

"On Target...On Time...
Day or Night...Any Weather"

The Windscreen

A quarterly publication of The Intruder Association

VOLUME 4, ISSUE 1

SPRING 2006



The Windscreen

- *The Windscreen is published quarterly by the Secretary of the Intruder Association.*

Intruder Association Reunion 2006

The Intruder Association is having its next National Reunion 4-6 May at the Sheraton Beachfront in Virginia Beach, VA.

You should have received a letter from Ted Been covering the event and the planned activities. The first thing you need to do is to register for the event if you plan to attend. You may go to the Intruder Association website at www.intruderassociation.org to get details or send an email to Ted Been at IAREunion@aol.com. For those of you without email or web capability Ted can be reached at The Intruder Association Reunion, c/o Ted Been, 904 Townsend Drive, Virginia Beach, VA 23452. Send Ted a letter to request any information you need or to get an application.

The activities start on Thursday, 04 May 2006 with registration beginning at 1400. Check-in will be on the ground floor of the hotel near our hospitality suite. During the check-in there will be a catered BBQ served on the patio from 1600-

1800.

On Friday there will be a golf tournament at Eagle Haven at Little Creek and a tour of NAS Oceana with a briefing by an F/A-18 squadron discussing changes in tactics and weapons.

At 1600 on Friday there is a two hour welcome aboard reception with a cash bar and heavy hors d'oeuvres.

There will be a membership meeting at 0900 on Saturday followed by the dedication of the Naval Aviation Monument at 25th and Atlantic.

Saturday evening is our banquet beginning at 1800 at the Virginia Beach Convention Center with cash bar followed by the dinner at 1900. Dress is coat and tie for the gents.

Rooms are filling fast so make your room reservation soonest. We hope to see as many of you there as can make it. It promises to be a good time.

Inside this issue:

IA Reunion	1
President's Message	1
2006 Elections	2
RR5 Update	2
Steve Hazelrigg	3
Chairman's Message	4
WASEX Gone Bad	5
IA Tax-exempt	5

President's Message

Greetings Intruders!

I am happy to report the difficulties we were experiencing with new and renewal memberships seems to have been put to rest. The membership application and dues payments are in synch and more and more members are taking advantage of PayPal to make their dues payments. When

the Pay Pal payment is logged (almost instantaneous), the member has immediate access to the "Member's Only" portion of the Intruder Association web site. Member's, who choose to remit dues by personal checks, access to Member's Only is delayed by snail mail. Jim Offutt posted clarification of the access and log

on procedures on the front page of the web site. This eased some of the access problems since many members either changed e-mail addresses or forgot their passwords. Thanks to all for your patience while Jim corrected these problems.

Intruder Association 2006 Elections

The Intruder Association will hold its 2006 elections at the general membership meeting during our national reunion at Virginia Beach this May.

Elections for the officers are for a two year term and are staggered to prevent the possibility of having a completely new slate of officers take the helm without the benefit of the corporate knowledge that exists with the then-current sitting officers. For this year the following billets are up for election and the nominating committee has submitted the following slate of candidates for each position.

For 2006, here are the positions up for election and the recommended nominees:

Chairman of the Board - Rupe Owens. Multiple East and West coast A-6 tours, Commanding Officer of West coast FRS (VA-128), CO USS Midway, RADM retired.

President - Mac McDanel. Multiple East coast A-6 tours, Commander Medium Attack Wing One, Captain retired.

Vice President - Bruce Byrum. Multiple USMC A-6 tours, Brigadier Gen-

eral retired.

East coast officer representative - Steve Casmer. Multiple East coast A-6 tours, Commander retired.

Marine Corps officer representative - Bo Boswell. Multiple USMC A-6 tours.

Navy enlisted representative - Bud Jackson. Multiple West coast A-6 tours, AMH-1 retired.

Marine Corps enlisted representative - Steve Dumovich.

USS Midway Ready Room 5 Update

Larry Yarham.

Intruder Ready Room project is alive and well and moving forward with exciting plans, progress and schedule for Preserving and Showcasing the Legend of the Intruder and all those who were apart of the legend. The Intruder Ready Room Committee has secured a 10-year lease of the former A-6 Ready Room, RR 5, enabled by \$10,000 Northrop-Grumman donation

- IA Membership has raised nearly \$24,000 in member donations to support the project, including \$2000 from the Association.

- SDACM has assisted in prep work for spaces, removing extra partitions and furnishings.

- SDACM will assist in our efforts to renovate the spaces and install exhibits & audiovisual elements. SDACM will also provide:

- Secure storage space on board for artifacts

- 12-16 Ready Room chairs

- Signage and other display support items

Present Plans....

- A hybrid presentation with a scaled-down ready room plus a significant presentation of the Intruder story, the designers, builders, crew and maintainers.

- PLAT TV with A-6 landings

- SDO desk with SDO mannequin,

- Flight leader briefing flight crews

- Flight Crew "suiting up" for mission

- "Greenie" board.

- Large pilot & NFO wings.

- Ejection seat, tailhook, windshield, and other artifacts on display (VADM Jim Zortman/NAVAIRPAC is assisting).

- Memorial/Wall of Honor

- Wall photos – aircraft and people

- Squadron Plaques & Histories

- Aircraft Models

- Audio Area – looped tapes of cockpit recordings...photos and movies are needed from members.

- Others as the ideas and memorabilia

as available.

Next Steps...

- San Diego Intruder Bubba luncheon 3-16 with various renovation committees formed and committee action items assigned one or a number of the following tasks:

- Repair/replace deck tiles and wall coverings.

- Purchase squadron insignia and various A-6 models for display.

- Purchase display cases for various A-6 models and artifacts.

- Complete design for exhibits and displays.

- Coordinate with IA Board for fund raising plans and expectations.

- Coordinate with IA Historian, for donation and cataloguing of donated artifacts and literature, and for collection of oral histories.

- Coordinate with John Stubbs/COO Sony Video the video material and audio/video Kiosks and PLAT display, tapes and control.

(See *RR5 Update*, pg 3)

RR5 Update

- Electrical and security requirements.
- Coordinate Intruder flight gear locker room, flight crew mannequins, and flight gear.
- Project funding.
- Presentation of USN & USMC Intruder history.

SDACM plans to have the Ready Rooms and associated exhibit spaces (on the 02 level under the flight deck) be opened on a limited basis by the end of this year.

Unrestricted public access to the

spaces will follow later as safety, access, and traffic flow issues are resolved.

The Intruder Ready Room is targeted for completion by 12-31-06



RR5 before clean-up.



RR5 after clean-up.

Short Story: A-6 Commemorates CAPT Steve Hazelrigg

Ever wonder about how things came to be...why some things are the way they are? Ever go by (or stare at) a static display of an airplane and wonder how it came to be at that place... what it represents?



A-6 BuNo 159568 in front of Hazelrigg Hangar (Bldg 2133) at NAS Patuxent River, MD.

Here's a short story of one such display, this one of a painstakingly restored A-6 Intruder (159568) which, until last year, occupied a place of honor in front of the Naval Air Test Wing Headquarters building on the grounds of the Naval Air Station, Patuxent River, Maryland. The plane commemorates the passing of Commander Steven A. Hazelrigg, USN, who was killed in a crash of a similar plane on 15 August, 1990. His bombardier/navigator was critically injured in the accident.

At the time of the crash, Cdr. Hazelrigg was chief test pilot assigned to the Strike Aircraft Test Directorate; his immediate past duty assignment was as Commanding Officer of Attack Squadron 145, based at NAS Whidbey Island, Washington. He was a 1976 graduate of the Navy Test Pilot School.

Accompanying Cdr. Hazelrigg on the flight was Lieutenant William C. "Catfish" Davis, a 1992 graduate of the Test Pilot School.

The purpose of the flight was to investigate separation of weapons from the aircraft under various parameters; at some point, the flight involved performing a "doublet" maneuver (a quick push/pull on the stick to create a large pitching moment), one of the standard flight data points for ordinance testing. The maneuver apparently caused a control cable to break between the stick and the hydraulic valves which operate the control surfaces, thus rendering the horizontal stabilizer uncontrollable. The aircraft pitched violently nose down and continued into the ground at Burgess, Virginia, located just south of the mouth of the Potomac River, near

Reedville and Smith Point on Chesapeake Bay. Commander Hazelrigg did not exit the aircraft before impact; Lieutenant Davis, who, previously in his career, had ejected from another stricken aircraft, survived this ejection, but suffered a broken shoulder, arm and leg and was in critical condition.

A formal ceremony dedicating an A-6E Intruder to the memory of Capt. Steven "Axel" Hazelrigg was held May 11, 2004, in front of Naval Test Wing Atlantic headquarters. (Steven Hazelrigg was a Captain selectee prior to the accident; he was frocked to the grade posthumously, the week following the accident.)

Davis, now a retired Commander working as a contractor with the Joint Strike Fighter program, was on hand for the ceremony honoring his pilot and friend and spoke several minutes fondly recalling his time at Pax River, especially the time immediately following the accident.

"For about the last 14 years I wake up every morning with a smile on my face saying I am just happy to be here and never fully comprehending why I am (see **Hazelrigg**, page 3)

Message from the Chairman of the Board

It has been a terrific two years since I have had the pleasure of being your Vice president, President, and Chairman.

The board has faced some tough issues and growing pains but after some many v many discussions most of the issues are being resolved and, judging by the caliber of the new slate, I see a growing organization with comms compatible with its growth.

See you all in May. Charlie



Those were the days. Low levels through the Grand Canyon.



If you have any good shots in your photo album send them to our webmaster at

webmaster@intruderassociation.org.

Hazelrigg (from page 3)

“Occasionally things still go wrong; it’s a tough business. But the point is you concentrate on doing the right things, and that’s what Axel was all about.”

here and Axel is not,” Davis said.

I remember the group that moved my family and me from my upstairs two-bedroom at Shepherd Terrace down to a

three-bedroom [ground level] apartment in about two hours,” Davis said. “I remember the Sailors at Strike who came out on their own time and built a wheel-chair ramp up to my quarters so I could get in and out every day.”

Davis also recalled a more amusing moment when retired Capt. Raymond “Chip” Dudderar, at the time Strike commanding officer, and several other officers on station came to visit Davis during his recovery to bring him a gaudy pair of glasses with thick black frames as a joke and seriously remind him that things were going to be OK.

At the 11 May ceremony, Dudderar formally accepted the airplane on behalf of Hazelrigg and paid tribute to

his comrade and friend, describing Hazelrigg to the crowd of more than 50 people. “Axel had a strong sense of personal leadership that made people like him, like the things that he stood for and want to do the things he wanted to do,” said Dudderar, himself a graduate of TPS Class 75. “When he came to Strike straight from his fleet A-6 squadron and he started working as chief test pilot, I knew that Strike was going to be on an upward vector for a long, long time. Then we had that day. It’s a tough day for me to think about even now because it’s one of those hands of fate things. The airplane broke. I mean literally broke. There was nothing Axel could do about it.”

Dudderar said that the accident reminded him and all the test pilots here what being a test pilot is all about and that it is a dangerous business. “It’s about doing the right thing, doing it the right way,” Dudderar said.

“Occasionally things still go wrong; it’s a tough business. But the point is you concentrate on doing the right things, and that’s what Axel was all about. That’s what he stood for and that’s what this airplane stands for

with his name on it.”

Immortalized on the left side of the canopy rails are the names of Hazelrigg and Davis, and on the right side are the names of Captains Tom Phelan, NTWL commander, and Steve Rorke, VX-23 commanding officer.

Until 2005, the aircraft stood in front of the Naval Test Wing Atlantic (NTWA) headquarters building in the middle of NAS Patuxent River, because the NTWA commanding officer was an A-6 pilot. However, on his relief, A-6E BuNo 159568 was moved to a place near the Hazelrigg Hangar (Bldg 2133) on the south side of NAS Patuxent River. In addition to the names of Hazelrigg and Davis on the left side of the cockpit, it has the “S”-shaped lightning bolt for Strike Test Directorate and “VX-23” test squadron markings on the tail.

Editor’s note: Mr. Jim Jenkins and Mr. John Romer, associated with the NAS Patuxent River “Tester” newspaper and the NAS Patuxent River Public Affairs Office, contributed greatly to this article. Our hearty thanks are extended to them both.

WASEX Gone Bad?

The following story was related to Dalton Wright at a high school class reunion last summer. Dalton had the opportunity to meet a local Lebanon, Mo retired RADM Lawrence Layman, during an high school reunion earlier this summer. He told me a heck of a sea story after he found out that I had flown A-6's in VN. From RADM Layman's email:

"USS JOSEPH STRAUSS (DDG-16), commanded by CDR Lawrence Layman, USN, was attacked by an A-6 at 0210, Friday, 27 September 1968. The A-6, from the USS CONSTELLATION (CVA-64), dropped six

MK82 bombs. The bombs landed in line parallel to the starboard side of the ship, starting at Mount 52 on the stern to Mount 51 on the bow, a distance of about 350 feet. This information was provided by lookouts, gun mount members on the port side and members of the watch at the conning station on the 05 level. Various estimates included that the bombs landed 100 feet to a 1000 feet from the ship. While I did not observe the blasts (I was in CIC with missiles locked on and ready to destroy the aircraft with a TARTAR SAM) based on the damage to our MK 49 radar antenna (3D) and the shrapnel on

deck, the 100-250 feet range seems feasible. You may have a better idea of the range since you routinely dispensed these weapons. At one time I had one of the larger pieces of shrapnel, about 6" by 3" that is among my missing memorabilia. Despite my best efforts, by me and my crew, we cannot come up with the squadron number. '

If you know anything about this incident please contact Dalton Wright at wrightd@webound.com. You probably owe RADM Layman a drink.

Intruder Association Obtains Tax-exempt Status

Rupe Owens has spent considerable effort working with the IRS to help the Intruder Association obtain a tax-exempt status. Rupe recently received a letter from the IRS that stated: "We are pleased to inform you that upon review of your application for tax-exempt status we have determined that you are exempt from Federal income tax under section 501 (c) (19) of the Internal Revenue Code. This determination is based on your representation that at least 75 percent of your members are past or present members of the Armed Forces of the United States...It is also based on your representation that substantially all of your other members, if any, are individuals who are cadets, widows or widows of past or present members of the Armed Forces...Based on your representation that at least 90 percent of your members are war veterans and that you are organized and operated primarily for purposes consistent with your current status as a war veterans organization, donors can deduct contributions made to or for the use of your organization. "The effective date of this exemption is April 3, 1997. This is the original date of incorporation of The Intruder Association by the Virginia State Corporate Commission.

We are permitted 2.5% of the membership to be other than past or present members of the Armed Forces or their surviving spouses.

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The Windscreen is published quarterly by the Secretary of the Intruder Association. Each edition of the newsletter is posted on the Intruder Association website (www.intruderassociation.org) for members with internet access. These files may be downloaded and saved to your computer and/or printed. Members with no internet access will be mailed a copy through the USPS.

We welcome your input for newsletter articles. Deadlines for submission are March 15, June 15, September 15 and December 01 of each year. Send your inputs to secretary@intruderassociation.org for review and consideration.

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