



# 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**

**Stand by for Rough Weather!**



## 2023 Norfolk Reunion

**Hello shipmates!** Just wanted to remind everyone that this year's MVA Reunion will be in Norfolk, Virginia 27 September-1 October.

We have some great tours lined up. And it's a chance to catch up and retell old sea stories of our youth. All of them pretty much true, of course.

Use the link below to sign up. Registration deadline is August 28, 2023.

<https://www.events.afr-reg.com/e/USSMidway2023>

For further information on the reunion, visit our website at <https://ussmidway.net>. Hope to see everyone there.

Steve DeCata  
VP Reunions, MVA

## USS Midway Veterans Association

Congratulatory letter to Admiral McLaughlin on his retirement from the USS Midway Museum

Dear Admiral “Mac” McLaughlin:

Admiral, many of us who served aboard the USS Midway during her 47-year odyssey have had the privilege and the pleasure of knowing you and learning from you since she became the West Coast Symbol of Freedom. Those of us who walked her decks and served our country while living aboard, are the proof of the magic that has become synonymous with her reputation as a fighting ship of the US Navy. We created what has become known as the “Midway Magic” and you, Admiral John “Mac” McLaughlin, have carved that Magic into the history that will flourish for years to come.

Annie Nelson, a well-known author and writer for ***US Veterans Magazine*** chronicled the story of “Rear Admiral John ‘Mac’ McLaughlin & the Magic of USS Midway” in August of last year. The story Ms. Nelson wrote gives us a picture of the man that any of us who served our active Navy service aboard the Midway would have been proud to call our leader, our “Commanding Officer.” Fact is that any of the volunteers and staff of the USS Midway Museum have told the same story, time and again. Mac is the leader we all would have proudly served with.

Maybe we can’t tell the story like Annie Nelson did, but we can repeat the legacy that president and CEO John “Mac” McLaughlin created during his almost 20 years of leadership and development of the USS Midway Museum. So many of her sister ships, including her Midway Class sisters, have virtually disappeared from the pages of history and it’s only because of the actions and activities of her former crew, her veteran sailors, that live on to tell the stories that keep those histories alive. Midway is one of the few that lives to tell her story.

Mac, as you depart the Midway on your final day as the president and CEO of this great ship, we all know it will not be your last time to walk that gangplank. Yours is a legacy that will continue to live as long as the ship has a port to call home.

And we, the USS Midway Veterans who crewed her and flew her planes, will always have a leader we can call our own.

Onward and Upward, Admiral!

Officers and Members of the USS Midway Veterans Association

Tim Munderloh  
MVA President

## USS Midway (CV-41) Change of Command Ceremony

**Ray Tillery, Treasurer**

On 29 March 2023, Chief Executive Officer Mac McLaughlin of the USS Midway (CV-41) Museum was relieved of duty by new President and Chief Executive Officer Terry Kraft in a Change of Command Ceremony.

The Ceremony was attended by over three hundred Midway Museum volunteers, consisting of docents, safety personnel, education volunteers, aircraft and ship restorers, and many others who dedicate themselves to the multitudes of events and functions that have made the USS Midway Museum one of the most popular and attended museums in the Nation!

Mac came aboard as CEO even prior to the arrival of the Midway to the pier it now occupies in San Diego on 7 June 2004. He has guided our ship to her new destiny and duty since then to become the icon she is today.

He had just retired from the Navy, where he had served as a helicopter pilot who had actually landed on the Midway a time or two during his tour of service. He had taken up residence in Chula Vista, his wife’s hometown, when he was approached to serve as the president and CEO of the newly acquired museum ship to be placed in San Diego harbor.

Mac plans to retire to a small town in the Blue Ridge Mountains in South Carolina, where he plans to hike a lot through the woods (play golf).





**Outgoing CEO - Mac McLaughlin (on right)**



**Incoming CEO – Terry Kraft**

The new President and Chief Executive Officer of the USS Midway (CV-41) Museum is Terry Kraft, a retired admiral with over 30 years of U.S. Navy service. Terry is actually a veteran of the USS Midway, and is a new member of the Midway Veteran's Association!

We are extremely proud and lucky that our ship had been selected to perform the duty as a representative of U.S. Navy history and as a promoter of our Nation's heritage stating "freedom is not free" for all of those who may come to visit and recognize the majesty of the United States of America!

I was among the volunteers who attended the ceremony, and I don't think I could say it was conducted with very serious overtones that it actually represented. Mac regaled his audience with recollections of wonderful events of his experiences aboard the ship he was privileged to serve where, on this day, he presented himself in humorous circumstances. We all enjoyed his light hearted recounting of his time aboard. He emphasized, though, his regard and appreciation for the volunteers, contributors, donors, and staff of the Museum that have made her what she has become today.

## Olongapo

### David Payson, 1963-64/RDSN, OI Division

Located just steps from the main gate of the now defunct Naval Base Subic Bay, in its heyday, the city of Olongapo was a wide-open, anything-goes sailors' town, a staging ground for the US Seventh Fleet during Vietnam, and the kind of place you never forgot once you've been there. Unfortunately, that "anything goes" spirit could lead a sailor straight into trouble, and often did.

Terry, in turn, responded as he took the reins of our ship, to express his appreciation for the opportunity to serve aboard the Midway, once again, and to declare his excitement to have the opportunity to come aboard the aircraft carrier he loved in the community of San Diego he loved every day for some time to come!

The board of directors of the USS Midway Veterans Association elected to provide Honorary Lifetime Membership and a letter of appreciation to Mac, and to provide Terry with Lifetime Membership.



**Hey Joe, throw me coins!**

Crossing the bridge over the fetid Bajac River into town, the stench, the musty, rotten-earthly smell of the place, was unmistakable. Walking up Magsaysay Drive, bars lining both sides of the street, we would be overrun by Filipinos trying to sell us everything under the sun, and we guarded our valuables closely. Wallets, watches, cameras, anything we carried could vanish in a heartbeat, snatched away by kids on foot or passing motor bikers. By the time you realized you'd been targeted, it was too late, your valuables were gone forever. The common wisdom of enjoying liberty in Olongapo was to never go alone, always in a group, or with a buddy. There were stories—probably not true—that sailors had disappeared there, never to be seen again.

Now, I read on the Internet, the modern-day city of Olongapo is described as a "1<sup>st</sup> class highly urbanized city. Located in the province of Zambales but governed independently from the province, with a population of over a quarter of a million people, with colleges and universities.

That doesn't sound like the Olongapo I remember. I made frequent liberty calls there on two different ships— three times during Midway's 1963-1964 Westpac cruise, and several more times on the USS *Wilhoite*, a destroyer escort radar (DER) picket ship out of Pearl that served double-duty in Vietnam as part of Operation Market Time, between 1965-1967, patrolling the coastline of South Vietnam intercepting and searching small boats such as sampans and junks for weapons, drugs and other contraband. We found plenty.

As I recall, liberty in Olongapo was quite different when I was on Midway than it was when I was on *Wilhoite*. When a carrier pulled into Subic Bay and released its thousands of men into town for some R&R, the scene became far more chaotic, more of everything to contend with. And when the locals heard that a carrier was in port, they flocked into town to see how successful they could be in separating the sailors from their money and valuables, something they were quite adept at.

No doubt about it, Olongapo was the "Wild West" of the Far East liberty ports, a melting pot of bars, bargirls, pimps, and San Miguel beer, along with an eclectic collection of beggars, hawkers, American

copycat entertainers (many of them very good), and others of questionable repute, not to mention the drivers of those colorfully painted Jeepneys looking to run you over (or so it seemed), or those fertilized bird eggs called "baluts" that your shipmates dared you to eat. In short, Olongapo was everything a hard-charging sailor could hope for in a liberty port, a town like no other in the Far East. Hence, it quite often lived up to its potential for getting sailors into trouble.

One of my more vivid memories of liberty in Olongapo when I was there on Midway was being transported to and from town in "cattle cars," as they were called, which was an appropriate name,



**Favorite mode of transportation – Cattle Car**

given the mode of transportation—box cars with windows and bench-seating pulled by semi-trucks. And guess who the cattle were? You got it. Generally, we were well-behaved going into town after emptying out of these cattle cars, but heading back to the ship after liberty was often another story. When our "Cinderella Liberty" ended, under the watchful eyes of the Shore Patrol who lined both sides of the street, we'd pour out of town, generally broke and too drunk to care, but knowing we had to get back to the ship or be in trouble. And, oh yes, we'd consume that monkey meat on a stick we'd said we'd never touch going into town, scarf it down like it was the delicacy the street vendors claimed it to be.

Thinking back on it now as I tell this story, just as in Hong Kong, Yokosuka, and many of the other exotic West-Pac ports we visited in the Far East—

but probably more so in Olongapo—we were no match for the locals, easy prey. The bartenders, bargirls, Jeepney drivers, street-hawkers, etc., all were uncanny at separating us from our money and other valuables. In dealing with them we seemed helpless. Especially after we had a few San Miguels in us.



**Ice cold San Miguel! Sailor's favorite!**

But, boy, did we ever have fun back then. We just didn't remember a lot of it.

## As The Crow Flies

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

Working our usual 12 on and 12 off on the 1965 cruise I had drawn nights. About 1400 hours fellow Aviation Fire Control Technician William Murphy ("Murph") roused me out of a sound sleep saying something that sounded like "the Skipper wants to see you." I had to be dreaming, but he repeated it. I thought "wow that's a first" but then I remembered we had two skippers. I asked, "the captain of the ship or our skipper"? He answered "our commanding officer" who was CMDR William F. A.W. "Bill" Franke. Realizing I wasn't scheduled to be awarded the Silver Star or DFC, I started to become concerned; this was beginning to sound serious.

Prior to leaving on the '65 cruise 1<sup>st</sup> class Aviation Fire Control Technician Michael Kopf and I

attended a 2-day class at NAS Miramar on a recently developed Fuze Function Control unit known as the AN/AWW-1. It was declassified in 1996 so I can describe it (as best I can after 58 years). On the F-4B Phantom the "black box" was mounted in the rear of the nosewheel well. There was a control box mounted in the rear cockpit that gave the RIO the ability to select a variety of arm and impact settings in the newly developed fuze. If memory serves there was even a setting that could delay detonation up to 30 days. This could be used to mine Haiphong Harbor.

The details of the course are as you might expect somewhat fuzzy, except for one section that dealt with setting up the proper voltages. I can still hear the instructor talking about one setting. I'm paraphrasing, but he said the positive 300-volt setting is critical. It must be **exactly** 300 volts positive. If it was too high or too low it could completely mess up the fuse settings. Got it!

Murph and I made our way to the hangar deck where I saw one of our F-4's with several officers surrounding it. At least two of them were in their flight suits and no one was smiling. This clearly was not an award ceremony. I'm sure it was the VF-21 maintenance officer who asked me if I was the one who installed the AN/AWW-1 gear in the aircraft. Since the course we took at Miramar was to be a "train the trainer" affair and Kopf and I were the only two AQ's who attended the class, the E-5 (me) was given the task of installing the gear. After answering in the affirmative a couple of the officers moved back which allowed me to see the bucket-sized hole in one of the wings. Clearly there was a problem and I was soon to find out what had happened.

Four of our aircraft were sent on a bombing mission in North Vietnam. After arriving at the target, they started their bombing run in a "race track" pattern. As recently told to me by (then) LT David Batson who was on the mission, when LT Jim "Jake" Jacanin was over the target his plane disappeared in a cloud of fire, smoke and debris. Miraculously his plane appeared again and was still flying.

What happened next really stunned me. The maintenance officer asked me if I checked the 300-volt setting! How in the world did he know that?

Again, I answered in the affirmative. He suggested we take the unit to our shop and check the voltages. I pulled the unit. It was at this point I felt compelled to perform the CYA maneuver. I suggested that the cat shot, the explosion and the arrested landing might have changed something. No answer; we continued up the ladders to the shop.

After firing up the unit we waited a short time and I set my trusty Simpson multi-meter on a shelf above our work bench and went through the test points. When I put the positive lead in the +300-volt test point it seemed as if I was in a time warp. What actually happened in less than a second seemed to take forever. The needle "slowly" climbed and almost as if I was watching a roulette wheel, it stopped **exactly** at 300 volts. I believe this was the first time I exhaled since they discovered I was the tech who set it up.

The next question was "when was the last time this meter was calibrated?" Damn, this guy was good! I turned the meter over and the tag showed it was calibrated just prior to our leaving Alameda. He asked where the calibration shop was and we took the meter to the adjoining electrician shop and asked them to check it. We plugged the Simpson into the calibration unit and he adjusted his unit until our meter read positive 300 volts. At this point his unit read 312 volts!

Evidently when the unit in the aircraft was turned on, the circuitry in the fuse was damaged by the higher-than-specified voltage and set the fuse for what had to be an immediate arm and impact time. When the bomb was released and the arming wire was pulled it blew up directly under LT Jacanin's aircraft. It goes without saying (but I'll say it anyway) it was a miracle he and his RIO survived and were able to fly back to the ship.

For several days I wondered if my E-5 "crow" was going to fly away. I believe it was Chief Gomez from our shop who informed me a few days later that there was to be no punishment for the incident (at least in our shop). I am quite sure someone was held responsible for the incident, but I never knew who it was. After talking to retired CAPT Robert "Rob" Doremus and his Pilot David Batson a few years ago, I learned it was our C.O. "Bill" Franke

who went to bat for me. Bless his heart. I've been in touch with him several times over the past few years. He's 96 and until a few years ago was still flying.<sup>1</sup>

For those who served in Naval Aviation either as enlisted or commissioned you know it is, by its very nature a hazardous occupation. This is just one of thousands of incidents that have occurred over the years. It clearly illustrates there is no end to the manner in which aviators and in many cases support personnel can be injured or killed.

(1) He and "Rob" Doremus were taken down by a SAM missile in August of 1965 and were POWs for 7 ½ years.

## Somewhere Off the Coast of Iran

By Mark Nojiri, AT1, IM-3, 74-76; 78-81

I did two tours aboard Midway, one between 1974 to 1976, another between 1978 to 1981. In 1975, Midway was involved in a war exercise with the Nation of Iran, and on the last day of the exercise, a bunch of senior Iranian military officials, plus the Shah of Iran, came aboard for a banquet (something a lot tastier than Spam, I presume). It was sort of neat because as I recall the most junior officer allowed to eat in the officer's mess (wardroom) was the executive officer. All the other officers had to eat with us enlisted. It was funny to see a commander standing there with his battle tray and not know what to do with it!



Mark Nojiri

During my second tour on Midway, in 1979, we were again patrolling off the coast of Iran, in either late October or early November, and a bunch of student demonstrators took over the US Embassy in Iran. From what I heard on news accounts and the scuttlebutt on ship, the leader of this group was going to take over the embassy to prove they could do it. They fully expected to be arrested. But instead, the Iranian government fully supported them. I find it somewhat ironic that in 1975, during my first tour on Midway, the US and Iran were allies. But by my second tour we were sworn enemies with them. Strange how things can “go south” quickly in international politics; they didn’t work out so well for President Jimmy Carter, as it turned out. By the way, after the embassy takeover, we made a stop in Mombasa, Kenya, then returned to the Northern Arabian Sea to await orders from then-still President Jimmy Carter. We spent a lot of time at sea in those days. Our next port visit was Subic Bay, Philippines, 92 days later, after we had departed Mombasa. I told you we spent a lot of time sea during these Iranian patrols in the Indian Ocean!

## 2023 MVA Dues Are Due

MVA’s 2023 dues are currently due and being collected by MVA Treasurer Ray Tillery. If you haven’t paid your 2023 dues yet, please do so post haste. If you have questions about whether you’ve already paid, or whether you need to pay, contact Ray at email [ray.tillery@yahoo.com](mailto:ray.tillery@yahoo.com) or phone him at 806-678-0742.

After the Covid experience and suspending MVA dues for a year, it’s kind of hard to get back into the habit of offering annual membership dues of twenty bucks (twenty-five for family) for the 2023 year!

Member dues have been anemic, to say the least, so far this year.

The upcoming reunion is September 27 in Norfolk this year. I was stationed there for two years; and you can take my word for it that Norfolk/Virginia Beach is a great Liberty town! So, plan to come! But you gotta pay dues first. Make it a one-time payment of one hundred bucks for a Lifetime Membership, and never worry about dues again

(We will probably still pester you for donations, though!)

See you in Norfolk!

## VP-Administration Report

**Marty FitzGerald**

During the period since the last newsletter was released, I worked with our local print shop to prepare MVA’s membership cards for those who’ve paid their 2023 dues, coordinated with MVA Treasurer Ray Tillery to collect the names of the latest batch of dues payers, and worked with the print shop crew to get the cards produced. I then laminated the cards with my MVA laminator and mailed them to the members. I am also working on lining up a keynote speaker for the Norfolk reunion. Finally, I worked with MVA’s membership committee to prepare a writeup on the duties and responsibilities of the members of this important committee. This writeup has since been posted on our website at <https://ussmidway.net>. Check it out

## Secretary Report

**Tim Miller**

As I sit here pondering when our warmer weather will finally arrive here in Southern Cal., I’m thinking about what it means to be a member of the MVA. I know the true meaning of membership is belonging to an organization or group that we are comfortable with and that adds value to our life, a group that we are part of and an important contributor to; in this case, I’m the thinking about the USS Midway Veterans Association, a group of US Navy shipmates who we share many common bonds with. Our camaraderie is hard to match in any other organization. Of course, the revenue we make from collecting dues from our members goes a long way in keeping the MVA afloat as a viable organization. So, I strongly support our treasurer Ray Tillery’s request to pay our annual or lifetime dues, if you haven’t done so already. We badly need the money to finance our fast-approaching Norfolk reunion, as well as the 3-Sisters reunion in San Diego in 2004.

## The Plaque



**Martin “Marty” McCormick at the Navy Memorial in Washington, D.C.**

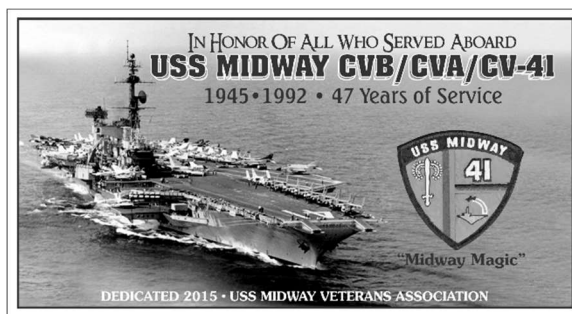
The US Navy Memorial in Washington, D.C., is touting its commemorative plaque program with a picture of one of MVA’s longtime senior members, Martin (“Marty”) McCormick, onboard 1954-55, then an AEM3 in VF-12. Marty was on Midway during her “Around the World Cruise” and during the Matsu-Quemoy standoff between China and Taiwan. At the time, Marty was a flight deck troubleshooter and experienced some “tense” moments along with the rest of the ship’s crew. Marty was discharged from the Navy in 1956 and went on to earn his degree in engineering, and for the next many years was a nuclear power plant operator and supervisor.

On 18 December 2015, all those years later, he was also at the Navy Memorial as one of the representative MVA/Midway veterans (some 25 in all) present at the special ceremony to commemorate the Midway plaque that was permanently installed in its own space on the Memorial’s plaque wall. Today, the Midway plaque, which was purchased and donated by MVA members, hangs proudly on the plaque wall in the background and above Marty in the Navy Memorial ad.

Past MVA VP-Reunions Jim Hayter, who lives in Reston, Virginia, not far from the Navy Memorial, acted as the Master of Ceremonies at the 2015 Midway plaque ceremony, put it this way: “When the MVA found out about this [plaque] program, we determined it was definitely time to spotlight the USS Midway and her 47 years of exemplary service to our country . . . and we did the old girl proud by giving her this long overdue recognition.”

But Marty is noteworthy for another reason besides getting his picture on the Navy Memorial ad and being an all-around good guy and MVA representative. He is the first MVA member to sign up one of his family members to become a dues-paying member of the MVA: his daughter Maureen.

By joining the MVA’s membership, Maureen is now a proud, card-carrying member of our organization with a vote and the potential to advance to the level of officer. Mother of three children, one of whom is a Special Forces Ranger SSgt who is currently deployed, she represents the kind if family member who can inspire others and help keep the MVA going for years to come. Welcome aboard, Maureen!



**Midway plaque at the Navy Memorial**

**Editor’s Note:** The following story of Captain Edwin John Kroeger, prepared by his son, Bill Kroeger, recently appeared in the Sons and Daughters of Pearl Harbor Survivors’ (SDPHS) newsletter, “Offspring.” This is significant because MVA Treasurer Ray Tillery is the son of John F. Tillery Jr., (RM1) who was a survivor aboard the USS California (BB-44) at Pearl Harbor on 7 December 1941. The story is pertinent to our MVA newsletter because Captain Kroeger is a USS Midway shipmate of the early 1950’s! What is even more fascinating is the fact that not only is Captain Kroeger a survivor of the Pearl Harbor attack, but he was a participant in our ship’s namesake battle of Midway Island of 7 June 1942, in addition to eventually becoming a USS Midway sailor!



## Captain Edwin John Kroeger (USN)

### Bill Kroeger (Son)

Captain Edwin John Kroeger (aka "Bud") earned his Navy wings from NAS Pensacola flight school August 5, 1938.



The newly minted Ensign was assigned to the recently commissioned carrier USS Enterprise, serving with Bombing Squadron Six (VB-6) and piloting the venerable Douglas "Dauntless" SBD dive bomber. The Enterprise, initially assigned to the Pacific Fleet off Coronado Island in San Diego, was later reassigned to Pearl Harbor, Hawaii, in September of 1939.

On December 4, 1941, Enterprise was ordered to deliver a Marine F4F Wildcat Squadron to Wake Island with a scheduled return to Pearl on December 6<sup>th</sup>, but was fortuitously delayed by stormy seas. Due to increasingly strained relations with Japan, U.S. Fleet Task Force Commander Admiral William (Bull) Halsey had prudently ordered the fleet to operate under wartime conditions which dictated flying scouting missions ahead of the advancing carrier while under radio silence. Upon approaching Pearl on December 7<sup>th</sup>, still 200 miles out and unaware of the ensuing attack, Halsey ordered an 18-sector area search with two planes assigned to each sector. Bud's sector was to take him in the vicinity of Waikiki Beach, with a second leg over Barbers' Point, and upon completion, to land on Ford Island.

Radio silence was ultimately broken by frantic chatter alerting everyone listening that Pearl was under heavy enemy attack, exclaiming, "This is Not a Drill!" The "Big E" scout planes soon encountered dense smoke and flames from burning vessels in the harbor plus massive ground devastation. As Ford Island was an inferno, Bud and his wingman, Dale Hilton, made the prudent decision to re-route and attempt a landing at Ewa Field. During their approach, they were mistakenly identified as enemy planes by bewildered and overwhelmed U.S. personnel necessitating the pilots to evade friendly fire emanating from multiple sources: the critically wounded

USS Nevada as she attempted to beach herself, destroyers frantically attempting to escape from the harbor, and ground personnel. Fortunately, neither Bud's nor Dale's planes were seriously hit, which allowed both pilots to land, arm, refuel and launch with other SBD pilots in pursuit of the enemy, which by this time had made a hasty retreat.

In February of 1942, Bud took part in one of the first "payback" hit-and-run raids on Japanese possessions in the Pacific with strikes on Kwajalein and Tarawa in the Marshall Islands. Dodging intense anti-aircraft fire, he was then attacked by three enemy fighter planes, necessitating evasive maneuvers in an attempt to escape. One of the Japanese fighters strafed his plane from below with machinegun fire riddling his SBD with bullet holes and sending an exploding round through his left foot. Bleeding profusely and without the ability to fully control his rudder, Bud miraculously managed to fly his severely damaged plane back to Enterprise and safely land, even after first circling the carrier selflessly allowing all the other pilots to touch down. His aircraft was so shot up, the decision was made to scrap it, and consequently, it was pushed overboard.

Bud was transferred to the hospital ship USS Solace to convalesce from his wound where doctors thankfully saved his leg from amputation. He would make an eventual return to the Big E just in time for the engagement that became "the turning point of the Pacific conflict – the Battle of Midway!

On June 4, 1942, a trio of Enterprise SBD's comprised of; Dick Best in command, Bud as his wingman, and Fred Weber, spun off of a larger formation of dive bombers to spearhead an attack on the Japanese flagship carrier Akagi. While all three pilots' bomb strikes were credited with damaging the enemy ship, Bud's 1000-pound bomb inflicted the most catastrophic carnage – piercing the carrier deck near the amidships elevator, thus, dooming it. After returning to the Enterprise to refuel and rearm, he and the few surviving SBD pilots from carriers Enterprise and Yorktown rallied for another run at the now critically damaged Japanese fleet, successfully sinking the two remaining carriers – Hiryu and Soryu – thereby culminating one of the most decisive battles in Navy history.

At the conclusion of Midway, Bud had completed his scheduled 4-year tour with Enterprise and received orders returning him to Pensacola to assist with new pilot training. In 1944, he was recalled into combat as VB-7 Squadron Executive Officer aboard the newly commissioned USS Hancock. He led several sorties during the battle of Leyte Gulf, and in November of '44



### U.S. Navy SBD Dive Bomber

was assigned to the USS Hornet to finalize his wartime service as Command of Air Group II (VB-11). Throughout November '44 – January '45, he flew the Curtis SB2C Helldiver in combat missions striking Japanese positions in the Philippines, Formosa, Cam Ranh Bay, Hong Kong and Okinawa, ultimately racking up a combined total of 65 combat missions.

After the war in 1947, Bud served aboard the USS Boxer as CO of VB-19, flying the newly released Douglas Skyraider – a plane he truly loved!

**In 1952, he was given command of Air Group 6 aboard the USS Midway where he was honored by completing the historic 50,000 carrier landing.**

In 1958, Bud reluctantly traded in his wings for diplomatic duty, assuming the post of Attache under Dwight Eisenhower at Columbia University and later as Naval Attache at the American Embassy in Belgrade, Yugoslavia.

As his final assignment, he headed the Department of Naval Intelligence in Boston, MA, supervising the investigation of numerous high profile national cases. In 1962, with the rank of Captain, Bud retired from his exemplary Naval Career. During his wartime combat service, Captain Edwin John (Bud) Kroeger was awarded the following: **The Navy Cross, 3 Distinguished Flying Crosses, 3 Air Medals, a Bronze Star, a Purple Heart and numerous campaign citations and commendations.**

Bud earned his eternal wings on September 29, 2002, one month shy of his 89<sup>th</sup> birthday.

## The Skyhawk Association

### Doug Bohs AQF2 61-65

During my service with VF-21 (an F-4B Phantom Squadron) and two at-sea periods on the USS Midway I naturally became familiar with several types of aircraft apart from the Phantom, one being the A-4 Skyhawk. During the 1965 combat cruise it seemed the Skyhawk was taking the brunt of damage and losses. Years later, with the help of several slides I took, I began to research some of the damage and losses our air wing encountered. Aside from several short articles for this newsletter, I also wrote two articles about the rescue of two Midway A-4 pilots.

Further research eventually put me in contact with the Skyhawk Association. They were very helpful with my research and introduced me to their quarterly journal. I joined and consider the \$30 annual fee well spent. This organization is not just for pilots, but for mechanics, modelers or anyone with an interest in the Skyhawk.

If you think you may have an interest, go to <https://www.skyhawk.org>. If you go to the bottom of the Home-Page you will find an orange-colored box. In that box you will find a sentence that says all are welcome to JOIN US. Click on the JOIN US link. That will take you to another page that shows membership options and how to join. If you join, the Secretary will send you a welcome package in the mail.

## In Memoriam

**Shipmate Mike Yancy**, served in HC-1 Det 2 1978-1981. He loved the helos and learned to enjoy his time on the Midway. He recently passed away; may he rest in peace.

**Shipmate Robert "Bob" Barry Hassler** served in W Division on the Midway, passed away August, 2022; may he rest in peace.

**Shipmate Timothy Averitt**, served in E-Division on the Midway, 85-89, passed away on March 30, 2023; may he rest in peace.

**Shipmate David Haase** served on the Midway 64-66 and was a Midway Lifetime Member. He recently passed away; may he rest in peace

**Shipmate Ronald Lemire** served as anAQ3 in VF-161 on the Midway 75-78; may he rest in peace.



A cloudy day in San Diego

# 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."*



[www.ussmidway.net](http://www.ussmidway.net)

**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)

***Membership Committee Chair***

Phil Zuniga – (480) 272-7404

Gilbert, Arizona

[angelson17@aol.com](mailto:angelson17@aol.com)

***Newsletter Editor***

Jim Daugherty (509) 438-8917

West Richland, WA

[Subman581@gmail.com](mailto:Subman581@gmail.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)

Station Ship News is published quarterly by the USS Midway Veterans Association (MVA). We look forward to your feedback. Send to: [mvanewslettereditor@gmail.com](mailto:mvanewslettereditor@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? \_\_\_\_\_

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](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.

