

*the*

# WINDSCREEN

JOURNAL OF THE  
INTRUDER ASSOCIATION  
VOLUME 2

FALL 2013 ISSUE



**A-6 LAUNCH**

*(Photo courtesy of William White)*

## ON TARGET - ON TIME

- The First Three A-6s
- The Bridges at Toko-Ri: The Real Story
- Bob Rasmussen is a true 'Renaissance Man'
- Final Score: 511 one, MB-5 (Fire truck) nothing

[www.intruderassociation.org](http://www.intruderassociation.org)



# THE SPAR FROM YAR: A MESSAGE FROM THE IA PRESIDENT



Larry P. Yarham

Intruders,

Thank you for your support of the Intruder Legend and your continued Association membership. The Intruder Association IS THE MOST ACTIVE AND ACCOMPLISHED Naval aviation community association. Proper credit for the strength of the Association AND all Intruder activities goes to

you who have faithfully stayed involved long after the retirement of the A-6... and moved on to other challenges. Considering the legacy of the A-6... "On time, on target...day or night," this support and the accomplishments of the alumni is no surprise.

Speaking of accomplishments, the first Intruder Tribute will be installed in the National Naval Aviation Museum, Pensacola next month...an exciting and monumental accomplishment. We are working with ANA and the Virginia Beach Naval Aviation Monument Committee to modify the next Intruder Tribute to better conform with existing architecture. Below is a rendition of a potential Tribute design for the VA Beach site. The NW Intruder Tribute is fully funded and planned for Seattle's Museum of Flight. Discussion continues with the MoF staff on location and timing. Due to existing display standards and federal museum regulations, the Smithsonian Air & Space Museum has opted to develop an Intruder kiosk in lieu of the Tribute. The kiosk will be similar

to and near the existing Distinguished Flying Cross kiosk. It will include graphics and wording from the initial Tribute design and will be the first in the SASM dedicated to a specific aircraft.

**Intruder Tribute tax deductible donations** can still be made to the Intruder Association treasurer payable to the "Intruder Association" with 'Intruder Tribute' forwarded to:

Geoff Swanberg  
3504 Beaver Ford Rd.  
Woodbridge, VA 22192

Donors of  $\geq$  \$500.00 will be recognized on all Tributes.

**Planning for the 2014 National Intruder Reunion** in Pensacola is firming up with many great events programmed for your enjoyment and enjoyment. Michael Vogt and his Committee are working hard to make Reunion '14 the best. Reunion details are available on the Association website... stay tuned and make plans to attend another great reunion and Tribute dedication at the 'Cradle of Naval Aviation.' Individual squadron co-reunions are encouraged. Hope you plan to attend as there will be a lot of exciting activities.

**Clyde Cain**, Director of Membership, plans to pass the baton after years of spectacular leadership and membership increase. We are looking for someone to start working with Clyde with the eventual goal of taking over the membership leadership. Needless to say, Director of Membership is a most

important part of our success and Clyde has established a very strong base and procedures for the next Director.

We are also soliciting the membership for someone to move into the VP position as Tlad will soon take over the Presidency. If you are interested and want to give-back to the Association, please contact Clyde, Tim Beard, Tlad or me for details or questions about either position.

That's all I have for now....**Thank you all for your faithful membership, support, participation & belief in your Association.**

Take care and best wishes,  
Larry



VA BEACH TRIBUTE

# AIR PLAN

Fall 2013 Issue



## Intruder Association

### Officer Contacts

Chairman  
Tim Beard  
chairman@IntruderAssociation.org

President  
Larry Yarham  
president@IntruderAssociation.org

Vice President  
Ladson (TLad) Webb  
vicepresident@IntruderAssociation.org

Secretary  
Pete Young  
secretary@IntruderAssociation.org

Treasurer  
Geoff Swanberg  
treasurer@IntruderAssociation.org

Director, Navy East  
Jim Joyner  
directornavyeast@IntruderAssociation.org

Director, Navy So'West  
Clyde Cain  
directornavysouthwest@IntruderAssociation.org

Director, Navy Nor'West  
Dave Williams  
directornavynorthwest@IntruderAssociation.org

Director, Marines East  
Bo Boswell  
directormarineseast@IntruderAssociation.org

Director, Marines West  
Harry Spies  
directormarineswest@IntruderAssociation.org

Director, Navy Enlisted  
Sam Bass  
directornavyenl@IntruderAssociation.org

Director, Marine Enlisted  
George Cook  
directormarenl@IntruderAssociation.org

Membership Chairman  
Clyde Cain  
membership@IntruderAssociation.org

Historian, Vice-Webmaster  
John Thornell  
historian@IntruderAssociation.org  
vicewebmaster@IntruderAssociation.org

Webmaster  
Jack Jordan  
webmaster@IntruderAssociation.org

Windscreen Editor  
Steve McCaslin  
editor@IntruderAssociation.org

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## Windscreen Staff

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## FROM THE VICE PRESIDENT

Dear Fellow Intruders,

We have had years of excellent leadership and dedicated hard work from Clyde Cain, in recent years as Association Membership Chair. Clyde has sadly announced his readiness to relinquish this important role, so the Intruder Association Board will be seeking a suitable replacement with the energy and passion to keep reaching out to Intruders past and present-keeping our membership renewals vibrant, our processes simpler and more visible, and seeking areas to enhance our outreach efforts.

welcome your inputs. This will be a Board agenda topic, and is an important goal to achieve in the next few months.

Clyde, your inspired enthusiasm and love of the Intruder has infused us all, and we gratefully acknowledge all you have done for the Intruder Association. Having led two highly successful Intruder Reunions, working hard with the USS Midway Ready Room Project, a decades-long fixture at Tailhook, and a corporate conscience, you have much to be proud of for your years of selfless service. Thanks so much, friend!

If you wish to take on this role, or have a good nominee, I

T. Lad

# 99 Intruders: *Listen Up!*

**National Reunion in 2014** will be in Pensacola, FL. Stay tuned for more details.

**Cruise Book link.** This site is not comprehensive yet, but it has a tremendous amount of digitized cruise books: <http://www.navy.mil/navsites/de/cruisebooks/index.html>



## BLUE ANGELS 2013 SCHEDULE



\*This may be completely rescheduled due to the sequestration.

### MARCH

16 NAF El Centro Annual Air Show NAF El Centro, CA  
23-24 Southernmost Air Spectacular NAS Key West, FL

### APRIL

06-07 MacDill AFB AirFest MacDill AFB, FL  
13-14 2013 South Texas Shootout NAS Corpus Christi, TX  
20-21 Vidalia Onion Festival Air Show Vidalia, GA  
27-28 MCAS Beaufort Air Show MCAS Beaufort, NC

### MAY

04-05 Defenders of Liberty Air Show Barksdale AFB, LA  
11-12 50th Ann. JMWEL Port Air Show Jacksonville, FL  
18-19 Wings Over the Pine Bluffs Air Show Pine Bluffs, NC  
22 USNA Air Show US Naval Academy, MD  
24 USNA Graduation Air Show US Naval Academy, MD  
25-26 Lynchburg Regional Air Show Lynchburg, VA  
04-05 Rockford AirFest 2013 Rockford, IL  
08-09 OC Air Show Ocean City, MD  
15-16 Indianapolis Air Show Indianapolis, IN  
22-23 Spectacle Aerien Int'l Bagotville Bagotville, Quebec, CN  
29-30 Rhode Island National Guard Air Show North Kingstown, RI

### JULY

06-07 Evansville Freedom Festival Evansville, IN  
13 Pensacola Beach Air Show Pensacola, FL  
20-21 St. Cloud Air Show St. Cloud, MN  
27-28 Oregon International Air Show Hillsboro, OR

### AUGUST

01-04 SeaFair Boeing Air Show Seattle, WA  
10-11 Fargo Air Show Fargo, ND  
14-25 Aviation Expo Kansas City, MO  
NAS Patuxent River Expo NAS Patuxent River, MD

### SEPTEMBER

01 NAS Patuxent River Expo NAS Patuxent River, MD  
07-08 Chippewa Valley Air Show Eau Claire, WI  
14-15 Great State of Maine Air Show Brunswick, ME  
21-22 NAS Oceana Air Show NAS Oceana, VA  
28-29 Naval Base Ventura County Air Show NBVC, CA

### OCTOBER

05-06 MCAS Miramar Air Show San Diego, CA  
12-13 San Francisco Fleet Week San Francisco, CA  
19-20 Fort Worth Alliance Air Show Fort Worth, TX  
26-27 NAS Jacksonville Air Show NAS Jacksonville, FL

### NOVEMBER

01-02 Blue Angels Homecoming Air Show NAS Pensacola, FL

## FROM THE CHAIRMAN

99 Intruders:

With this issue we are including a profile on one of our “benefactors” – retired Captain Bob Rasmussen, Director of our Naval Aviation Museum. Bob has supported our Board’s efforts with design and installation of the “Intruder Tribute” in the Museum, and has become a “go-to” source of information on any and all efforts we are undertaking to support Intruder displays throughout the country. I came across the article some time back and thought it worthy of including in Windscreen because it is such great praise of Bob. I am bet-

ting many of you know him – or his son who, I believe, is (or was) an O-6 (& Hornet pilot if memory serves me correctly). Both are ‘good guys.’ Bob, especially, is worthy of our most sincere “thanks” – which we intend to offer next spring at the Reunion.

Lots of work continues in preparation for the reunion ... I have left news of that to Larry, et al, in this issue. Suffice to say, our Committee in PNS, headed by Mike Vogt, is putting in lots of hours.

Best regards to all,  
Tim

## DEPARTING



Col Martin J. Eagan, Jr., USMC (Ret)  
CDR Michael K. Beebe, USN (Ret)  
CAPT Kenneth L. Coskey, USN (Ret)  
CDR. Michael J. Munson, USN (Ret)  
CAPT Richard R. Noble, USN (Ret)  
LCDR Thomas P. Murphy, USN (Ret)



## LETTER TO THE EDITOR: INTRUDER DESIGN

Dear Editor,

‘Windscreen’ is a ‘Classy’ piece of work. Thank you.  
Ahoy, Intruders,

The earliest A-6 Design Officer for the A-6A that I know of was RADM Bud Eakas (Ret, deceased). I met him, but did not know him well. He was known as a brilliant guy.

I was the NavAir Design Officer for the A-6E (and KA-6D). Great job, it was. A few anecdotes about the airplane --- Wing fatigue life limits became important, and I was right in the midst of that one! The airplane carried such a high percentage of weight in ‘black boxes’ that we did not have an adequate weight budget for structure. The result was a low wing life. Grumman came in with various suggestions for improvement; the worst was really in fact a new airplane, flying the same mission and bomb load, and going off the bow at about 90,000 lbs!!! But, a lot of wing life. Discussions within NavAir and OpNav finally resolved that the airplane was great as is. However, we did not buy airplanes with wheels and tires which would last the life of the airplane. And on this one, we were going to have to buy some wings too. I left that job, and in time, no one remembered to buy some wings.

I had the Attack Branch at Pax before I was A-6 Design. While in NavAir, I met THE famous ‘Gorgeous George’ Watkins at a party when he was CofS at Pax. (One of the ‘truths’ at Pax was that no one from Washington was to get his paws on an airplane!!!) I

remarked that I got down to Pax often to fly the A-6s. “Well, we will soon put a stop to that!!! My retort was “Captain, I don’t believe that you noticed what job I have. If I don’t get to fly those new A-6s, you DON’T GET any new A-6s. “Well, come down any time.”

Next job was CTF-77 Staff Puke, and then to NavPro Bethpage ’71-’74 as Skipper of the Navy office at the Grumman plant. I have never figured out how to make a pile of money, but I really know how to spend it!!! While I was Skipper, Grumman was cranking out most of the airplanes for the Air Group --- A-6E, EA-6B, E-2C, F-14A. Navy is still flying the EA6-B’s and E2-C’s that I bought forty years ago.

I had earlier been one of the (five) guys who put the coffin nails into the F-111B, and I’d flown both the F-111A and F-111B. (A remarkable sh\*\*\*poke!!) I really wanted to make a clean sweep and fly the swing-wing F-14. But, it was not an airplane to casually strap on, so I chose to stay and run the place and then fly some ‘joy rides’ (I’d never been a fighter pilot). Flying and buying the A-6s did the job nicely for me. Turns out that I was the first NavPro Bethpage rep in the memory of man to fly an airplane. I was an AEDO (Aero Engineering Duty Officer), a community in which it was either difficult to get a guy into an airplane, or else, no one would let in one. But I always tried to look good around the ship.

Bob Belter  
Carmel, CA

## BOB RASMUSSEN IS A TRUE 'RENAISSANCE MAN'

Written by Troy Moon.  
Edited and reprinted with permission.

Before that Dos Equis ad man runs around bragging about being the “most interesting person in the world” again, he needs to meet retired Navy Capt. Robert “Bob” Rasmussen.

Rasmussen’s “most interesting person” resume:

- War-time fighter pilot.
- Blue Angels flying ace.
- Director of a multi-million dollar historical museum.
- Celebrated sculptor.
- Accomplished painter.

“He is a Renaissance man,” said Nancy Fetterman, a long-time friend. “He is one of these men who can do anything. One moment, he could be fixing a piece of machinery, and the next moment, he could be working on a painting. He has so many talents.”

Rasmussen, 83, has been director of the National Naval Aviation Museum at Pensacola Naval Air Station for 25 years. During his tenure, the museum has grown from 70,000 square feet to 350,000 square feet, and that’s not including the National Flight Academy next door.

But Rasmussen, a California native, said one of his biggest success stories at the museum is the installation of the volunteer program in 1989. Currently, volunteers provide a third of the total labor hours at the museum, meaning hundreds of thousands of dollars has been saved through the years.

Rasmussen’s mark is all over the museum. And, as a hand-ful know, his face is at the door. A bronze sculpture at the entrance, completed in the mid-1990s and titled “The Spirit of Naval Aviation,” features five life-size military naval aviators from different eras in U.S. history.

“The lady who did the sculpture wasn’t good with faces,” said retired Navy Capt. Ed Ellis, another Rasmussen friend. “She asked Bob to help with the faces. So, a few of those faces are Bob and his children. They’re immortalized.”

Rasmussen denied the claim with a sly smile. “I am accused all the time of having my face on those things,” he said. “But that’s not really true.”

Ellis disagreed. “I know he says that. But we don’t buy it.”

Rasmussen’s mark is across nearly every facet of the museum, even down to the brochure and advertising art work, much of which he designed. He has been painting various naval scenes for years, and posters of his art work are available at the museum gift shop.

“Those commemorative posters have brought in millions of dollars,” Ellis said. “And he’s donated all the proceeds.”

He has designed and crafted sculptures for the outside of the museum showing various naval aviators. His watercolor paintings of jets and bombers hang in the museum gallery. He is the recipient of the R.G. Smith Award for Excellence in Naval Aviation Art.



Bob Rasmussen.

### Sculpting Nuns

But Rasmussen’s muse doesn’t stop at airplanes. One of his best-known works is the sculpture at Sacred Heart Hospital of the four nuns who founded the hospital. The sculpture, titled “Our Visionaries,” is based on a 1959 photo showing the sisters surveying the Ninth Avenue hospital site.

The sculpture was dedicated in 2003. That’s less than a decade after Rasmussen decided to dedicate his spare time to art, a passion of his youth.

“I always knew I had some talent there,” he said. “I was drawing airplanes as a kid. I was probably doing more drawing than studying.” But it wasn’t until the mid 1990s that he became serious about his art. That’s when he was asked to help the Oklahoma artist designing “The Spirit of Naval Aviation” sculpture.

Rasmussen didn’t like her original design. “I asked her if she would mind if I adjusted them a bit,” he said of the figures. “She left them with me and I worked on them for a while. I found out I could do it just as well as she could. I had no experience. I essentially learned on the job.”

But the art bug stuck, and soon Rasmussen was dedicating his spare time to painting and sculpting. Since then, he has created a bust of astronaut Alan Shepard for the Astronaut Hall of Fame, and his various art work has been displayed at the National Air and Space Museum in Washington D.C., and at the NASA Museum in Cape Canaveral.

He has a home art studio, filled with painting supplies and sculpting clay. “My wife has to endure it,” he said of his wife of 53 years, Phyllis Rasmussen. “Clay gets stuck on your shoes and clothes. I would drag it all over the house.”

Most of Rasmussen’s art work deals with military themes. “I guess I got enamored with airplanes during World War II,” he said. “I had never been on one. But I would watch them fly over and wonder what it would be like to be up in the sky. I got involved with watching what was happening in World War II and I just grew up with that.”

### Korean War Enlistee

Rasmussen enlisted in the Navy during the Korean War. “I thought I was going to be drafted and I didn’t want to slog around in the mud,” he said. A flight surgeon in Oakland that

## NAVAL MUSEUM DIRECTOR HAS PASSION FOR ART AND FLIGHT

he worked for — sweeping floors and other labor — helped get him into flight school after learning of his interest.

He came to Pensacola for flight training. He had never been on an airplane before. “I was sick the whole way,” he said. “I was hoping I hadn’t made some huge mistake. But I never got air sick again.”

After graduating from flight training in 1953, he was assigned to a West Coast fighter squadron. The Korean War was coming to an end.

*Since then he has created a bust of astronaut Alan Shepard for the Astronaut Hall of Fame, and his various art work has been displayed at the National Air and Space Museum in Washington D.C., and at the NASA Museum in Cape Canaveral.*

“I thought I would miss out on any wartime activities,” he said. “It didn’t turn out to be that way.”

No, Vietnam was on the horizon.

But between the two wars, Rasmussen, already known as a top naval aviator, received orders to come to Pensacola to fly with the Blue Angels, the Navy’s flight demonstration squadron. He flew with the Blues from 1957 to 1959.

“That was a big deal,” he said. “It was a heady experience. It was great fun and wonderful to be part of that experience and do things that most naval aviators get into real trouble doing. It was a real good couple of years.”

Though it started ominously enough.

“There was a young enlisted man checking people in,” said Ellis, who has heard the story from Rasmussen often. “Bob told him ‘I’m Lt. Rasmussen and I’m going to be a Blue Angel.’”

Rasmussen handed the enlisted sailor his paperwork. He had written his name and unit on the paperwork.

“The kid told him, if you’re going to fly with the Blues, you better learn to spell Blue Angels,” Ellis recalled. “He had spelled it Blue Angles.”

### Grit of Combat

But soon, the Vietnam War began, and the glamour of the Blues gave way to the grit of combat.

Rasmussen was assigned to deploy with VF-111 on the aircraft carrier USS *Oriskany*. He flew about 300 combat missions over North Vietnam. But probably the most tragic and memorable event was a fire in 1966 that killed 44 men after a magnesium flare was accidentally ignited.

“I was lucky,” he said. “I was getting ready to go on a launch around 0700 and was on the flight deck when the fire started,” he said. “All the casualties were in the officer quarters where I lived. I would have been one of those men killed if I had not had that flight scheduled. I was very lucky. But it was a big shocker. It was devastating. We lost a lot of good officers.”

He retired in 1983 and immediately joined the museum staff, working first as director of development. He was inspired by flight as a child, flew as a young man and now directs a museum dedicated to aviation.

“My whole life has revolved around Naval aviation,” he said. I came in the Navy when I was 19 and have associated with it continuously all these years.”

Bob Rasmussen retired with more than 5,000 flight hours.



## Intruder Association Financials for 2013

As of 30 June 2013

### INCOME

Dues .....\$13,815

### EXPENSES

Web Site .....\$1,025

Donations (Wounded Warrior) .....\$500

Credit Card Fees.....\$1,224

Postage, Mailing Services .....\$165

Windscreen.....\$2,361

Supplies .....\$65

Total Expenses .....\$5,340

### ACCOUNT TOTALS

Operations .....\$36,645

Midway RR .....\$6,722

Whidbey Gateway.....\$8,855

Gateway Flags.....\$1,671

Intruder Tribute .....\$54,407

Total All Accounts.....\$108,300

## THE BRIDGES AT TOKO-RI:

By Captain Paul N. Gray, USN, ret, former CO of VF-54

### "God bless the man who runs toward the sound of guns."

(Anononymous)

**Recently, some friends saw the movie "The Bridges at Toko-ri" on late night TV. After seeing it, they said, "You planned and led the raid. Why don't you tell us what really happened?" Here goes.**

*(I hope Mr. Michener will forgive the actual version of the raid. His fictionalized account certainly makes more exciting reading.)*

**O**n 12 December 1951 when the raid took place, Air Group 5 was attached to *Essex*, the flag ship for Task Force 77. We were flying daily strikes against the North Koreans and Chinese. God, it was cold! The main job was to interdict the flow of supplies coming south from Russia and China. The rules of engagement imposed by political forces in Washington would not allow us to bomb the bridges across the Yalu River where the supplies could easily have been stopped. We had to wait until they were dispersed and hidden in North Korea and then try to stop them.

The Air Group consisted of two jet fighter squadrons flying Banshees and Grumman Panthers plus two prop attack squadrons flying Corsairs and Skyraiders. To provide a base for the squadrons, *Essex* was stationed 100 miles off the East Coast of Korea during that bitter Winter of 1951 and 1952.

I was CO of VF-54, the Skyraider squadron. VF-54 started with 24 pilots. Seven were killed during the cruise. The reason 30 percent of our pilots were shot down and lost was due to our mission. The targets were usually heavily defended railroad bridges. In addition, we were frequently called in to make low-level runs with rockets and napalm to provide close support for the troops.

Due to the nature of the targets assigned, the attack squadrons seldom flew above 2000 or 3000 feet, and it was a rare flight when a plane did not come back without some damage from AA or ground fire.

The single-engine plane we flew could carry the same bomb load that a B-17 carried in WWII, and after flying the 100 miles from the carrier, we could stay on station for four hours and strafe, drop napalm, fire rockets or drop bombs. The Skyraider was the right plane for this war.

On a gray December morning, I was called to the flag bridge. Admiral "Black Jack" Perry, the Carrier Division Commander, told me they had a classified request from UN headquarters to bomb some critical bridges in the central area of the North Korean peninsula. The bridges were a dispersion point for many of the supplies coming down from the North and were vital to the flow of most of the essential supplies. The Admiral asked me to take a look at the targets and see what we could do about taking them out. As I left, the staff intelligence officer handed me the pre-strike photos, the coordinates of the target and said to get on with it. He didn't mention that the bridges were defended by 56 radar-controlled anti-aircraft guns.

That same evening, the Admiral invited the four squadron Commanders to his cabin for dinner. James Michener was there. After dinner, the Admiral asked each squadron Commander to describe his

experiences in flying over North Korea. By this time, all of us were hardened veterans of the war and had some hairy stories to tell about life in the fast lane over North Korea.

When it came my time, I described how we bombed the railways and strafed anything else that moved. I described how we had planned for the next day's strike against some vital railway bridges near a village named Toko-ri (the actual village was named Majonne). That the preparations had been done with extra care because the pre-strike pictures showed the bridges were surrounded by 56 anti-aircraft guns and we knew this strike was not going to be a walk in the park.

All of the pilots scheduled for the raid participated in the planning. A close study of the aerial photos confirmed the 56 guns. Eleven radar sites controlled the guns. They were mainly 37 MM with some five-inch heavies. All were positioned to concentrate on the path we would have to fly to hit the bridges. This was a World War II air defense system but still very dangerous.

How were we going to silence those batteries long enough to destroy the bridges? The bridges supported railway tracks about three feet wide. To achieve the needed accuracy, we would have to use glide bombing runs. A glide bombing run is longer and slower than a dive bombing run, and we would be sitting ducks for the AA batteries. We had to get the guns before we bombed the bridges.

There were four strategies discussed to take out the radar sites. One was to fly in on the deck and strafe the guns and radars. This was discarded because the area was too mountainous. The second was to fly in on the deck and fire rockets into the gun sites. This was also discarded because the rockets didn't have enough killing power. The third was to come in at a high altitude and drop conventional bombs on the targets. This is what we would normally do, but it was discarded in favor of an insidious modification. The one we thought would work the best was to come in high and drop bombs fused to explode over the gun and radar sites. To do this, we decided to take 12 planes: eight Skyraiders and four Corsairs. Each plane would carry a 2000-pound bomb with a proximity fuse set to detonate about 50 to 100 feet in the air. We hoped the shrapnel from these huge, ugly bombs going off in mid-air would be devastating to the exposed gunners and radar operators.

The flight plan was to fly in at 15,000 feet until over the target area and make a vertical dive bombing run dropping the proximity-fused bombs on the guns and radars. Each pilot had a specific complex to hit. As we approached the target we started to pick up some flak, but it was high and behind us. At the initial point, we separated and rolled into the dive. Now the flak really became heavy. I rolled in first, and after I released my bomb, I pulled out south of the target area and waited for the rest to join up. One of the Corsairs reported that he had been hit on the way down and had to pull out before dropping his bomb. Three other planes suffered minor flak damage but nothing serious.

After the join up, I detached from the group and flew over the area to see if there was anything still firing. Sure enough there was heavy 37 MM fire from one site. I got out of there in a hurry and called in the reserve Skyraider still circling at 15,000 to hit the remaining gun site. His 2000 pound bomb exploded right over the target and suddenly things became very quiet. The shrapnel from those 2000-pound bombs must have been deadly for the crews serving the guns and radars. We never saw another 37 MM burst from any of the 56 guns.

From that moment on, it was just another day at the office. Only sporadic machine gun and small arms fire was encountered. We made repeated glide bombing runs and completely destroyed all the bridges. We even brought gun camera pictures back to prove the bridges were destroyed.

After a final check of the target area, we joined up, inspected our wingmen for damage and headed home. Mr. Michener plus most of the ship's crew watched from Vulture's Row as Dog Fannin, the landing signal officer, brought us back aboard. With all the pilots returning to the ship safe and on time, the Admiral was seen to be dancing with joy on the Flag Bridge.

From that moment on, the Admiral had a soft spot in his heart for the attack pilots. I think his fatherly regard for us had a bearing on what happened in port after the raid on Toko-ri. The raid on Toko-ri was exciting, but in our minds, it was dwarfed by the incident that occurred at the end of this tour on the line. The operation was officially named OPERATION PINWHEEL. The pilots called it OPERATION PINHEAD.

The third tour had been particularly savage for VF-54. Five of our pilots had been shot down, three not recovered. I had been shot down for the third time. The mechanics and ordnancemen had worked back-breaking hours under medieval conditions to keep the planes flying, and finally we were headed for Yokosuka for ten days of desperately needed R&R.

As we steamed up the coast of Japan, the Air Group Commander, Commander Marsh Beebe, called Commander Trum, the CO of the Corsair squadron, and me to his office. He told us that the prop squadrons would participate in an exercise dreamed up by the commanding officer of the ship. It had been named OPERATION PINWHEEL.

The Corsairs and Skyraiders were to be tied down on the port side of the flight deck, and upon signal from the bridge, all engines were to be turned up to full power to assist the tugs in pulling the ship alongside the dock.

Commander Trum and I both said to Beebe, "You realize that those engines are vital to the survival of all the attack pilots. We fly those single engine planes 300 to 400 miles from the ship over freezing water and over very hostile land. Overstressing these engines is not going to make any of us very happy." Marsh knew the danger; but he said, "the captain of the ship, Captain Wheelock, wants this done, so do it!"

As soon as the news of this brilliant scheme hit the ready rooms, the operation was quickly named OPERATION PIN HEAD; and Captain Wheelock became known as "Captain Wheelchok."

On the evening before arriving in port, I talked with Commander Trum and told him, "I don't know what you are going to do, but I am telling my pilots that our lives depend on those engines and do not give them more than half power; and if that engine temperature even begins to rise, cut back to idle." That is what they did.

About an hour after the ship had been secured to the dock, the Air Group Commander screamed over the ship's intercom for Gray and Trum to report to his office. When we walked in and saw the pale look on Beebe's face, it was apparent that Captain Wheelock, in conjunction with the ship's proctologist, had cut a new aperture in poor old Marsh. The ship's CO had gone ballistic when he didn't get the full power from the lashed down Corsairs and Skyraiders, and he informed Commander Beebe that his fitness report would reflect this miserable performance of duty.

The Air Group Commander had flown his share of strikes, and it was a shame that he became the focus of the wrath of Wheelock for something he had not done. However, tensions were high, and in the heat of the moment, he informed Trum and me that he was placing both of us and all our pilots in hack until further notice. A very severe sentence after 30 days on the line.

The Carrier Division Commander, Rear Admiral "Black Jack" Perry was personally a soft and considerate man, but his official character would strike terror into the heart of the most hardened criminal. He loved to talk to the pilots; and in deference to his drinking days, Admiral Perry would reserve a table in the bar of the Fujia Hotel and would sit there drinking Coca Cola while buying drinks for any pilot enjoying R&R in the hotel.

Even though we were not comfortable with this gruff older man, he was a good listener and everyone enjoyed telling the Admiral about his latest escape from death. I realize now he was keeping his finger on the morale of the pilots and how they were standing up to the terror of daily flights over a very hostile land.

The Admiral had been in the hotel about three days, and one night he asked some of the fighter pilots sitting at his table, "where are the attack pilots? I have not seen any of them since we arrived." One of them said, "Admiral, I thought you knew. They were all put in hack by the Air Group Commander and restricted to the ship." In a voice that could be heard all over the hotel, the Admiral bellowed to his aide, "get that idiot Beebe on the phone in five minutes, and I don't care if you have to use the Shore Patrol, the Army Military Police or the Japanese Police to find him. I want him on the telephone NOW!"

The next morning, after three days in hack, the attack pilots had just finished marching lockstep into the wardroom for breakfast, singing the prisoners song when the word came over the loud speaker for Gray and Trum to report to the Air Group Commander's stateroom immediately. When we walked in, there sat Marsh looking like he had had a near death experience. He was obviously in far worse condition than when the ship's CO got through with him. It was apparent that he had been worked over by a real pro.

In a trembling voice, his only words were, "The hack is lifted. All of you are free to go ashore. There will not be any note of this in your fitness reports. Now get out of here and leave me alone."

Posters saying, "Thank you Black Jack" went up in the ready rooms. The long delayed liberty was at hand.

When writing about this cruise, I must pay homage to the talent we had in the squadrons. LTJG Tom Hayward was a fighter pilot who went on to become the CNO. LTJG Neil Armstrong another fighter pilot became the astronaut who took the first step on the moon. My wingman, Ken Shugart, was an all-American basketball player and later an admiral. Al Masson, another wingman, became the owner of one of New Orleans' most famous French restaurants. All of the squadrons were manned with the best and brightest young men the U.S. could produce. The mechanics and ordnance crews who kept the planes armed and flying deserve as much praise as the pilots for without the effort they expended, working day and night under cold and brutal conditions, no flight would have been flown.

It was a dangerous cruise. I will always consider it an honor to have associated with those young men who served with such bravery and dignity. The officers and men of this air group once again demonstrated what makes America the most outstanding country in the world today. To those whose spirits were taken from them during those grim days and didn't come back, "I will always remember you."

## FINAL SCORE: 511 ONE, MB-5 (FIRE TRUCK) NOTHING

By RADM Stan Bryant, USN (Ret)

It was a dark and stormy night. Well, not really, but it was pretty dark, and no commander's moon, for sure. LtJG Jeff Winston and I were in Cupcake 511 flying a training mission in the northern Puerto Rican Op Area (AFWTF) during the Ike/CVW-7 ORE in October, 1978. I was the VA-65 Maintenance Office and had been crewed up with Winnie since the previous January. A Nugget, Winnie was a very strong pilot and a great ball flyer. He loved APC and flew it well, so our usual call was "Intruder Auto Ball."

We had flown previously that day. The Navy's ACLS was new and the press was on to prove it worked. We were told to be absolutely sure to test each piece of equipment of the system and to gripe it if it didn't work. If it did all check out, we were directed to attempt a coupled mode 1 pass.

We were mode 1 qualified, if only barely, having done the required mode 1 approaches at the field; a piece of cake, landing us on and on. The ship was a little different (a lot more moving parts). We had done one mode 1 there and it had landed us right of centerline. Winnie preferred to do either mode 1As where the autopilot kicked off and it was manual (usually with APC for Winnie) from 200ft/one half mile or take it out of the mode 1 at about 200 feet and fly APC on down. But, what could go wrong with a mode 1 tonight? Besides, it would look good for the ORE. Well, "Jumpin' Jehoshaphat!!" (before you get out an old issue of NavAir News, I already checked the spelling of Jehoshaphat).

So, your two Nasal Radiators in the marshall stack checked the equipment and pushed on time, checking the beacon and ACLS again on the way down. Both good. At 1200 feet we got good needles, confirmed the needles position with the controller and started the Mode 3 portion of the approach. Good beacon report was next. We engaged the ACLS for a mode 1. Everything was looking good as 511 started down the glideslope.

It was pretty much right on and on until 511's autopilot started an uncommanded and totally unexpected horizontal stabilator movement, bringing the nose up fast inside of half a mile. This was followed by simultaneous and multiple "POWER" calls from Paddles and me. Winnie broke out of the mode 1 by firmly grabbing the stick and pushing forward, going to full power and retracting the speedbrakes. We were coming down pretty fast now at full power as Winnie lowered the nose to both alleviate the accelerated stall and regain sight of the ship. Approaching the ramp we were still coming down and AOA was well below optimum approach landing attitude, but we were going to clear the ramp, at least. The only issue

was a slightly lined-up left situation caused by the pitch-up into a stall. Both paddles and I called right-for-lineup and Winnie's correction looked good in close, but it set up a left-to-right drift. We were headed for a bolter due to the aircraft's flat attitude.

You remember the MB-5 fire truck, right? It was the one with the swivel fire hose on top and the operator poking out from the roof of the vehicle like a tank gunner? Do you remember where it was parked, as per CV NATOPS? Just outside the foul line in the crotch, facing the landing area.

We crossed the ramp and would have landed a few feet right of the centerline in the wires with the drift we had, but we landed way down the flight deck instead, well out of the lighted landing area. 511 drifted even farther right before we finally touched down. It was blacker than, well, you know, where we finally landed, so we really had no idea of how far right we actually were. Winnie rotated and we both felt

a bump. It wasn't violent, but it was enough to get our attention. What the \_\_\_\_\_ (fill in your own favorite) was that!?!? Winnie acted like an old pro and flew the airplane into the night as we both watched everything closely. All appeared to be OK, but, not so fast!

As directed, we began a turn downwind for another approach when the aircraft started to buffet in the left turn. Winnie leveled the wings and raised the gear. I was a little surprised in that we had talked about keeping the gear down since we may have hit

something on the flight deck with our gear. But he was aviating first (always a good decision) and we could worry about landing later. As we accelerated and resumed the turn downwind, Winnie raised the flaps/slats wings level at the proper retraction speed. Rats! They barber-poled.

We didn't hear much from the ship until we arrived at the abeam position where I reported our fuel state as required. The controller rogered, then said "Ahhh, 511, you might want to check your starboard wing. You guys hit the fire truck on that bolter."

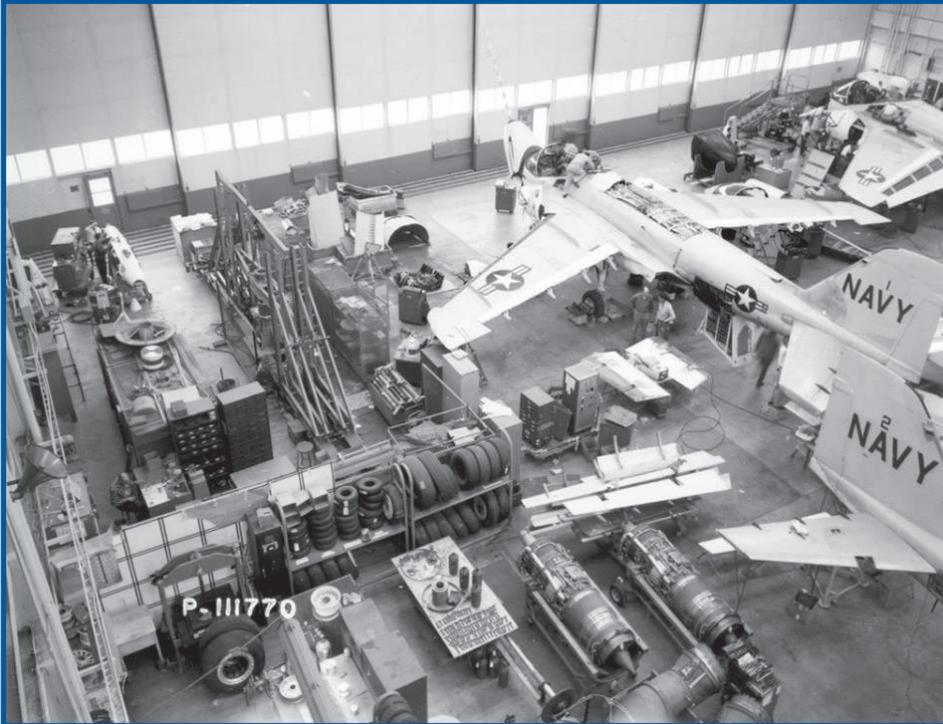
Winnie gave me his white-lensed flashlight (good crew concept, mine was red). I turned to Winnie and said, "It looks like the @#\$% wing is gone!!" Sure enough, the outer eight or ten feet looked gnarled and black compared to the rest of the inner wing and the outer wing slat from the wing-fold out was either gone or damaged, hanging partially out crookedly. The controller informed us that there was a major emergency on the flight deck and we were signal bingo to Rosey. He further advised that another A-6



RADM Stan Bryant.



## FIRST THREE A-6s



1961, the first three A-6s. Then they were called it the A-2F. Note the elevators on the horizontal stabs, later changed by moving the stabs back 4-5 inches, and making them a flying tail and smaller rudder. These aircraft had the articulating tail-pipes, they rotated down some 20 plus degrees. Bob Smyth, who made the flight in the #1 aircraft, told me the system “was fabulous” and performed well if you used the throttles correctly. The Navy cancelled it because it was too expensive (about \$22,000 dollars per engine at the time). He also indicated the old fuselage speed brakes interrupted the airflow over the horizontal tails so they were bolted shut. Grumman Flight Development photo taken at Calverton Plant 7.

*(Courtesy of Tim Lent)*



would join us to check out the wing damage. Of course, that did not go smoothly either; no external lights due to smacking the MB-5.

After failed rendezvous attempts on the way to Rosey along with the rest of the airwing, we both imagined the mess on the flight deck and hoped everyone was OK! Rosey was not far away and the weather was OK for a visual approach. We had a fair amount of gas, yet as the landings ashore progressed, fuel became a problem for everyone. After a

*Winnie gave me his white-lensed flashlight (good crew concept, mine was red). I turned to Winnie and said, “It looks like the @#\$\$ wing is gone!!”*

slow-flight approach speed check we figured that a 145 knot no flap/no slat approach would keep us flying. As we lined up on a long straight in final approach, the controller kept turning other aircraft in front of us due to critical fuel states and we had to maneuver to make room. Our low fuel light finally came on! That was the first one I had seen and, if you haven’t had the pleasure, it really gets your attention. We now declared a low-fuel emergency. Winnie made a smooth, uneventful landing.

After checking out the damage, we headed for base ops to see what the ship had to say. They told us that there had been

no loss of life, which was a major relief. We were advised to call home and tell our wives not to worry if they somehow heard we had been involved in an aircraft accident. Finally, about an hour and a half later, we were informed that a squadron rep would come talk to us in the morning so we headed for the bar to take the edge off.

Next morning Bill Donaldson, the Squadron Safety Officer, woke us up. The first order of business, Willie said, was a urine test, and he asked if we had had anything to drink the previous night. “Well, Yeah!” So much for the piss test!

Epilogue: The wing opened the top of the fire-truck like a sardine can. The fire-truck driver saw us coming and bailed out his door. The man in the shotgun seat curled into the fetal position and had the living daylights scared out of him, but sustained no injuries. The man lying down in the back of the MB-5 was thrown to the flight deck; he sustained serious but not life-threatening injuries. Miraculously, no one else on the flight deck was hurt. 511 went back to flying after an outer wing panel change and a CV NATOPS change moved the MB-5 from the crotch; it was eventually replaced by a smaller TAU firefighting unit.

Winnie and I had the usual thoughts about another few inches here or there, but we chalked it up to another night at the office in Naval Aviation. We both flew many subsequent mode 1 approaches together and with other crewmembers with excellent results, but Winnie always preferred Auto Throttles – “You gotta dance with who brung ya, right?”

To see or hear of other carrier landing accidents always makes us think, “There but for the grace...” “Thank you Grumman Ironworks!!!”

# VIETNAMESE PRESIDENT AND VICE PRESIDENT VISIT USS ENTERPRISE, 1967



Vice President Ky on the flight deck of the USS Enterprise, 1967



CDR Glen Coleman and General Ky.



Gen Westmoreland and CAPT James Holloway (CO, USS Enterprise)



I-r, Vice President (General) Nguyen Cao Ky, President (General) Nguyen Van Thieu, ADM John Hyland (CINCPACFLT), GEN William Westmoreland (COMMACV)

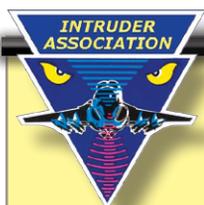


South Vietnamese Vice President Nguyen Coa Ky meets with some Intruder aircrew, 1967.  
 Ken Vanlue - VA-35 hat on far left  
 Bob Miles - in front of Ken in flight suit  
 Keith Urbanik (sp??) - VA-35 hat behind Ken  
 Fred Metz behind and between Gen Ky and lady.  
 Glen Coleman - far right in flight suit  
 Red McDaniel - VA 35 hat to left behind Glen  
 Also, S. Vietnam, Pres. Thieu (partial to the left) and VP Ky and wife.

# ★ Membership Report

Fellow Intruders, the campaign to give a free one year membership for every three members you convince to come back has not been very encouraging. As of this writing we have only had one member earn a free years membership for getting three members to re-up. The head count today is 914 active and 483 expired/drifted away. I have sent out a new listing to post on the web site, and I am sure you know people on the list. Get them back and earn a year of free dues.

V/R Clyde Cain  
Membership Chairman



## Welcome Aboard

### NEW MEMBERS

Doug Adams .....	Hudson Oaks, Tx	Tom McKavitt .....	Annapolis, MD
Mike Barosso .....	Pleasant Grove, CA	Michael Meshelany ....	Summerville, SC
Jim Breauh .....	White Lake, MI	Bill Miller .....	Milford, OH
Albert Carpenter .....	New Orleans, LA	John Murphy .....	West Palm Beach, FL
Richard Cassey .....	Eagleville, PA	Leslie Mynes .....	Irvine, CA
Larry Cleghorn .....	Woodbridge, VA	Charles V. O'Brien ....	Weippe, ID
Robert Cooter .....	Knoxville, TN	Don Pfefferkorn .....	Chino Hills, CA
Jeff Davis .....	Mclean, VA	Robert Ponton .....	Virginia Beach, VA
John Diemer .....	Jefferson, OH	William Rogers .....	Kansas City, MO
Terry Eisenberg .....	Weston, FL	Thomas E. Roney .....	Beaufort, SC
Steven Farris .....	Middleburg, Fl.	Thomas Ross .....	Collierville, TN
John Frazier .....	Wilkesboro, NC	Frederick Rudell .....	Virginia Beach, VA
Chuck Fronick .....	Washington, MO	Henry Sanjuan .....	Weatpark, FL
Gary George .....	Lubbock, Texas	Mitchell Sartin .....	Portland, Or
Robert Goodman .....	Colorado Spring, CO	Michael Sinz .....	Kingsville, TX
Allen Haugness .....	Pryor Creek, OK	John Staiger .....	Bellevue, Wa
Phillip Hurni .....	Virginia Beach, VA	John Stewman .....	Newberry, FL
Charles Huston .....	Alvada, OH	James Stone .....	Virginia Beach, VA
Bud Jewett .....	Virginia Beach, VA	Charley Joe Taylor .....	Cotati, CA
Kevin Kanable .....	Owensboro, KY	Michael Tenzyk .....	Palm City, FL
Frank Kersh .....	Indianapolis, IN	Jerry Thomas .....	Melrose, FL
Timothy LaBelle .....	Spotsylvania, VA	Dick Toft .....	Oak Harbor, WA
Stephen Lacava .....	Westport, WA	Larry Torgerson .....	Virginia Beach, VA
Robert Larson .....	Cary, NC	Bruce Weber .....	Virginia Beach, VA
James Ligotti .....	Newfoundland, NJ	John Weiss .....	Edmonds, WA
Pete Loughlin .....	Arlington, VA	Joel Weissman .....	Hollywood, FL
John McGarry .....	Nashua, NH	Barry Yankolonis .....	Sparks, MD



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in this issue



# INTRUDER REUNION

## 2014

### Mark your Calendars... Save the Date...

We're planning to "Rock the Cradle" of Naval Aviation as we celebrate our Intruder Association National Reunion in Pensacola FL 3-6 April 2014. Coincidentally, 2014 also marks the 100<sup>th</sup> anniversary of NAS Pensacola. Homeplate will be the Pensacola Crowne Plaza Hotel, conveniently located near the restored historic downtown Palafox district. Pensacola Regional (PNS) remains the closest landing site for those arriving by air; Mobile (MOB) and Fort Walton Beach/Valpariso (VPS) are suitable alternates; both are a nominal one hour drive to Pensacola.

We have negotiated with the Crowne Plaza Staff to hold their entire complement of rooms for us, so we'll pretty much own the joint. Among the Reunion amenities will be an accommodating Admin/Ready Room, stocked with adult beverages, optional (pay-as-you-go) tours, and bus transportation to major events.

Of our widely dispersed Intruders, many haven't experienced Pcola for some time...maybe even as long as leaving Saufley Field for jet training, or our "seasoned" BNs who experienced BJN training in South Georgia. While the nearly indecipherable method of naming streets hasn't changed, Pcola has moved forward to the 21<sup>st</sup> century while retaining your well remembered old world charm. That said, exploring downtown, or driving down Barrancas Avenue or Navy Boulevard is sure to evoke those repressed Ensign/2<sup>nd</sup> LT memories. Of note, Trader's is gone, but McGuire's, Seville, and the Florabama still have the lights on, and the Double A Pensacola Blue Wahoos (Cincy Reds is parent org) now play in a brand new stadium just down the street from Joe Patti's.

While renewing friendships with old squadron mates, reminiscing over sea stories (some of which might even be true), and perhaps even claiming payment for long held beer bets will surely be high on your personal agendas, the real highlight of our national reunion will be formal dedication of our **Intruder Tribute** at the National Museum of Naval Aviation. VADM Dave (Buf) Buss, USN, Commander Naval Air Forces (CNAF) and NASA Administrator Charles Bolden, MGen, USMC (Ret) have committed to speak at the dedication. We're coordinating with a well known Marine Intruder counterpart to join Buf to reinforce the blended blue/green history of our venerable Intruder and all those who flew and maintained that distinctive instrument of national policy.

Keynote Speaker for our Saturday evening banquet will be ADM Joe Prueher,

USN (Ret), perhaps our most articulate and (uniquely) combat, leadership, and diplomatically experienced Intruder. Sequestration limitations permitting, the banquet is planned for the Blue Angel Atrium at the Naval Aviation Museum.



# Pensacola

Your Reunion Committee is actively engaged with our contracted support vendor, Military Reunion Planners (MRP), to craft a memorable venue for your Pcola visit. Our draft agenda is still “encased in jell-o,” but our high level master attack plan looks like this:

## Thursday, 3 April

1300-? Official Reunion Check In  
1700-2000 Arrival Happy Hour  
Dinner at leisure

## Friday, 4 April

0900-? Continue Reunion Check In  
0900-? Optional Tours  
1100-1700 Golf Tournament  
1700-1900 Happy Hour Mustin Beach O’Club  
(flight jacket optional)  
Dinner at leisure

## Saturday, 5 Apr

0900-0945 Intruder Association business meeting  
0900-1200 Optional Tours  
1000-1100 TBD professional presentation  
1600-1645 Intruder Tribute Dedication  
1645-1745 Cocktail Hour  
1800-2030 Intruder Banquet  
RTB Homeplate

## Sunday, 6 Apr

Farewell Breakfast  
Depart at leisure



We are working toward a one-stop shopping plan that will accommodate electronic registration through your Intruder Association website ([www.intruderassociation.org](http://www.intruderassociation.org)). Appropriate links for formal registration and optional tour selection should be available in the near future. In the meantime, Military Reunion Planners has provided a general reunion overview at: (<http://militaryreunionplanners.com/SR/index.php?folder=A-6%20INTRUDER>) with links to the Crowne Plaza for hotel reservations. Whether electronic or via direct phone call, make sure you use “A6I” as your hotel registration code, and reference “Intruder Reunion” in your notes/call. A limited number of rooms are available for those who wish to plan an extended visit around the reunion.

For those who wish to organize individual squadron events, the draft agenda is accommodating. The hotel has (limited) facilities to host a cruise-like Admin; all are available on a pay-as-you-go basis. They can be reserved/coordinated through direct contact with the hotel. Local restaurants will usually accept group reservations for those who wish to organize a squadron dinner.

OK...hopefully this summary has whet your appetite and re-kindled that iconic “First bomb on time, on target, first pass” Attack Spirit. Stay tuned to the next *Windscreen* issue and periodically check our website for updates as we drill down to refine the agenda and price out our event schedule.

Intruders Forever!...s/Your Reunion Committee





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## The INTRUDER ASSOCIATION Membership Application



Name \_\_\_\_\_  New Applicant  Renewal Date \_\_\_/\_\_\_/\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Tel ( ) \_\_\_\_\_

Spouse's Name \_\_\_\_\_ E-mail \_\_\_\_\_ Your call sign or nickname \_\_\_\_\_

Military Service: Retired  Active Duty  None

Branch: \_\_\_\_\_

Pilot  B/N  Maintainer  Ordy  Support  Associate

War Veteran of: Korea  Vietnam  Gulf

Service Dates (YY-YY) \_\_\_\_\_ Squadrons \_\_\_\_\_

Carrier Air Wing/Marine Air Wing \_\_\_\_\_

Membership:  1Yr \$25  2 Yr \$45  3 Yr \$65

The Intruder Association is accepting new and renewal membership applications via PayPal on our website or by personal checks. To access the PayPal method, go to <http://www.IntruderAssociation.org> and select Join, for new members, or log in at Members Log In. To pay by personal check, please mail this application along with your check made payable to:



The Intruder Association  
c/o Clyde Cain  
18407 Rangeland Rd.  
Ramona, CA 92065

For questions, contact Clyde Cain at [membership@IntruderAssociation.org](mailto:membership@IntruderAssociation.org).

Click JOIN/RENEW link at [www.IntruderAssociation.org](http://www.IntruderAssociation.org)