



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



From the Bridge...Building a Better Midway

By Terry Kraft, President and CEO

Editors Note: The below article is from the Midway Museum Currents (Fall 2025). Reprinted with permission from the Midway Museum.

It was a great summer. Sailing in San Diego's amazing weather and watching people enjoying our newest exhibit, "Top Secret: Inside the High-Stakes World of Naval Intelligence," were both highlights for me. It was inspiring to see our guests of all ages learn about our Navy's amazing intelligence professionals while experiencing the challenges of planning strike missions during Operation Desert Storm. I am so grateful to



our terrific exhibits team who reenergized our carrier intelligence center space.

A little like an aircraft carrier in the shipyard, we are putting on our hardhats around here. For the rest of 2025, we will engage in four major construction efforts taking place on or under our 100-year-old Navy Pier. Led by our amazing chief engineer, Len Santiago, construction crews have begun work on replacing the water main system, building a new passenger elevator for brow four, installing new bollards that secure our ship to the pier, and injecting concrete where old Building 11 used to be. The cost of this construction will be millions of dollars, but it all needs to be done. For Midway, it means easier on-load and off-load operations, while minimizing the ship's fore and aft motion during tidal activity. It marks an overall improvement in safety while preserving our 80-year-old ship.

There's more. Onboard, we will soon open up new exhibits detailing the prisoner-of-war experience during the Vietnam War, while highlighting the 11 aircrewman from Midway's airwing who were shot down during the war and became POWs.

We will also open an exhibit detailing the incredible contributions of women in the defense industry during the Second World War. So many women helped build Midway, which is probably why this ship still looks so good after 80 years.

We can't forget our extraordinary volunteers. We had a fantastic time at our annual volunteer recognition dinner last month. It was my honor to recognize Richard Biro as our volunteer of the year. It's quite an accomplishment to be tops among our more than 750 volunteers, but Richard is well deserving of this accolade. I continue to be inspired and humbled by our amazing volunteers every day. They are just incredible people.

Come aboard soon, despite a little shipyard time, we remain open for business.

It's a great day on Midway!

Terry

September 2026 MVA Reunion

Tim Miller
MVA Secretary VP Reunions

As we head into a new year, I truly hope that you will consider joining us in September 2026 for our Midway Reunion. The dates are as follows, September 14-16, 2026. Our homeport "aka" hotel will be the Doubletree Bayside San Diego. You can start booking your reservations now. As always feel free to contact me with any questions about the reunion at either my email, [yokohamakid01@gmail](mailto:yokohamakid01@gmail.com) or my phone (619) 942-2554.

I look forward to seeing you in 2026. Because I know and feel that the Midway magic still lives on to this day.

Note: For information on making hotel reservations, use the link below:

<https://www.hilton.com/en/attend-my-event/sannydt-umr-0e112fb2-69f4-4865-af0f-2f7a3a44d36b/> 619-224-3621 (hotel phone number)

Treasurer's Report

Bernard (Ray) Tillery
MVA Treasurer

The Midway Veteran's Association is holding its own from a financial standpoint, but because so many of our members are now lifetime members, we cannot expect large additions to our funding as annual members



complete their dues renewal. If you are an annual dues payer, it's that time of year! The dues are twenty dollars a year for a member, or twenty-five dollars a year to include family. To avoid having to come up with twenty bucks every year, just break down and become a lifetime member for one hundred bucks! Additionally, as a non-profit organization, we are always willing to receive your generous donations! Family members have the choice to become voting members of the association by joining individually. Our membership application doesn't properly identify how to fill out the form for the joining family member, but we're working on it. Go ahead and use the form as it is declaring yourself as a family member, but do note the veteran with whom you are related on the form.

The operating account has \$25,882.79, and the savings account has \$5,765.03.

The registration for the up-coming MVA reunion to be held next September in San Diego is included in this term's newsletter. Please note that our registration fee for the reunion is going to increase from past reunions. In the past, our reunions have rendered a deficit. We try to provide sufficient refreshments for our hospitality room and cover various miscellaneous expenses using the registration fees. We are hoping this upcoming reunion will end up in the black. All tours that we plan will only be charged at cost with an addition for the tour bus that takes us to the tour locations.

Have a happy and prosperous 2026!

MVA Reunion 2026

Steve DeCata
MVA Vice President Reunions

San Diego is ready to go!

We have tours set that, I don't think we have done before and a Banquet I know we haven't done before!

Below is the link for the reunion:

<https://www.events.afr-reg.com/e/USSMidway26>

Start signing up!

Link for reunion merchandise:

<https://teamtime.shop/collections/midway-veterans-association>

USS Midway, a Long Way Back

David Payson, 1963-64, RDSN, OI Division

Fresh out of Boot Camp, in the early 1960's, I spent just over six months on the Midway, making one West-Pac cruise on her—the 1963-64 cruise to the Orient. I boarded her for the first time in Subic Bay, Philippines, after making the long flight overseas from the West Coast (San Francisco to Subic).

Much of this article could be "old news" for many of you because you probably made the same journey, or one like it. For me, it was quite an adventure, because it was only the second time in my life that I'd flown on a plane, and the first time I'd gone aboard a humongous warship like an aircraft carrier.

These days, serving as a museum ship in San Diego, Midway still sees plenty of action, but it's all in the tourist industry, drawing tourists from across the country (and from across the world). That's the Midway for you. She's could well be the most popular museum ship in the retired U.S. Navy fleet. She never liked being No. 2 in anything. Which is why she seldom was in her active-duty days.

I've been out of the Navy for many years now, but I'll never forget watching Midway's heroics



on television, as she led the way during Operation Frequent Wind, helping save thousands of South Vietnamese lives. Midway was the star attraction in that historic event. We (her veterans) were especially proud of her role in Frequent Wind.

Nowadays, Midway is safely secured in San Diego and is serving the public as a historic museum ship. Pay your fee and go onboard. You have the whole day to explore her, if you so wish.

We (her former crewmembers) spent far more time than one day on Midway, of course, and on my next ship, the USS Wilhoite, a destroyer escort radar picket ship, Vietnam was classified as a "Police Action," which was strange; it felt more like a war to me.

No matter what you called it, we got combat pay, and that's something we really cared about.

Nowadays Midway is a "lovely lady," restored beautifully by mostly skilled local volunteers and serving as a museum ship in a first-class city. For those who travel to San Diego and tour her, it's an experience they will long remember.

Just like serving on her was.

The Crew of USS Midway (CVA 41)

Marty Fitzgerald, 1957-60, AN, V-4 Division

In 1957 I graduated from boot camp at Bainbridge, MD. I was then ordered to Norman, OK, for Aviation Training as a Photographer. I failed the school and was sent to San Diego, CA, for a future assignment. I was assigned to a crew that was waiting for assignment to a ship. While waiting I became the barrack's duty-driver.

We were being assigned to a ship's crew, but we were not told what ship at that time. The

crew boarded a troop ship and headed north to Bremerton, WA, to join our ship, which turned out to be the USS Midway (CVA 41). At that time, she was the largest ship in the fleet. She was massive.

I was assigned to the Spud Locker across from the forward galley. We worked from about 0300 to 1200 hours and then I was able to shower and go on liberty in Bremerton. I would return to the ship about 2000 hours because I had to be ready for work early in the morning to prepare the salad for noon chow.

I asked the Petty Officer that I worked for if I could get up to the flight deck and work up there. I was assigned to the Air Department in the V-4 Division fueling aircraft on the flight deck. After about four months I was sent to Flight Deck Control as the V-4 phone talker and that was my job until I left the ship in late 1959, almost 1960.

My journey to the USS Midway

Tim Miller, 78-80/82-84, ABE3, V-2 Division

It all started out after completing basic training in San Diego, Ca, then a short stay in Lakehurst, NJ, for A school. After that I spent some R&R in my hometown of Coeur D'Alene, ID, before heading to Travis Air Force Base in Northern California. I was then thrown into a jet bound for Yokota Air Base, Japan. After an 11-hour flight we finally landed on the land of the rising sun. Having cleared customs and the other required stuff, it was time to get on the bus bound for Yokosuka, Japan. After what seemed like days, we finally arrived at Command Fleet Activities Japan. Lo & behold the Midway was out at sea doing her magic.

So, I was transferred to temporary barracks while Midway did her thing. Finally, after two weeks Midway arrived at her homeport. I reported onboard and was assigned to V2 arresting gear. I was just blown away by her



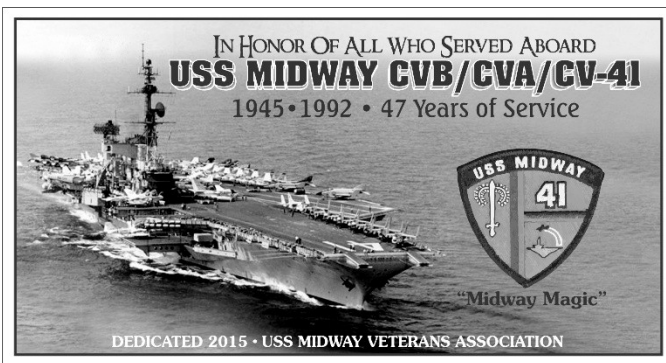
size. But I have nothing but fond & great memories of my time I served on her.

After serving on two other carriers, Midway by far was and is the best one that I served on. So that is my journey.



USS Midway Veterans Assoc. Website
<http://ussmidway.net>

USS Midway Veterans Assoc. Facebook
<https://www.facebook.com/groups/858100554307618>



*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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Actively seeking a volunteer for this IMPORTANT position. Contact Tim Munderloh for details.

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Letters to the Editor

E-mail me 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



