or my grandchildren may take an interest in participation.

## MVA Donation Request

MVA Treasurer Ray Tillery, in a recent letter, asked MVA members to make financial donations to him (whatever they can afford) to help bolster the organization's treasury, which has been hit hard by recent expenses, including a several thousand-dollar loss from the Norfolk reunion, due primarily to a low turnout of attendees, and high advance expenses to the Wyndham hotel and Midway Museum for the 3 Sisters Reunion later this year. Also, the high number of lifetime members (314) means we don't draw annual dues from those members, which results in a significant revenue loss over time.

## Secretary's Report

**Tim Miller**

As me we all had a desire to step out of our comfort zone and explore the world by joining the Navy. It all started for some of us from the shores of Washington State to the shores of the East Coast and in between. As we all reach another milestone in our life, we pause, laugh, shake our heads, give thanks and repeatedly ask ourselves how did I end up on the USS Midway? Was it luck or coincidence? Absolutely, and hard work, of course. Without going into details that would take a lot of time and effort, I can say we were blessed with the best supportive family and friends, without whom couldn't have made it through our time on the Midway. Many of us were just teenagers and becoming young adults. Many of us had to mature quickly and make choices that could and did mean saving lives.

Along the way, we met shipmates that in due time became our best friends and with whom we relive those times that we spent on the ship. So, I hope that this has made you reflect on how you ended up serving on the Midway. I hope that you will be able to come and share your experiences on the Midway

at the Three Sister's reunion in September 2024 in San Diego. I always treasure my memories and time on the Midway. Until next time, shipmates, be safe!

## Veterans Day 2023/Jimmy's Kitchen, Hong Kong 1964

**David Payson, 1963-64, RDSN, OI Division**

By the time you read this, Veterans Day 2023 will have come and gone. As you well know, Veterans Day is the day this country sets aside every year to honor its military veterans. A good portion of this recognition, however, comes in the form of free meal deals for veterans from their local neighborhood restaurants across the country. In my opinion, free food is not exactly a noble or inspiring award to honor our veterans' service to our country.

Unfortunately, in recent years Veterans Day has become more of a marketing ploy by the nation's restaurants to reap a ton of money from Veterans and their families. Again, this past Veterans Day, many of us found ourselves jammed into restaurants so tightly that we could barely move. Veterans looking for free food were told to take a number and wait their turn, preferably in their cars. "When your turn comes up, we'll text you." Often, that wait can go on for a long time.

Like Christmas, these gimmicky free meal deals for veterans have diluted the true meaning and spirit of Veterans Day – a day that is supposed honor veterans, not separate them and their families from their money. I don't dispute that there's legitimate honoring of veterans going on around the country on Veterans Day, such as T.V. specials and community parades. All that is fine. But mostly what brings veterans, and their families out are these free meal deals.

So, c'mon, America. Make veterans proud! Put the focus of this day back where it belongs – on the commitment and sacrifice of military veterans, not on food!!

Speaking about restaurants there's a story about Hong Kong's most famous one below.

## Jimmy's Kitchen

*Goodbye, Jimmy's Kitchen – after 92 years, 'Hong Kong's best-loved kitchen' closes its doors. Former regulars recall the celebrity spotting, the less-than-warm waiters, the huge menu and the welcoming owners who made it the place to go . . . "South China Morning Post."*

Remembering back to the early 60's, when I was a young sailor stationed on Midway during her 1963-64 - WestPac cruise, I found myself on my own in downtown Hong Kong somewhat dazed and confused and looking for a good place to eat. That "good place to eat" was a restaurant I'd heard about called Jimmy's Kitchen.

For some time that morning in 1964, I wandered around Hong Kong looking for Jimmy's Kitchen, all the while looking over my shoulder for potential dangers in this teeming city of some 4 million people. I should've been accompanied by a buddy or two on this trek, but I wasn't. Let's face it, I was a stranger in a strange land; it was hopeless. I was lucky to find my way back to the ship, and never came close (as far as I know) to finding Jimmy's Kitchen.

The free meal conspiracy theory that I write about above, must've jogged some distant memory about the place, so long ago was it in my past. For suddenly, now, in 2023, here it was, in the forefront of my mind – Jimmy's Kitchen, in neon lights. I hadn't thought about the place in decades, and I had never eaten there. So, what was so prominent about that restaurant I'd bring it up in an article like this?

To find out, I googled Jimmy's Kitchen/Hong Kong to see if I got any hits. I did. In fact, I got a bucketload of them. It turns out, Jimmy's Kitchen was a legendary restaurant in Hong Kong, serving diners for 92 years, from 1928 to 2020. Western food was their specialty. The place was even more legendary than I had imagined. "Western" food because for much of the time the restaurant existed, Hong Kong was a British Crown Colony – very Western compared to, say, Eastern/Asian.

I knew that a place called Jimmy's Kitchen existed back then when I was on Midway, but I can't help but wonder if I'd found the place in 1964, if they

would've served me, a young American sailor in civies. I probably wouldn't have fit the demographic they preferred.



Eventually that morning, as I recall, I found my way back to the ship and enjoyed a good breakfast onboard. May I say it? There's nothing like good Navy chow! Or is that stretching it a bit, do you think?

## Midway Magic (CV-41)

**Genel Ruiz**

I miss that time. I miss the boys. I miss our princess of the 7<sup>th</sup> Fleet, CV-41. I miss seeing the crew running about ensuring that she looked and performed to her best. I miss the soda runs, the "you fly, I buy" runs. I miss the dark coop. That red light that would give that glow in the darkness and the gentle rolling as she cut through the dark waters. Never once thinking that anything could ever happen to me or the crew. Rocking me to sleep even as the airwing did night ops. The whoosh of the cats, the thunder of the wire being caught. All comforting sounds. Weird huh? The things that make you feel safe and comforted, I

even miss getting chewed out by my chief for some of the dumb shit things I did!

I miss our host nation and that old city, Yokosuka. The nation that would eventually grant me a most beautiful daughter and lovely wife. And although we are no longer together, I miss the lessons she taught me. Instilling in me a profound respect for that little island nation.

Many years have passed since that time. But the memory remains as new as if I just left. The memory stings and hurts while making me feel grateful to have them. It hurts and feels good all at the same time. I will never forget. Not even if I wanted to. And I pray that memory will serve me well so that I will never forget. The boys, the ship, the nation and its people. All that happened to me that helped make what I am today. The boys, the ship and that nation.

Every so often, I make it a point to take a moment to raise a glass, light a cigar and play the songs and look at the photos that make the memories clearer. A little more painful. A little sweeter.

Here's to the boys, the ship and the nation.  
Kampai!!

**Editor's Note:** This article was posted on Facebook by Paul Chappie Ward who said "Sharing this post written by a former Midway Sailor – it was well received by so many shipmates and captures the feelings/thoughts of so many of you."

## USS Midway and Iran

**Mark Nojiri, 1974-81, AT1, IM3**

In late 1975, the USS Midway was in the Northern Arabian Sea in a war game with the Nation of Iran. On the last day of this exercise, high-ranking members of the Iranian military were invited to the ship for a luncheon banquet. With all of that higher-brass, we could have sworn that the ship listed to the port side a little bit. The Shah of Iran was also invited. Any officer who was junior to the commanding officer had to eat in the crew's mess deck. It was sort of funny to see a commander sitting at a table with me, then, when he finished, he did not know what to do with his tray!

Fast-forward to November of 1979. We were off the coast of Iran when the US Embassy in Iran was overrun by student demonstrators. It was my understanding that, at first, we wondered why the police and Iranian military did not protect our embassy. We learned later that the Iranian government supported these students. Also, from what I heard, when the students took over the embassy, at first, they did it as a prank. However, when the government supported them, they realized that they didn't know what to do with the hostages! In the meantime, during this period of uncertainty, we had been scheduled to visit the port of Mombasa, Kenya. President Carter told us to go ahead and make that port visit. So, we went down there, and at the completion of a five-day port visit, returned to the Northern Arabian Sea. It was amusing because, from what we heard on the news, President Carter said words to the effect of, "The USS Ranger (I think that was the ship) headed to the Northern Arabian Sea, to be joined by that 'other ship.'" We were disgusted because, not only were we that "other ship," but we were there first. So, we spent Thanksgiving Day, Christmas Day, and New Year's 1980, in the Northern Arabian Sea to await orders.

During this time, a few things happened. First, the Muslim Mosque, the famous one in Mecca, Saudi Arabia, was struck by terrorists, and the leader of Iran blamed it on the United States. This entire region is Muslim, which means that, in the Northern Arabia Sea, we had no friendly countries. Second, at one point, Midway's two catapults were both down for a few hours. The flight deck got them back up in short time. Then third, our radar picked up two bogies, and three of our fighter aircraft were scrambled to meet them. They responded by saying, "We are from Pakistan, we are from Pakistan, we are not from Iran!" We radioed back, "We are sorry but, right now, we have too much to lose. We will leave you when you leave our air space."

We returned to Subic Bay, Philippines, 92 days later, after departing Mombasa, Kenya.

To think that, in 1975, we were friends with Iran. As of 1979, not anymore, at least not right now.

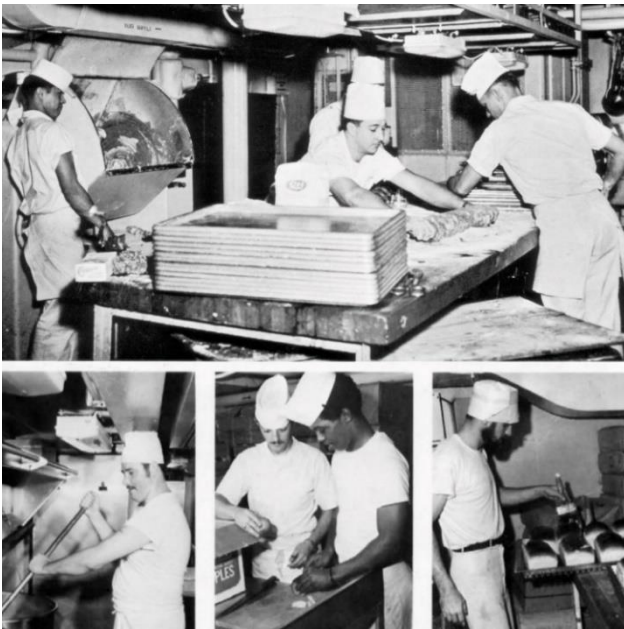
## A warm loaf of bread at 0200hrs

**Bob Spitzer, 1963-65, EM3(SS), E-Division**

I was assigned to the E-Division Lighting shop aboard Midway in 1963. It was a rather uneventful duty, except for that one mid-watch when my senses were overwhelmed by the aroma of freshly baked bread wafting through the ship. You see, every night during mid-watch, the bakery was busy baking bread for the crew. The irresistible smell of that warm, delicious bread made it almost impossible to focus on my duties.

As an electrician's mate, I knew I had the technical skills to make this work in my favor. An idea popped into my head, and before I could talk myself out of it, I swiftly pulled the fuses for the bakery lights and hurried back to the lighting shop, waiting for the inevitable phone call.

Not long after, the phone rang. It was the Chief Baker, his voice filled with panic. The bakery's lights were out, and they needed someone to fix it immediately. I rushed down to the bakery, trying to maintain a composed and professional demeanor. I wanted to make it look legitimate, so I tested a few things before finally putting the fuses back in and turning the lights on.



Midway Bake Shop – Photo from USS Midway Museum

The Chief was beyond relieved, grateful that I had come to their rescue. As a token of his appreciation, I couldn't help but ask him if I could have a loaf of that warm, freshly baked bread that was just begging to be devoured. He obliged, handing me a loaf with a smile and a nod.

Delighted with my successful bread acquisition, I couldn't help but repeat my little adventure several nights later. This time, however, I was more cautious, ensuring that I didn't raise any suspicions.

On the third attempt, I thought I had mastered my stealthy operation. Little did I know, the Chief Baker had keenly observed the pattern. He calmly walked up to me, a mix of amusement and annoyance on his face. "Damn it, Spitzer," he said, his tone laced with a hint of laughter, "you don't need to keep turning our lights out just to get a loaf of bread. Just come down and get it. We appreciate your help, but there is no need for all this unnecessary drama;" I couldn't help but blush, feeling both embarrassed and relieved.

The Chief's revelation lessened the weight on my conscience, knowing that I could simply ask for a loaf of bread without resorting to covert operations.

From that day forward, whenever the bakery was busy during mid-watch, I would sneak away from my duties, walking down to the bakery with a smile on my face. The Chief always had a loaf of warm, fresh bread waiting for me, no questions asked.

My little adventure may not have lasted long, but it was a memory that still brings a smile to my face, even after all these years. And every time I smell the aroma of freshly baked bread, I'm transported back to those cherished moments aboard the Midway, forever grateful for the Chief's understanding and the simple pleasure of breaking bread with a crew who became my second family.

## Too much steam demand on the Midwatch

**6/7/72 USS Midway (CVA-41) inport Subic Bay**

**Tim Keyes, 1968-72, BT2, B-Division**

There are 12 boilers on the Midway. While underway there would be 8 boilers online making steam for electricity, propulsion, aircraft launches

etc. While in port the need for boilers is much lower but still required. 1 Baker Fireroom was the unlucky one on this date.

I was a newly qualified Boiler Room Topwatch from 4 charlie fireroom standing my first inport watch in a fireroom I have never seen; with 3 other watch standers I barely knew. It was the midwatch. (midnight to 0400 hrs.)

Having served previously on two other ships, USS Regulus (AF-57) and USS Chara (AE-31), and made two previous WestPac tours on them, I was a salty BT with experience in two other types of firerooms.

What could go wrong!

At 0001 hours when we relieved the previous watchstanders the steam drum pressure was 580 psig (should be 600). We were told by the guys we relieved as they departed the fireroom that the yardbirds were filling the accumulating tanks (located on the hangar deck and testing their work). They should be finished at any time and our steam load will decrease to normal very shortly.

At 0015 hours our steam pressure was down to 570 psig and we had the largest burner barrels/tips online with maximum oil pressure feeding the firebox. I called Main Control to insure they knew our maximum steaming ability was reached.

Main Control said, "Don't worry, they are almost done filling the accumulating tanks."

At 0045 hours our steam pressure was down to 530 psig. I called Main Control again, they said, "we are sending word to stop filling the accumulating tanks."

At 0115 hours our steam pressure was down to 510 psig. I called Main Control again and told them we need to reduce the steam demand on the boiler and I could shut it down according to safety considerations for the boiler and watch standers. They said to keep firing the boiler at maximum capability. We continued to fire the boiler at maximum capability.

At 0130 hours our steam pressure was down to 480 psig. The lights were getting dim in the fireroom.

Suddenly the normal lights went out and backup lighting came on. Which means the ship's steam electric generators tripped on low steam pressure (normal electrical power was off).

We attempted to isolate the fireroom to continue steam service to 1 Baker fireroom to allow for recovery operations. A few minutes later we shut down fires when feedwater pressure was too low and cooling water was lost to auxiliary machinery in the fireroom.



Midway Engine Room – Photo from Midway Sailor.com

Without normally electrical power all the cooling systems onboard the Midway stopped. (Average temperatures in Subic Bay in June: 89 deg highs, 77 deg lows, relative humidities 68%). The inside temperatures throughout the Midway began to rise.

The engineering crews went to work to start another fireroom and return steam pressure to generate electricity for all ships services. From that day forward we always had two boilers online while in port!

The best outcome was that nobody was injured and the Midway continued her missions on schedule.

## Smokers

**Jim Daugherty, 1971-73, YN2, X-Division**

I was onboard the Midway during the 72-73 WestPac. We left NAS Alameda on April 10, 1972, approximately 6 weeks earlier than scheduled. We

caught a tanker and refueled somewhere around Hawaii on our way to Subic Bay. We left Subic Bay and arrived on station off the coast of Vietnam on April 30<sup>th</sup>. We had an Admiral onboard and he was very adamant that we would all receive hazardous duty pay/no taxes for the month of April. So, we launched several planes that dropped some bombs on North Vietnam and we all received our extra pay with no taxes.

We soon settled into a daily routine of 12-hour flight ops on a daily basis. I am not sure if it started at the end of our first line period or what. But on our departure day from Vietnam, we always drifted down the coast to South Vietnam and the last plane trapped onboard at 1200 hours. The Captain kicked the ship into high gear and we headed for Subic Bay. We always had to go to Subic Bay as most other countries didn't recognize the Vietnam war. So even when we went to Hong Kong and Singapore, we had to stop in Subic for a couple of days first.

That night for chow we usually had steak and lobster and then at about 2000 hours we had smokers on the Hangar Deck. The ship had a regulation boxing ring setup. They couldn't start any matches until the Captain showed up, usually tripping on the cables that held up the ring.

They were three-round boxing matches with very heavily padded boxing gloves. Most of the matches were very entertaining. We had two guys, a red head and I believe a Samoan, that put on great fights. One of them won the first match and they both were about ready to fall down from exhaustion after the third round. They both vowed to get in shape and fight again. The second match I believe was a draw, so they had to schedule a third match. By this time, I think everyone on the ship knew these two guys. The third match was highly anticipated and the person who lost the first match won. So, each of them had a win and a draw. They both decided that it was time to retire.

The next day was filled with anticipation of pulling into Subic Bay, where we usually tied up at Leyte Pier, NAS Cubi Point at 1800 hours. This is where the real smokers started. The Navy usually had multiple buses waiting to take us to the main gate, but we all couldn't fit in the buses. Then the jockeying started to see how we could get to the

main gate as fast as possible to have a cold San Miguel and meet some women (there were plenty of women in Olongapo!).

The Midway finally got back to Alameda on March 3, 1973, and that was the end of the smokers on the ship for me. I rode the ship to Japan and then transferred to Subic Bay the next day (73-75).

Years later (77-80) I was stationed in Subic Bay. I was married by then and had a daughter and a son on the way, so I couldn't wander around Olongapo at night. I found out that the base held smokers at the football field. My wife and I enjoyed watching the matches. I brought a six pack of beer and usually when that was gone it was time to go home.



**Smokers in the Hangar Bay  
(USS Carl Vinson CVN-70)**

## Visit to the big Apple

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

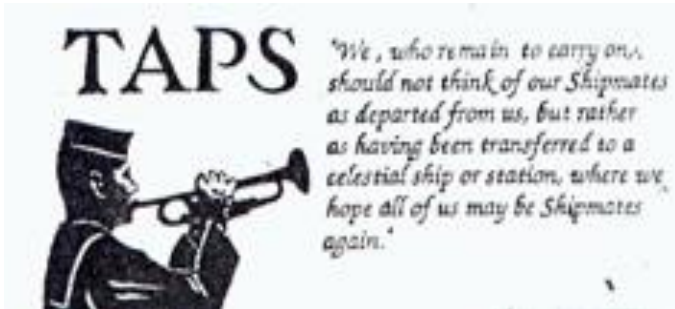
We went to New York City for the New Year and saw and visited the USS Intrepid (CV-11). Being a Midway sailor, and of course being quite biased, I noticed, among other things, that the cost for visitors, not veterans, was \$36 versus \$32 for Midway visitors. We got aboard the ship at around 1600 hours so we could see only the hangar bay and flight deck. However, it appeared to us as though the ship was not lit up and none of the displays on the flight deck were lit up.

I did buy an Intrepid t-shirt to PROUDLY wear for our Three Sister's Reunion later this year. I will wear that shirt the first day, then put it somewhere!



## In Memoriam

**Shipmate James J. Thomas, ISCM, OZ**  
Division, Dec 84-Nov 85 passed away  
December 16, 2023. May he rest in peace.



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.

#### *President*

Tim Munderloh – (972) 365-9977  
Irving, Texas  
[tmunderloh@yahoo.com](mailto:tmunderloh@yahoo.com)

#### *Vice President-Reunions*

Stephen DeCata – (410) 713-0647  
Aldie, Virginia  
[sdecata@gmail.com](mailto:sdecata@gmail.com)

#### *Vice President-Administration*

Martin FitzGerald - (425) 255-2998  
Maple Valley, Washington  
[marty.fitzgerald@earthlink.net](mailto:marty.fitzgerald@earthlink.net)

#### *Treasurer*

Bernard (Ray) Tillery - (806) 678-0742  
Perris, California  
[ray.tillery@yahoo.com](mailto:ray.tillery@yahoo.com)

#### *Secretary*

Tim Miller - (619) 476-9410  
Chula Vista, California  
[yokohamakid01@gmail.com](mailto:yokohamakid01@gmail.com)

#### *Newsletter Editor*

Jim Daugherty (509) 438-8917  
West Richland, WA  
[Subman581@gmail.com](mailto:Subman581@gmail.com)

#### *Membership Committee Chair*

Phil Zuniga – (480) 272-7404  
Gilbert, Arizona  
[angelson17@aol.com](mailto:angelson17@aol.com)

#### *Facebook Admin*

Ron Pope – (469) 353-8676  
Frisco, Texas  
[ronpope2@yahoo.com](mailto:ronpope2@yahoo.com)

#### *Webmaster*

Steve Gergens - (682) 558-5822  
Bedford, Texas  
[steve.cdsweb@gmail.com](mailto:steve.cdsweb@gmail.com)

## Letters to the Editor

E-mail your comments/questions about articles that appear in this newsletter, and I will answer them. If I don't have the answer, I'll put you in touch with the author of the article/story. As editor of this newsletter, I'm all for open communication between Midway shipmates and MVA members.

Send to: [mvanewseditor@gmail.com](mailto:mvanewseditor@gmail.com)



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?** \_\_\_\_\_

<b>Immediate Family Member Name:</b> _____		<b>Associated with MVA Member</b> _____	
<b>Mailing Address</b> _____		<b>Email</b> _____	
<b>City</b> _____	<b>State</b> _____	<b>Telephone</b> _____	

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](mailto: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](mailto:marty.fitzgerald@earthlink.net). He will fill you in on the details.