

the

# WINDSCREEN

SUMMER 2011 ISSUE

JOURNAL OF THE  
INTRUDER ASSOCIATION  
VOLUME 2



VA-65 A-6 ON USS CONSTELLATION  
SEE PAGE 7

## ON TARGET - ON TIME

• HO HO Uncle HO

• USS Constellation End of Cruise Report

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• My Experience at the Touring Vietnam Wall Memorial

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



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

Dear Association Members,

There are many things to report on as we reach mid-2011 of the 100th Anniversary of Naval Aviation. Centennial events continue throughout the year at many places around the US, many during the Blue Angel Shows and at up and down the East & West Coasts.

This year's Intruder activities thus far have included the successful Marine Intruder Reunion on 10-12 June in Havelock, NC. Also, there have been a number of area gatherings, breakfasts & picnics. The 'Intruder' Alaska Cruise was enjoyed by all and may be repeated in the future. The Association sponsored the wreath laying at the Viet Nam Memorial on Memorial Day. We also jettisoned Paypal and we are working out any glitches with the new system. Navy Captain and Intruder alumni Mark Kelly (VA-115/USS Midway) commanded the last flight of Endeavor, the next-to-last NASA Space Shuttle.

Tailhook '11 (September 8-11) promises to be exceptional as it will focus on the Centennial and History of Naval Air. The Association will again have a booth at Hook to promote Preserving the Legend of the Intruder. The Intruders also are co-sponsoring the 'Attack Ready Room' with the Skyhawk Association and the annual Intruder Breakfast is scheduled for Saturday morning followed by a members meeting. Those attending please stop by the booth and the members meeting and let us know what's on your mind and how can we make the Association stronger and better.

There has been considerable work on an election slate of Association Officers and if the slate has not been

emailed by the time you receive this, it will be out soon. As previously mentioned, this election will be by Email in order to include the majority of the voting membership.

The Association is chartering a committee for an **Intruder Memorial** to be located in the National Naval Aviation Museum in Pensacola. Initial thoughts are for two or three bronze figures that will be positioned with the Museum Intruder along with a listing of all former POWs, MIAs and folks contributing to the memorial...and we are looking for your ideas and volunteers to assist.

The next National Intruder Reunion will be May 10-13, 2012 in San Diego. Individual squadron reunions are encouraged during the National Reunion and the Reunion Committee will work to co-locate the squadrons and provide squadron support. Hope you plan to attend as there will be a lot of exciting activities and things to do. More data and a sign up form will be available soon.

*The Windscreen* is always in need of articles and photos for future editions. You all are encouraged to 'send 'em in to the editor' at [editor@intruderassociation.org](mailto:editor@intruderassociation.org). Thank you all for your faithful membership, support, participation and belief in "**Preserving the Legend of the Intruder**". Membership is the life of the Association. I challenge each of you to recruit one new member.

Best wishes and all take care,

Larry P. Yarham.

Intruders Forever!!!



Larry P. Yarham

## WINDSCREEN NOTE: FROM THE CHAIRMAN

How things change. In our last Windscreen there was an article regarding Jerry Zacharias's presentation at TOPGUN – the Navy Fighter Weapons School – which is now located in Fallon under the Navy Strike and Air Warfare Center (NSAWC) (move occurred when Miramar became an MCAS).

Jerry's address was likely a first: an attack guy "lecturing" fighter guys. I am pleased to note this is evidence of a sea change at TOPGUN. Change brought on by the advent of the STRIKE-Fighter in our Navy - and the understanding that the real reason we have carriers in our Navy is to STRIKE.

I continue to have huge admiration for the TOPGUN staff and am one who is very glad our fighter friends had the vision back in the 70s to start such a "center of excellence." That school, and its hand-picked staff, set a training standard in Naval Aviation that not many of us could have envisioned way back when. The advent of Strike U did much for

Naval Aviation – as NSAWC does today – but the standard of excellence – "the bar" – is set by TOPGUN. Every community today owes them a lot.

Break/Break. I'd also like to pass out some kudos: Larry and his officers and regional reps continue to carry our flag so well ... but we also have a couple of unsung heroes in the group I especially want to recognize: Steve "Caz" McCaslin and Clyde Cain. They both "give back" so much of their time that I marvel every instance I see evidence of their continuing efforts. Windscreen article: Northwest Intruders get together last year. Most of you read the article and saw the pictures Dave Williams sent about the get together. News and pics like that are so important and I want to publicly thank Dave and his crew for their efforts. So BZ to Larry, Caz, Clyde, Dave – and all of you who so ably support our Association.

Best regards to you all,

Tim Beard



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## VA-85 DOCTOR'S STORIES

by Phillip Heth

Most of the VA-85 officers who deployed aboard USS Constellation for a combat cruise in 1969-70 made the Navy a career. Of the dozen who chose to return to civilian life, four traded in their lieutenant bars for the caduceus of diverse medical careers.

### Donald Schafer

During his college years as a NROTC midshipman at the University of Nebraska, Donald Schafer was involved in a car accident that severely injured him and others in the vehicle. Don was impressed with what the medical doctors did to put him back together and whetted his appetite to learn more about medicine. After his commissioning in 1965, Ensign Schafer entered flight training and ultimately joined VA-85 in 1968.

Don's first deployment was aboard USS America when Intruders were being used to bomb targets in North Vietnam. He quickly became an experienced combat pilot and remembers vividly two nighttime Iron Hand missions he flew with his B/N, Charlie Huston, over North Vietnam when he had to avoid several surface-to-air missiles. The crew successfully launched their Standard Arm missiles that destroyed their targets, earning Schafer and Huston the Air Medal for one mission and the Distinguished Flying Cross for the other.

Schafer completed a second combat cruise with VA-85 aboard Constellation and then served as an instructor pilot with VA-128 at Whidbey Island from May 1970 to September 1971 when he resigned his commission and enrolled at nearby Western Washington University. After completing the required prerequisite courses, he entered

the College of Medicine at University of Nebraska Medical Center and took advantage of G.I. Bill benefits.

In 1975 the former pilot received his Doctor of Medicine degree and moved to Greeley Colorado where he performed his three-year residency. It was during his first year that Don was called to the emergency room to treat three young men who had been involved in a knife fight with each other. One man's chest wound was so bad his heart was not functioning properly and death was imminent. Don prepared to open the man's chest and enter the heart when a general surgeon arrived and took over. The man's life was saved, but Don still wonders to what end?

Don and his wife Marge moved to Loveland, Colorado where he began private practice as a family physician. Over thirty years as a medical practitioner, Don earned the respect and gratitude of countless patients and had mixed emotions when he retired in 2006. The couple has two daughters and two granddaughters.

### Charles Shaw

While undergoing training at the A-6 RAG at NAS Oceana in 1968, Ltjg Charles P. Shaw sat in his shabby apartment on Virginia Beach where a door on top of blocks served as a makeshift coffee table and contemplated whether his career was headed in the right direction. The NROTC graduate of Kansas University thoughtfully wrote down what he really wanted out of life and concluded that his ultimate goal was to become a professional who worked out-doors and dealt with people. He saw two possibilities: a forest ranger or veterinarian.

But the reality was that Shaw had a military commit-



VA-85 officers aboard Constellation 1969-1970.

## FROM WINGS TO CADUCEUS

ment and he was determined to fulfill that in the most professional way possible. After completing training with VA-42, Shaw joined VA-85 and left for Yankee Station in May of 1969. Aboard Constellation he completed over 90 combat missions over Laos and South Vietnam. Chuck always strived to hone his piloting skills and had a collateral duty as an LSO.

Chuck's second deployment was to the Mediterranean aboard USS Forrestal in 1971. By the end of that cruise most East Coast A-6 squadrons were being deployed to the relatively dull Mediterranean. Shaw thought that if another war had been going on, he might have stayed in the Navy, but instead he and squadron mate Bill Blair began preparing for civilian careers in the field of medicine by enrolling in a chemistry class at Norfolk's Old Dominion University.

Chuck resigned his commission in January of 1972. He finished one semester at ODU as a full-time student and then transferred to Kansas State University for another year of undergraduate courses before enrolling in the College of Veterinary Medicine at KSU in Manhattan, Kansas. Upon earning his Doctor of Veterinary Medicine degree in May of 1977, the former pilot remained in school to earn a Masters Degree in Pathology, thinking he might want to teach at a veterinary school. Instead of teaching, Shaw returned to his home town of Cheshire, Connecticut where he lived with his parents and began practice with a couple of small animal veterinary clinics.

After his second son was born in 1978, Chuck and his wife moved to Walpole, NH, where he purchased a practice from a retiring veterinarian. He concentrated his practice with large animals, dairy cattle accounting for about 80% of his efforts, but his Walpole Veterinary Hospital employs two other vets who handle small and large animals. Shaw's veterinary practice is the subject of a book, "A Country Practice, by Douglass Whynott, which can be found in many libraries or bought from Amazon.com.

Chuck has two sons and Ellie, his second wife, has two daughters but no grandchildren have been born to date. Chuck has no regrets about choosing the life of a veterinarian but said he misses flying would love nothing more than to have a static display of an A-6 in his front yard.

Reflecting on his years as a Navy pilot, Chuck remembers vividly one flight as a student pilot in the RAG, VA-42, when his radar altimeter failed. Having flown low-level navigation training flights at Kingsville, he assumed he could pretty well judge 200 feet and his instructor pilot concurred that they continue the mission. When returning to NAS Oceana over the Blue Ridge Mountains of Virginia, both crewmembers heard a loud "thump" as they cleared a mountain ridge. Chuck then noticed a 10-inch



The folks in the picture are from left to right are Shaw, Bowker, Schaffer, and former squadron mate Al Plambeck.

hole in the leading edge of his left wing. It was quickly determined that they had been closer to 50 feet AGL than 200 and had hit a tree.

### Michael Bowker

"Join the Navy and see the world" was a slogan that appealed to Illinois native Michael Bowker. The aviation enthusiast had restricted vision and was disqualified from the pilot and NFO programs, but he was still eligible for the Navy's air intelligence program. Consequently he earned a commission through AOCS in August of 1966 and reported for training at the Armed Forces Air Intelligence School at Denver's Lowry Air Ford Base in early 1967.

After completing the nine-month course at Lowry he reported to VA-85 in November of 1967, in time to make an around-the-world cruise aboard USS America. Mike made two combat deployments, the second aboard Constellation. When it was time for shore duty, Mike and his wife Judy elected to extend his commitment for an assignment at the Pacific Fleet Intelligence Center in Hawaii in 1970.

Earlier aptitude tests had indicated that Mike was well suited for a medical field, so while stationed in Hawaii, he talked with optometrists who convinced him that optometry would be a good career. Mike resigned his commission in 1973 and moved back to Illinois where he attended Western Illinois University for a year to complete prerequisite courses before enrolling at Illinois College of Optometry in Chicago.

In June of 1977 Mike earned his Doctor of Optometry degree and joined a private practice in Oak Park, IL. Four years later he purchased the practice from his retiring partner and he has continued practice to the current day. *continued...*

## HO HO UNCLE HO CAN SAMS COME OUT TO PLAY TODAY?

By Hugh Replogle

For the cruise in 1970, VA-165 got a collection of A-6 variants. In addition to eight A-6Cs we also got three, specially configured aircraft that were wired with a system to fire the Standard-ARM [Anti-Radiation Missile]. These were standard A-6s that were equipped with special sensors to detect and locate anti-aircraft defense system radar systems. These three aircraft were designated A-6 'B' (PAT)s. The Standard ARM was a *Super-Shrike*. In these aircraft, the B/N would set up the sensors to detect radars (usually the *FAN-SONG* radars) that were emitting and possibly tracking us or some other aircraft. Once detected, the B/N would *tune* the missile to lock on to that radar signal and then the missile could be launched to fly to and dive on (and explode 20 feet above) the detected radar site, search radar or SAM missile AAA tracking and guidance radar, either one. The idea was to take-out the enemy air-defense system radars. The missile could fly a couple of flight profiles and could reach out 70 miles or better to attack a radar site. Even if the radar site shut-down, the missile's memory would continue to try to fly to the last-remembered targeted position, and BOOM! (maybe)....one less enemy radar system site....maybe. The North Vietnamese (possibly with other nation's technical advisors) knew about this retaliatory capability and did not like it much. That psychological threat was key to our effectiveness.

Five crews were specially trained to fly the A-6Bs on the missions where they were needed

The Standard-ARM missiles were BIG and EXPENSIVE, and heavy. The A-6Bs launched mostly on an *Iron-Hand* mission primarily in support of photo-reconnaissance RA-5 aircraft who were ordered in for special photo-sweeps of particular targets that the brass wanted a close look at. Our job in

the A-6Bs was to cover their flight track and attack anything that tried to take a shot at them with electronically controlled AAA systems.

The A-6B crews, in coordination with the RA-5 crews, worked out a system where two A-6Bs with Standard-ARM missiles could cover the RA-5 aircraft in such a way that we covered the area in front of him and the area behind him at all times. We also came up on the communications frequencies and squawked a special IFF code that designated us as *Iron-Hand* "shooters" and talked it up on the mission frequencies so the listeners, North Vietnamese and friends, would know who we were and what we were there for.

Over the course of the six months on station in the war zone, we A-6B crews escorted numerous photo-rece missions. We never fired an ARM missile. The photo birds were NEVER taken under fire by any electronically controlled AAA system; none of the photo birds ever sustained any battle damage and at the end of the cruise, they all went home.

Without having to expend one VERY EXPENSIVE missile, we shut down the radar systems over North Viet Nam for the time the photo pilots were doing their mission.

Mission effective? I think so. The CAG was ambivalent about our success. His main complaint was we never got any BDA.

The CO of the RA-5 squadron was very happy. All his aircraft and crews went home.

I like to think that was total mission effectiveness through cunning and guile.

*Hugh Replogle was in VA-165 and was the A-6B "PAT" team leader.*



## VA-85 DOCTORS ...continued

Reflecting on his years of naval service, Mike remembers the sad day when two bunkroom mates, Bob Duncan and Alan Ashall were killed over North Vietnam. Those sad memories of the past have been somewhat offset by the satisfaction he gets while providing vision services to abused children at a medical shelter in Oak Park.

Mike and Judy enjoy traveling, especially adventure/wilderness trips when he's not treating eye patients. "The Navy got me started," Mike said about traveling and seeing the world, "and we still enjoy doing it." The couple has two children and two grandchildren.

### William Blair

William M. Blair was commissioned in 1967 after receiving a bachelor's degree at N.C. State University and completions of AOCS in Pensacola. He received his

wings in 1968 and reported to VA-85 in 1969. His B/N during that tour of duty was "Butch" Engwell.

It was the first combat tour for Bill and Butch and perhaps the most memorable event of that cruise was that crew's first combat mission, a night flight to the Mu Gia pass area where a forward air controller set the Buckeyes up for a visual dive bombing attack. On their first pass the anti-aircraft fire was unusually intense. "We had tracers passing over and under the canopy. I don't know how we weren't hit," Engwell recalled. On a second run (and throughout the rest of the cruise) the flack was much less intense. On the way back to the ship the crew discussed why the ground fire diminished after the first run. "Probably because after the first run I remembered to turn off the navigation lights," Bill sheepishly acknowledged. Bill completed over 90 combat missions and was awarded the Navy Commendation Medal with combat V.

After his WESTPAC cruise, Bill was persuaded by the OIC of the NAS Oceana detachment of



# USS CONSTELLATION END OF CRUISE REPORT

Submitted by Clyde Cain

The CO of USS Constellation's End of Cruise Highlights reports: "... during an eight day period of fowl weather, **while most other strike aircraft were grounded due to inclement weather** conditions over North Vietnam, **VA-65 operated at full pace, flying almost 100 strikes under complete IFR** conditions. During this 8-day period, VA-65 alone flew 37% of all Yankee Team sorties. A few examples of some of the results obtained in these night and foul weather sorties are:

- (1) Hai Duong bridge, the main railway/highway span linking Haiphong and Hanoi was dropped by a single A-6 on a night raid;
- (2) Rebuilt Uong Bi thermal power plant, main power source for the Haiphong complex, was destroyed by 3 A-6s during a night coordinated attack in foul weather;
- (3) The Thai Binh, Phuong Diuh and Ninh Binh bridges all fell from A-6 night attacks.
- (4) Numerous storage areas, port facilities, military headquarters, choke points, trains, 32 PT boats, 107 barges, 86 trucks and ferries were successfully struck at night."



VA-65's XO, CDR Frank Cramblet on the left and his B/N, Leon Stevenson, on the right. Note the bomb load on this A-6 - five stations loaded - no drop tanks. That's 28 MK 82 Low Drag General Purpose bombs loaded on all five weapons stations. VA-65 operated this configuration for the entire Cruise. We did not need airborne refueling and we didn't land "first", but in proper order: F-4's, A-4's and then A-6's. Surge days occurred and the squadron met the challenges.

VA-65's "Tiger Rag" reported 1312 sorties scheduled, 1268 launched and 1239 completed for a sortie completion rate of 94%. The squadron suffered two aircraft losses and 9 damaged by enemy fire. Total bomb load expended during cruise: 10,599,877 pounds - slightly less than half of the total Air Wing expenditures." ▽△▽

 VX-5, Dick Dunleavy, to join the Test and Evaluation squadron that was helping to develop the A-6C model. As a member of that squadron he was one of the first pilots to fly the TRIM and TRAM versions of the A-6 and gave personal briefings on his projects to CNO Admiral Zumwalt and Assistant Secretary of Defense David Packard.

The Navy thought Blair should attend post graduate school for a masters degree in aeronautical engineering, but the young aviator was dissatisfied with military life and resigned his commission in 1972 to pursue a career in dentistry. After a year of prerequisite courses at North Carolina State University, he was admitted to that school's sports teams arch-rival, the University of North Carolina School of Dentistry. Four years later he received his Doctor of Dentistry and opened a private practice in Salisbury, NC, which is between his home town of Charlotte and wife Carole Burris Blair's hometown of Lincolnton.

Bill's dental practice flourished because of his professionalism and his good natured personality. He was especially good working with children.

While raising his three children, Bill enjoyed biking, swimming, barefoot waterskiing, and driving an 18 wheeler just for fun. Bill was an active member of the Salisbury Merchants Association and a deacon of his First Baptist Church.

The former pilot was living the American dream until September 1995 when he was diagnosed with a malignant brain tumor. Bill maintained a positive attitude and served as an inspiration to others until he died in his sleep on July 18, 1996.

## Conclusion

The next time you (or your pet) receives any type of medical treatment, don't assume your doctor has always been a civilian. He may have had some aviation experience just like the four shipmates featured. ▽△▽

## PILOTS RECALL THEIR TIME

By Dennis Connolly. First published in the 17 June 2011 edition of the *Whidbey Crosswind* – republished with permission

*“Pee Wee” and “Frodo” were down and in trouble but a pilot in an A-1 Skyraider, called “Sandy,” stuck close and helped get them out. For the first time in 41 years the three men involved were together again.*

*Their reunion was at the Officers’ Club on Naval Air Station Whidbey Island during a packed luncheon put on by the Association of Naval Aviation. Retired U.S. Navy Capt. Evan “Pee Wee” Reese was there to tell the story of how he was shot down over the Ho Chi Minh Trail and how his bombardier/navigator, retired U.S. Navy Capt. Don “Frodo” Fraser and Air Force Capt. Richard S. Drury, were bonded for life 41 years ago.*

When a steam catapult shot him off the flight deck of an aircraft carrier in an A-6A Intruder, then-Lt. Cmdr. Evan Reese was doing his job. In 1970, that job included flying off the USS Ranger (CVA-61) and dropping bombs on the Ho Chi Minh Trail in Laos.

Which is what Reese, along with Lt. j.g. Don Fraser, his bombardier navigator, were doing when they were hit by enemy fire.

“It was during a dive-bombing run, there was no observed flak,” Reese said. “However, one minute everything looks good and the next, your airplane departs from flight.”

The two men were flying down to bomb some trucks then suddenly, “bang and a rush of cold air,” said Reese. Their Intruder departed from flight. They managed to eject, doing 485 to 500 knots.

“We were lucky to survive the ejection,” Reese said.

A forward air controller (FAC) later reported Reese’s aircraft was hit by AAA.



*From left, retired US Navy Capt. Evan Reese, U.S. Air Force Capt. Richard S. Drury and retired U.S. Navy Capt. Don Fraser stand together for the first time in 41 years. The trio recounted the time Drury saved Reese and Fraser on the Ho Chi Minh Trail at a luncheon at the Officers’ Club at NAS Whidbey Island.*

*(Dennis Connolly/Whidbey Crosswind)*



*An A-6 Intruder in flight. (Photo courtesy of Evan Reese.)*

They landed far apart from each other. They untangled their chutes, got out of them and headed deeper into the jungle of the Ho Chi Minh Trail to avoid the enemy.

Some of the men who would be looking for them were Pathet Lao, the Laotian equivalent of North Vietnam’s Viet Minh and Viet Cong, and Cambodia’s Khmer Rouge. Reese said their record for prisoners wasn’t very good.

“Anyone captured by the Pathet Lao never made it into the prison system,” he said.

Reese and Fraser never got in touch with one another while on the ground, but another man, Air Force Capt. Richard S. Drury, did.

He was the pilot of a Douglas A-1 Skyraider, call sign Sandy, and he led the rescue of the two men.

Reese and Fraser had three rules if they ever were shot down: Get away from the wreckage fast; get into hiding and don’t try to get in touch with each other.

They went down around 7:15 p.m., got out of their gear and sought cover in the jungle.

Fifteen minute later, Reese heard Asian voices and gun shots. He hunkered down and got super quiet. In fact, he fell asleep. He said he fell asleep for two to 10 minutes several times that night. (A doctor later told him he probably suffered from adrenaline shock and that had something to do with his falling asleep.)

When he woke up, the Asian men were gone and he heard something on his radio that brought him joy and hope. His bombardier/navigator Fraser was talking to the FAC.

“This is milestone 516, got a hurt leg, come and get me.”

The forward air controller told them he knew where they were and to be ready for rescue at first light. Reese added his own similar request. They spent the night deep in the jungle along the Ho Chi Minh Trail.

Reese, who had neither a workable compass nor flash-

## ON THE HO CHI MINH TRAIL



*Lt. Cmdr. Reese, front, second from left, is welcomed back aboard USS Ranger by members of his squadron, VA-196. (Photo Courtesy of Evan Reese)*

light, cut his way through the jungle. Fraser, who had two compression fractures in his back, a badly cut knee, and a banged-up arm and ankle, stayed considerably quieter.

The next morning Drury and another pilot came buzzing about 50 feet off the ground. Drury had found the men and called for smoke to let the HH-53 helicopter pilots know where the downed pilots were located.

“Then a war broke out,” said Reese.

There was smoke, gunshots, heavy weapons fire on the ground and weapons fire from about four dozen aircraft the U.S. rescue team had called in. After about an hour, the fighting stopped. The helicopters dropped the jungle penetrator seat and after some effort by both men, they were up and on the ‘copter.

Fraser said when they were on the ground, the Air Force rescuers had a list of questions they asked to ensure they were Americans.

“One was what’s the name of your dog?” Fraser said. “I said ‘Well I don’t have a dog but if you want I’ll get a dog and name it anything you want.’”

To this day the retired Navy captain has only words of praise for his rescuers.

“You won’t ever, ever hear me say one bad word about the Air Force, they literally saved my life,” he said.

Fraser stayed in the hospital for a while and Reese was back on the USS Ranger two days later and resumed combat flying in April 1970. He volunteered to make a second combat cruise as Squadron Ops Officer 1971-1972. And the three were back together at the Officers’ Club on June 15, remembering their past.

▽△▽

*A DVD audio-video presentation of this event, including Q&A comments by the main participants, is available for \$15 plus \$2 shipping. Contact Howard Gulley (Whidbey ANA) at 360-293-5413 or [gulleys@wavecable.com](mailto:gulleys@wavecable.com).*

## FAST FORWARD 39 YEARS

By Greg Wood, Captain USN (ret), most decorated awards officer of WWVN-rumja, rumja, rumja, VA-52 Peace Time Fighting Nucelar Weapons Officer, and B/N SEAL... Oh yeah!

**39** years ago (1972) this 4th of July holiday, the *Kitty Hawk*, with the Fighting 52nd on board, embarked on a well deserved R&R week in Hong Kong. While in port, Rog Lester got engaged to a Seattle school teacher who flew over for the week. It was just short of seven weeks later that we lost Rog and Harry Mossman on a night low level east of Haiphong in the Hon Gai area.

Fast forward 39 years later to this past Sunday when I decided to head over to the touring Vietnam Wall Memorial on display over the weekend at the Sunrise Hills cemetery just north / northwest of eastgate in Bellevue, WA. It turns out there was a ceremony around 1PM that had two speakers scheduled to talk with maybe a couple hundred folks in attendance. One was an enlisted guy from SoCal who spoke about his time

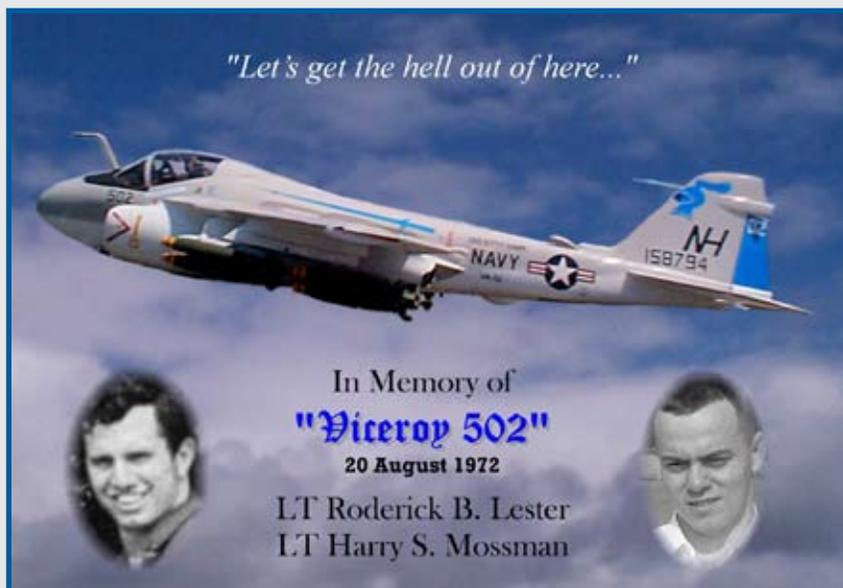


Photo I took on the ramp at Cubi Point while we waited for the *Kitty Hawk* to head out to Yankee Station for our first line period. I have dubbed it our "Going to War" photo. As you can see, Larry Yarham is in the front row, lower right hand corner.

in country around the Tet Offensive in Feb '68. Then Rep. Dave Reichart (R-WA) briefly spoke. At that point, someone recognized in the crowd a former USAF POW (for 75 months) by the name of Joe Crecca and asked that he provide a couple of comments (his story can be seen at <http://www.ejectionhistory.org.uk/PROJECT/Biographies/C/Crecca/creccajoe.htm>).

While I have been to the Wall in DC, I had never before visited the touring version of the Wall. I thought I would go over and drop off a photo at the panel on which Rog and Harry's names were listed. After the speakers had finished, the emcee asked that all of the Vietnam Vets in attendance, please go over and stand in front of the Wall for some sort of a presentation.

*continued on page 12...*



Rog Lester, pilot, and Harry Mossman, (B/N), were lost on a night, single-plane low-level east of Haiphong and just north of what used to be called Hon Gai, now known as Hal Long, a big vacation area for visiting cruise ships. They went into North Vietnam and were never heard from again. Some 25 years later, the crash site was located and after multiple trips to the crash site, it was confirmed both crew members were killed in the crash with only remains identified for the B/N, Harry Mossman.

# My Experience AT THE TOURING VIETNAM WALL MEMORIAL

JOSEPH L RUZICKA Jr • FREDDIE L SLAUGHTER Jr • LU  
 CLYDE K NELSON • JAMES J SANSONE • WILLIAM C  
 RT D STARK • EDWARD J BRUE • MARSHALL B COLLIN  
 RAYMOND R REESE • DANIEL M RICHARDS • CHARLE  
 HEPPARD Jr • PHILIP H STEVENS • RAY E TANNEHILL • JE  
 ON • FRANCIS W TOWNSEND • JOSEPH E FRASHER • RO  
 IN • ORLAND I PENDER Jr • JOHN R PITZEN • GRADY T TR  
 FELD • RODERICK B LESTER • HARRY S MOSSMAN • WILL  
 EY Jr • MICHAEL W DOYLE • SAM G CORDOVA • GEORGE B  
 ROBERT R GREENWOOD Jr • WILLIAM C WOOD Jr • FRANK  
 ING • DONALD F LINDLAND • RONALD F BOEING • DONALD  
 O MUSSELMAN • ROBERT L HARLEY • JOHN L SMITH • MICHAEL  
 ON • MELVIN I STEVENSON • KENNETH R BUELL • VERNE G  
 ROSE • THOMAS O ZORN Jr • ROGER W CARROLL Jr • DWIGHT W  
 BORAH Jr • PETER CHAN • VINCENT C ANDERSON • RICHARD B LIN  
 TAM C COLTMAN • SCOTT L BIRKET • HERMAN C ACKER • JACK S BERG

CHARLES F FLOTT • CARVIN T GORE • JAMES F HOLLS • MICHAEL L HURFISON • WALTER S MULLIN  
 M LEEJUNE • RONNIE A MENDOZA • DAVID S KRANER • KYLIS T BYRNE • NICHOLAS GUONONES-BORRAS  
 ANDREW F UNDERWOOD • MELVIN S DRY • JAMES A FOWLER • JOHN W MULLI • JOSEPH L MARSHALL  
 E DOUCHETTE • JEFFREY A MAURER • TAVIS W OSBORNE Jr • ROBERT A ROBERTSON • STEPHEN W DUNCH  
 WYNNE BIBBS • JAMES E HACKETT • TERRY L HOCHSTETLER • ANSCOLD F HOUM Jr • JAMES K M QUADRE  
 ROGER E WILSON • ROBIN R YAMLEY • MAURICE CLARK • SAMUEL H POWELL • RICHARD D WILEY  
 MARK E BIANCHI • WILLIE HOOVER Jr • FRANCIS J DAVIS • PAUL H LAWING Jr • JESUS GARCIA SPANVEDA  
 J NIELCHAN • JOHN J CARRAL • THOMAS R HAMMAN • ESQUEL MARTINEZ ENCINAS • LEON A HUNT  
 RICHARD M COLE Jr • MARK G DANIELSON • PAUL F GILBERT • ROBERT H HARRISON • GERALD F BRUES  
 LARRY R KILPATRICK • DONALD H KLINKE • STANLEY L HERKE • JACOB E MERCE • LARRY J NEWMAN  
 EDWARD E NYHOFF • FRANK L SETHE • ROBERT A WILSON • BURK M WILLEY • BLUDETTE D TOWNSEND Jr  
 ALD A WENZL • LOUIS K BREUER IV • LARI W FREDERICKSON • UPAW G NATHAN • STEPHEN F WILDS  
 CHARLES L BUTLER • THOMAS W JACKSON • CORNER M EDWAS • GEORGE R HENSON • JOHN L GILMARD  
 MICHAEL J ROBERTSON • THOMAS J JOZEFOWSKI • DAVID J RUSSELL • JACOB R SHUMWAY • JOHN LYONALM  
 MICHAEL J MARTIN • ROBERT T MILLS • FARRELL SULLIVAN • DONALD J VERME • GORDON E BURR  
 STEVEN L BENNETT • PERRY G BROCK Jr • STEPHEN D HAMILTON • JOHN L PATTON • JOHN H BROCK  
 PHEN H CUTHBERT • STEPHEN M BRAWFIELD • ROBERT A HERNANDEZ • THOMAS P ARDICH • FREDERICK M ROSS  
 WILAND M DAVIS Jr • PHILIP R DUFF • MANUEL A HERNANDEZ • JOHN A BOOD • STANLEY J BUCK  
 LEONARD ROBERTSON • LOUIS HAZEL • ROBERT T TOWNES Jr • JOHN A BOOD • STANLEY J BUCK  
 RICHARD J TALLMAN • PETER M BENSON • FRANK C CRON Jr • KENNETH L CRODY • ROBERT W HENDER  
 JAMES L HUBBARD • JACOB J GONONELLI Jr • ROBERT C RECK • MICHAEL A HILL • WYNN G BROWN Jr  
 LEON T HAAS • RAMONDO P DONNELLY • EDWARD C HUBEN Jr • LARRY J VOLING • STEVEN A KANT  
 LEE W BILLINGS • JAMES R LAWSON • NOWAKOWSKI • JOHN A SPIES • STEPHEN H GRAYWICK  
 RONNIE F C PSON • CARLY L SHANK • LARRY F JAGARD • HAROLD M CASIN Jr • OSCAR HERGENSHELL  
 ES F HANES • LESTER RUSHIN • PHILIP D SELLERS • RONALD A ASHIE • JAMES E HULSTON • DAVID J PRICE  
 M W REASON • JOSEPH E RUZICKA Jr • FREDDIE L SLAUGHTER • WILLIAM G CHANDLER • PATRICK I MATHWIS  
 DAVID N LARSON • CLYDE K NELSON • JAMES J SANSONE • WILLIAM G COLLINS • JAMES W FULK • TERRY ROEHLER  
 A DECK Jr • HERBERT D STARK • EDWARD J BRUE • MARSHALL B COLLINS • WILLIAM G SWALLA  
 BERRILL H MASIN • RAMONDO R REESE • DANIEL M RICHARDS • CHARLES P ROBERTS • WILLIAM G SWALLA  
 BEN O SHEPPARD Jr • PHILIP H STEVENS • RAY E TANNEHILL • BERRY D WANCE • TIMMIE JOE WARD  
 AVID M THOMPSON • FRANCIS W TOWNSEND • JOSEPH E FRASHER • HENRIEL CATALANO • ALLAN W HOLMES  
 DONAS W STALEY Jr • MICHAEL W JAMES • GRADY T TRIPLETT • JOHN J SWANSON • ROBERT H BIRKET  
 CHARLES H PETER Jr • ROBERT R GREENWOOD • DONALD F BOEING • MICHAEL P RICE • GEORGE J GARLAND  
 DONALD J HANSON • DONALD F LINDLAND • ROBERT L HARLEY • JOHN L SMITH • VERNE G DONNELLY • THOMAS J SWENSON  
 STEPHEN O MUSSELMAN • ROBERT L HARLEY • JOHN L SMITH • VERNE G DONNELLY • THOMAS J SWENSON • ROBERT B BIRKET  
 CARROLL T JACKSON • MELVIN I STEVENSON • KENNETH R BUELL • DWIGHT W COOK • TIMOTHY J GIBNEY  
 MICHAEL S TUCKER • THOMAS O ZORN • ROGER W CARROLL • RICHARD B LINBERG • WILLIAM CLARK Jr  
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 WILLIAM C COLTMAN • SCOTT L DALY • RAMONDO R REESE • EDWARD R AKLENIE • DAVID J SCOTT  
 CHARLES W CLUNARD • DONALD P KERRIT • ROBERT T MOORE • TERRY W DEAL • WILLIAM H HARRISON Jr  
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 LANNY A YORK • RALPH L TERRY • RICHARD C TESSMAN • JOSEPH GROSSI • ROBERT D ANDERSON • JAMES A PEACOCK  
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 WILLIAM M PACE • JAMES D CLAYTON • M BLANKENSHIP • MELVIN F WOOD • JAMES W HALL  
 AUBREY E NOBLES • MICHAEL S BIRKET • CLAUDION A PEDROSA • MELVIN F WOOD • JAMES W HALL  
 ROBERT W HAY • TED OBERDING Jr • JAMES E SULLIVAN • JAMES D BROWN • RAMONDO L GODOCHILD  
 DEXTER B FLORENCE • JENNIFER W FINNEGAN • KENNETH J SWIGER • JAMES M STEVER • CHARLES S STEWART  
 ROGER R CHAMBERS • CHARLES A GOSWAMY Jr • ROBERT B FREEMAN • JAMES M STEVER • ROBERT W JOHNSON Jr  
 STEVEN D HOWARD • CHARLES A GOSWAMY Jr • ROBERT D ANDERSON • JAMES M STEVER • ROBERT W JOHNSON Jr  
 TIMOTHY A TAYLOR • THOMAS • RONALD VAN ANDRINGHAM • DAVID E WISCHMANN • CLARENCE O ROBERTS  
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 JOHN C LINDAHL • ELBERT W BUSH • WILLIAM AWSON • CHARLES J HARKER • RICHARD D WOOD  
 MANUEL A LAUTER • WILLIAM STINSON • MICKEY ANDERSON • CHARLES J HARKER • RICHARD D WOOD  
 PAUL A CALUDA • JAMES D FARRER • KEITH A CHRISTOPHERSEN • CHARLES J HARKER • RICHARD D WOOD  
 ROBERT L FRANKS • ALAN J MILLER • HARLEY H HALL • GEORGE W MORRIS • WILLIAM B NOBLE  
 MARIE A PETERSON • JOHN O BLICKER • ARTHUR R BOLD • JAMES A WILSON • JERRY E CRESSMAN  
 WILLIAM S STRINGHAM • GEORGE R SPITZ • ARTHUR R BOLD • JAMES A WILSON • JERRY E CRESSMAN  
 DALE L DE WOLF • TED B HALLIBRICK • JOSEPH R • JERRY E CRESSMAN • JERRY E CRESSMAN  
 ROBERT E BERNHARDT • FRANK W WILSON • DONNIE R W • JERRY E CRESSMAN • JERRY E CRESSMAN  
 SAMUEL L JAMES • DOUGLAS K MARTIN • JAMES D • JERRY E CRESSMAN • JERRY E CRESSMAN  
 FAYET R GALTRETH Jr • RICHARD B CONSELLER • JOHN J • JERRY E CRESSMAN • JERRY E CRESSMAN  
 GILBERT A ROBERTO • SAMUEL B CONSELLER • JOHN J • JERRY E CRESSMAN • JERRY E CRESSMAN  
 PHILIP VEGAS • STEPHEN E BULLARD • WILLIAM D • JERRY E CRESSMAN • JERRY E CRESSMAN  
 GARY C HALL • GARY W • JERRY E CRESSMAN • JERRY E CRESSMAN  
 JAMES K HURLEY • EDGAR R MITTON • WENDELL • JERRY E CRESSMAN • JERRY E CRESSMAN  
 GARY B SIMMONS • EDGAR R MITTON • WENDELL • JERRY E CRESSMAN • JERRY E CRESSMAN  
 DAVID W L • GARY B • JERRY E CRESSMAN • JERRY E CRESSMAN  
 JOHN G STROHL • FREDERICH • JAMES • JERRY E CRESSMAN • JERRY E CRESSMAN  
 LAURENCE • EDGAR R MITTON • WENDELL • JERRY E CRESSMAN • JERRY E CRESSMAN  
 EDGAR • GARY B • JERRY E CRESSMAN • JERRY E CRESSMAN  
 ROBERT W ROY • EDGAR R MITTON • WENDELL • JERRY E CRESSMAN • JERRY E CRESSMAN  
 GREGORY • EDGAR R MITTON • WENDELL • JERRY E CRESSMAN • JERRY E CRESSMAN  
 JAMES J • EDGAR R MITTON • WENDELL • JERRY E CRESSMAN • JERRY E CRESSMAN  
 RICHARD W RY • EDGAR R MITTON • WENDELL • JERRY E CRESSMAN • JERRY E CRESSMAN



1975  
 OUR NATION HONORS THE COURAGE, SACRIFICE AND DEDICATION OF  
 DUTY AND COUNTRY OF ITS VIETNAM VETERANS. THE AMERICAN PEOPLE  
 BUILT WITH PRIVATE CONTRIBUTIONS FROM THE AMERICAN PEOPLE  
 NOVEMBER 1983

## FAST FORWARD ...continued

There were some 50 or so of us who gathered in front of the Wall. I wandered down to the center to stand in front of the panel with Rog and Harry's names on it (also Ray Donnelly and Mike Bixel as noted in red circles on that particular panel I stood in front of).

I did not have any idea what was about to happen. By pure circumstance, I happened to be at the far end of the group of Vets standing in front of the wall. On cue, a fairly large group of Vietnamese woman, most of whom were decked out in very colorful long flowing sarongs, and men dressed in army formal dress green uniforms proceeded over to the Wall and one by one in single file proceeded to thank every Vet standing there for helping defend their country. As the first one in line

to be greeted, I was at a loss for words as they came by and presented each Vet with a brightly colored lei draped around our necks, (which I later placed with a couple of red roses around the photo I left of Rog and Harry at the bottom of their panel), a long stemmed red rose, or a heartfelt handshake. The men in uniform, who seemed to be mostly around our age, would come to attention and individually salute each one of us. It was not uncommon to see a moist eye in some of these Vietnamese woman and men alike. After that, the process continued as more Vietnamese civilians of all ages passed down the line with more heartfelt thanks for each Vet. After that, other folks in attendance came by one by one and thanked us for serving.

Suffice it to say, it was quite an experience which I personally will never forget.....

*Greg Wood served in VA-52.*



## DEPARTING



RADM George Henry Strohsahl, Jr. USN (Ret.)  
CAPT Richard A. "Dick" Zick, USN (Ret.)  
CDR. Charles B. Wolfram, USN (Ret.)  
CDR Mark F. Bunting, USNR (Ret)  
LtCol Michael W. Tierney, USMC (Ret)



## NORTHWEST INTRUDERS GATHER FOR 2011 WINTER RENDEZVOUS

By Dave Williams, CAPT, USN (Ret). Photos by K.C. Pohtilla

**O**n Friday 11 February, a group of 49 Intruder guys and their spouses and significant others rendezvoused at Dave Waggoner's Paine Field, in Everett, WA, at the Future of Flight Aviation Center for our 2011 winter event. Wags and his hard-charging sidekick John Scrapper were most successful in setting up a day that was both memorable and action-packed for us all.

We were met at the door by a smiling Scraps who, as always, had all of the details handled to perfection. The first order of business was a delicious lunch buffet in the Future of Flight Center's Forward Cabin Room, during which we received an outstanding brief from former VA-115 Intruder pilot Mike Bryan, who is one of the project pilots for Boeing's 787 Dreamliner. Mike's very busy schedule brought him back home to Seattle for only three days, during which he took the time to share his flight test experiences while establishing the performance envelope for the Dreamliner. Needless to say, his is a complex and demanding business, and we learned things we'll never read in the newspaper. Mike is truly another Intruder bubba made good!

During the lunch meeting Northwest Region Director Dave Williams passed on greetings from Chairman Tim Beard and President Larry Yarham. Items discussed included upcoming Centennial events, Hook '11, Intruder scholarship fund, possible contributions by IA members to NAS Whidbey's growing command display (specifically their "Vietnam Era" display), the concept of

a Pensacola Intruder memorial, and upcoming IA elections.

Following the lunch meeting, we were treated to a complimentary and most interesting Boeing tour, where we learned much about the assembly process for the new 747 cargo aircraft and also the 787 Dreamliner, and saw them at the various stages of assembly.

IA Northwest is most grateful to our hosts at the Future of Flight Aviation Center and to the Boeing Tour folks for their generosity. As a group of slightly aging retired Intruder folk, we departed most gratified to have our past service acknowledged by the courtesies rendered by these organizations.

And, of course, none of this would have happened without the outstanding work and enthusiasm of Dave Waggoner and John Scrapper, who pulled the strings and put it all together. Our sincere thanks to them for hosting our 2011 winter rendezvous.

The Northwest Region's next event will be our summer picnic, a reprise of last year's Rocky Point salmon barbeque and entertainment catered by the An-O-Chords barber shop chorus. Date for the event will be Saturday 27 August. Details will go out to Northwest Region bubbas as they develop. Anyone else desiring information on the event is welcome to contact Dave Williams ([ddwilliams62@comcast.net](mailto:ddwilliams62@comcast.net)) or Jack Jordan ([a6e1310@wavecable.com](mailto:a6e1310@wavecable.com)) to be added to the mailing list.



The guys, (L-R) are: Dave Woodrell, Marty Ellison, Jack Jordan, "Crash" Nash, Greg Wood, John Naye, Jim Frank, Jim Lohse, Al Hoyt, John Schork, Dave Williams, Dave Cable.

## VALIANT AIR COMMAND AIRSHOW

The Valiant Air Command Warbird Museum in Titusville, Florida, held its 34th annual airshow March 11-13. This year's show was dedicated to the memory of The Flying Tigers, and the 70th anniversary of their first combat mission in China.

The show also featured modern military jets flying and World War II re-enactors fighting mock battles, as well as exhibits and displays. The museum offered rides in its vintage C-47 that flew in the Normandy invasion and helicopter and bi-plane rides as well.

Some 75 vintage aircraft were on display and flying in the show, including such great warbirds as the B-25 Mitchell, P-51 Mustang, P-40 Warhawk, F-104 Starfighter, F-8 Crusader, Grumman Wildcat, Avenger, F-4U Corsair and more.

*A good time was had by all!*



Stan Parsons mans the Intruder at the VAC Airshow

### Intruder Association Financial Report

First Half 2011 - 1 January to 30 June

**Beginning Cash (All Accounts) ..... \$46,861**

#### **Receipts**

Dues via Check/Credit Card..... 6,453  
 Dues via PayPal ..... 2,870  
 Dividends ..... 38  
 Midway RR Donations..... 130  
 Whidbey Gateway Contributions..... 10

**Total Receipts ..... 9,501**

#### **Expenses**

Credit Card Fees..... 455  
 PayPal Fees ..... 110  
 Legal Fees ..... 150  
 Member Support  
     Postage ..... 448  
     Windscreen..... 2,786

Banners..... 565  
 A-6 Display Models ..... 978  
 Office Supplies ..... 98  
 Reunions..... 250  
 Memorial Wreath ..... 277  
 Midway RR Expenses ..... 0  
 Other Fees  
     State Corporate Fee ..... 25  
     Web Site Maintenance..... 1,900  
**Total Expenses ..... 8,042**

**Ending Cash (NFCU)..... \$48,320**

**IA Operating Account..... 30,039**

**Midway RR Account..... 6,280**

**Whidbey Gateway Account..... 10,211**

**TOTAL..... 46,530**

**IA Scholarship Fund (NFCU) ..... 1,790**

**TOTAL..... \$48,320**

## BLUE ANGELS 2011 SCHEDULE



### **August**

6-7 Seattle, WA  
 13-14 Fargo, ND  
 27-28 Brunswick, ME

### **September**

3-5 NAS Patuxent River, MD  
 10-11 Lincoln, NE  
 17-18 Millington, TN  
 24-25 NAS Oceana, VA

### **October**

1-2 MCAS Miramar, CA  
 8-9 San Francisco, CA  
 15-16 NAS Lemoore, CA  
 22-23 El Paso, TX  
 29-30 San Antonio, TX

### **November**

5-6 NAS Jacksonville, FL  
 12 NAS Pensacola, FL

# 99 Intruders: *Upcoming Events, Listen Up!*

**Intruder Association Northwest Annual Rocky Point Picnic:** Saturday, 27 August, 2011. Enjoy music and barbecued salmon by our local barber shop chorus, the An-O-Chords. See below.

**VA-145 Swordsmen** from the '78-'81 era are gathering in Oak Harbor at the Best Western Harbor Plaza on Sunday 28 Aug, 2011.



# ★ Membership Report

Current active membership is 936. We have been steadily picking up new members. I have seen an increase in enlisted membership, which is great. I would ask all members to bring in at least two new members this year. They're out there, and we all know them. Make me work putting out new member packages.

Clyde Cain  
Membership Chairman



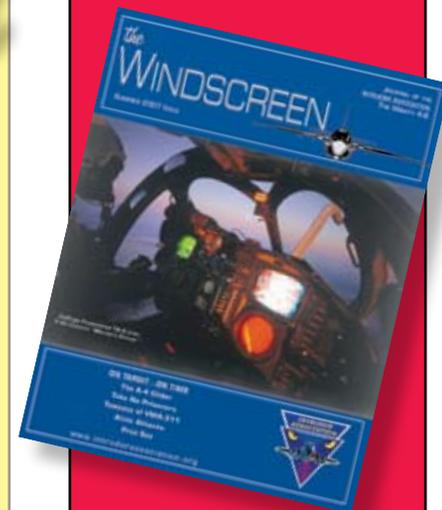
## Welcome Aboard

### NEW MEMBERS

Ron Aronson .....	Raleigh, NC	John Herndon .....	San Jose, CA
Ron Baker .....	Davison, MI	Sean Higgins .....	Oak Harbor, WA
Stephen Bane .....	Woodbridge, VA	Stephen Hodgson .....	Madison, WI
Mark Banus .....	Virginia Beach, VA	Alan Fraser Houston .....	Durango, CO
Larry Beall .....	Scottsdale, AZ	Joe Jimenez .....	Kernersville, NC
David Benway .....	Springfield, MA	John Juan .....	Oak Harbor, WA
Greg Berry .....	Kingston, WA	Walter Kleffel .....	Bellingham, WA
August Bicknese .....	Latham, NY	Russell Knight .....	East Greenwich, RI
Daniel Bigelow .....	Philadelphia, PA	Michael Legarsky .....	Port Townsend, WA
Stevens Bill .....	Bumpass, VA	Patrick Lombardi .....	Newry, PA
Douglas Bullwinkel .....	Lincoln, CA	Kyle Lutz .....	San Bruno, CA
Jim Caraher .....	Lincoln, MI	Paul Mackley .....	San Diego, CA
Michael Chotkowski .....	Marlborough, CT	John Mawhinney .....	Davis, CA
Timothy Crain .....	Dallas, TX	Staige Miller Jr .....	Front Royal, VA
Chris Cross .....	Satellite Beach, FL	Stan Misiuk .....	Herndon, VA
Ed Cruz .....	Philadelphia, PA	Richard Moriki .....	Temecula, CA
Michael Cunningham .....	Smithfield, VA	Terry O'Rourke .....	Montgomery, IL
Terry Daugherty .....	Oak Harbor, WA	Bob Papadakis .....	Anacortes, WA
Steve Deferante .....	Cochranville, PA	James Peck .....	Richland, MS
Thomas Dorough .....	Oakland, TN	Don Radomski .....	Gulf Breeze, FL
Paul Dotlich .....	Oak Harbor, WA	Richard Ratell .....	Jacksonville, FL
Aaron Ellison .....	San Diego, CA	Kenneth Rinderhagen .....	Hemet, CA
Matthew Faletti .....	Everett, WA	Neil Rish .....	Virginia Beach, VA
Rodney Fama .....	Monroe, NJ	Steve Roehrs .....	Olympia, WA
Jack Farady .....	Ipswich, MA	Bernie Satterwhite .....	Bellaire, TX
Richard Flynn .....	Baltimore, MD	Frank Sheehan .....	Holland, OH
Lou Genin .....	Marysville, WA	Marshall Slaughter .....	Sarasota, FL
Raymond Gevas .....	McKinleyville, CA	Greg Smith .....	Sedro Woolley, WA
Steven Geyer .....	Murphy, NC	John Smith .....	Virginia Beach, VA
Richard Gobie .....	Woodstock, GA	Jeff Sumners .....	Bay City, TX
Richard Gulledege .....	College Station, TX	Albert (Bert) Thompson .....	Johnson, VT
Barry Hanson .....	Fargo, ND	Tugg Thomson .....	Oak Harbor, WA
Rusty Harbaugh .....	Reno, NV	Brian Van Vlack .....	Poughquag, NY
Mike Hayes .....	Virginia Beach, VA	James Whitfield .....	Las Vegas, NV
Robert Hermans .....	Weyauwega, WI	Wayne Wynkoop .....	Las Vegas, NV



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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

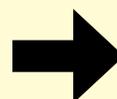
War Veteran of: Korea  Vietnam  Gulf

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**  
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