

the

WINDSCREEN

FALL 2012 ISSUE

JOURNAL OF THE
INTRUDER ASSOCIATION
VOLUME 2



A-6 ON MIDWAY.
PHOTO BY KELLY SIEBECKE

ON TARGET - ON TIME

- The Spar from Yar
- Let's Get One Flyin'!
- 2012 Intruder Reunion Recap
- Legends of Vietnam: Shoulder to Shoulder

www.intruderassociation.org



THE SPAR FROM YAR: A MESSAGE FROM THE IA PRESIDENT



Larry P. Yarham

Your Association continues to focus on making this the best association and provide the membership with 'best value' for your continued support and efforts.

The Association sponsored Intruder Reunion in San Diego was well attended and another one to remember. Thanks to the Reunion Committee that included Clyde Cain, Harry Spies, Pete

Young and the Military Reunion Planners Team, all the tours and events went on very smoothly. Saturday's USS Midway Memorial Ceremony was perfect and the Saturday evening banquet was exceptional with the presentation of the Pensacola Intruder Tribute plans and a near G-rated key note speech by RADM Lyle Bull. Individual squadron's co-reunions included VA-52 & VA-115 & VA-75.

The Intruder Tribute fund raising effort was kicked off at the reunion banquet with over \$14,000 pledge or donated. The fund continues to grow spectacularly....

By way of an update, the following is a summary of major Tribute event and milestones:

Early 2011: Idea of placing a major Intruder display in the Pensacola Naval Air Museum gains momentum.

October 2011: RADM Metz volunteers to manage fund raising and points the idea toward Laser Image & Design and a laser graphic oboist display.

November 2011: Meeting with Bob Rasmussen, Museum Executive Director, to present the basic Tribute concept....received a BASIC APPROVAL to proceed

March 27 2012: Meeting/TELECON with Bob Rasmussen with 'basic concept' graphics of Tribute.... received GREEN LIGHT to continue development, build and install with Bob's concurrence/input on final graphics design.

May 12, 2012: Intruder Tribute 3-D graphic concept previewed at the 2012 National Intruder Reunion, San Diego with resounding acceptance. Over \$14,000 in donations and pledges received.

June 27, 2012: Intruder Officers/BoD discuss the Tribute Program and provide opinions on where a second Tribute might be placed with Smithsonian Air & Space Museum-Dulles AP first choice and Museum of Flight, Boeing Field second. A member vote will determine where a second Tribute will be placed.

June 28, 2012: Jim Smith of Laser Image & Design, Inc. reports back to Fred Metz that "I think we are looking at a savings of around \$8000.00 on the second one.

July 18 2012: the Association has \$45,014.91 in the Tribute Account and \$4,000 in outstanding pledges.

PLANS:

- Provide Bob Rasmussen the 'skeletonsize and lifting graphic for approval..
- Finalize Tribute graphics and wording in time for 3-D graphic presentation at the Tailhook 2012 Intruder Booth.,
- Final Tribute graphics in 3-D presentation to Bob Rasmussen for Museum final approval to proceed with production.
- Provide production approval to Laser Image & Design for two identical Tributes.
- Discussion/presentation with Smithsonian Air & Space Museum, possible discussion/presentation with Seattle's Museum of Flight.
- Intruder Tribute installation in the Pensacola National Naval Air Museum.
- 2014: National Intruder Reunion, Pensacola, FL and formal dedication of the Intruder Tribute.

Clyde Cain, Director of Membership, is working on Intruder Association "Membership Cards" and a letter that goes to new and renewing Association members. It is planned to be activated this calendar year.

The Association is again sponsoring the Intruder Booth at Hook '12 to promote "Preserving the Legend of the Intruder", recruit new and past Association members and to publicize the Intruder Tribute. The Association is co-sponsored the 'Attack Ready Room' with the A-4 Bubbas and hosting the annual Intruder Breakfast. Following the breakfast, we will have our 'member's meeting' that in the past has brought forth many ideas, including the mechanics of getting an A-6 in flying condition...still on the table. This year's Intruder Scholarship winner will be announced at the Admiral Jig-Dog awards luncheon. Reminder, the Reunion, Attack RR, Hook Breakfast, etc is sponsored by the Association, but open to ALL Intruder Alumni.

Reminder, 2014 National Intruder Reunion will be in PNS will many great events programmed for your entertainment. We hope to have our reunion banquet in the Naval Museum under the 4 Blue Angel Skyhawks as part of our Intruder Tribute dedication. Individual squadron co-reunions are encouraged. Hope you plan to attend as there will be a lot of exciting activities.

Association Officers maintain their commitment to keeping focus on improving the Association and benefits to all members and growing the membership. Your input and ideas are desired and needed to keep the Association viable and moving forward. I really do want to hear from you.

Thank you all for your faithful membership, support, participation and belief in "Preserving the Legend of the Intruder.

Best wishes, all take care and hope to see you in Reno.

Larry P. Yarham

president@intruderassociation.org



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Windscreen Staff

The Windscreen @2012 is the official semi-annual publication of the Intruder Association. Editor, Steve "Caz" McCaslin. Contributing Editor, K.C. Pohtilla. Managing Editor, Computer Graphics, Stephanie Davis. Printed by NCCOAST Communications, Morehead City, NC. Opinions expressed herein are those of the authors and may not reflect views of the Intruder Association, Dept of Navy, or Dept of Defense. Submissions from the membership for publication are solicited and may be sent in Word doc format to: editor@intruderassociation.org or mailed on a CD-ROM or 3.5" disk to Steve McCaslin, 839 Hawks Run Ct SE, Leesburg, 20175. Digital files are preferred.

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FROM THE CHAIRMAN

This issue finds us with our San Diego reunion a great memory and our team engaged and well underway with a new fund raising effort, the Intruder Tribute for our Naval Aviation Museum in Pensacola. The response to requests for support has been very strong - as Larry is discussing in his column.

I want to use my space to report on our finances as I want all to be apprised of how our \$\$ are being managed. Bottom line up front: all of our accounts are strong and being well managed by our Board and Geoff Swanberg.

#1: the Association Operating Account is healthy and we can comfortably accommodate all of our regularly planned activities (e.g., Windscreen, web site);

#2, our MIDWAY Ready Room fund is sufficient (~\$6,700) to continue to support whatever activities we need to keep RR5 at the forefront of all of the ship's RRs;

#3, the Whidbey Gateway and Flags Funds are robust (a combined total of over \$10,500); and

#4, the Tailhook-managed Intruder Scholarship Fund has grown from the initial \$40K through additional donations to \$48,200 total, and now provides an annual and perpetual scholarship of \$2400 to a deserving young man or woman with "Intruder ties." Because we are in such good shape with our "established" funds, we have temporarily suspended solicitations in favor of focusing exclusively on the on the Intruder Tribute for the Pensacola Museum.

BZ to all of you who pulled this year's reunion together so successfully and all who attended - it was another outstanding effort! It was great seeing so many familiar faces once again.

Best regards to all,
Tim



Intruder Association

Financials for 2012

As of 30 Jun 12

Income

Dues \$11,510

Expenses

Web Site \$2,700
 Donations (MCAA)..... \$2,500
 Credit Card Fees..... \$965
 Postage, Mailing Services \$469
 Windscreen..... \$2,710
 Tailhook Prep \$560
 Supplies \$1,184
Total Expenses \$11,088

Account Totals

Operations \$36,383
 Midway RR \$6,722
 Whidbey Gateway \$8,855
 Gateway Flags \$1,671
 Intruder Tribute \$36,740

Total All Accounts \$90,371

'99 - "BZ"

As a result of the additional contributions we have received for the Intruder Association Scholarship Fund, we have been able to contribute an additional \$8,200 to the Foundation for the Intruder Association Scholarship. This will raise the annual scholarship to approximately \$2,410.00 per year.

Regards,
Geoff Swanberg
Treasurer, Intruder Association

BLUE ANGELS 2012 SCHEDULE



AUGUST

- 04-05 Seafair Air Show • Seattle, WA
- 18-19 Chicago Air and Water Show • Chicago, IL
- 25-26 Atlantic International Air Show • Prince Edward Island, PE

SEPTEMBER

- 01-03 Cleveland National Air Show • Cleveland, OH
- 08-09 Thunder Over the Rock • Little Rock AFB, AR
- 15-16 NAS Oceana • Oceana, VA
- 22-23 Grand Junction Air Show • Grand Junction, CO
- 29-30 Kaneohe Bay Air Show • MCAS Kane'ohe Bay, HI

OCTOBER

- 06-07 Fleet Week • San Francisco • San Francisco, CA
- 12-14 MCAS Miramar Air Show • Miramar, CA
- 20-21 Jacksonville Sea and Sky Spectacular • Jacksonville, FL
- 27-28 Wings Over Houston Air Show • Houston, TX

NOVEMBER

- 02-03 NAS Pensacola Air Show • Pensacola, FL

THE INTRUDER TRIBUTE

FOR THE NATIONAL NAVAL AVIATION MUSEUM



A collage concept graphic of the A-6 Intruder Tribute Kiosk being planned for the Museum of Naval Aviation in Pensacola, FL.

The Intruder Tribute will be displayed in the National Naval Aviation Museum, Pensacola near the museum's A-6. The Tribute is a 3' X 3' X 8' black granite obelisk with laser graphics that will provide museum visitors the legacy of the Intruder & Intruder Community "*Preserving the Legend of the Intruder*".

Tax deductible donations can be made to the Intruder Association treasurer payable to the "Intruder Association" with note line 'Intruder Tribute' forwarded to:

Geoff Swanberg,
3504 Beaver Ford Rd.,
Woodbridge, VA 22192

Those donating \$500.00 or more will have their name, rank & service engraved on the Tribute. Donating \$1000 or more will have their names on the Tribute in a larger font. Donations can also be made "In Memory Of" Intruder comrades.

By Rafael Lima, *Air & Space magazine*, May 2009

The Grumman A-6 was ugly, but it sure could cook.

On a May afternoon in 1972 a flight of four Grumman A-6 Intruders, the lead elements in an air wing strike, flew a hundred feet above North Vietnamese rice paddies west of the Gulf of Tonkin, about 25 miles south of Hanoi. Loaded with Mk 20 Rockeye bomblet canisters, the jets were headed toward Bai Thuong, an enemy airfield. Navy pilot and air group commander Roger Sheets flew the lead Intruder. He and his bombardier/navigator Charlie Carr, a Marine Corps captain, used the aircraft's radar and visual cues to guide them to Bai Thuong. "The A-6 was the all-weather attack aircraft," says Carr. "Monsoon season never affected our operations." But that day was clear; Sheets and Carr were getting a good look at North Vietnam, and any other aircraft sharing that patch of sky could get a good look at them.

As the Intruders approached their target, they climbed to 200 feet. From the right seat, Carr spotted enemy MiGs above. They looked like little arrowheads circling watchfully about 1,500 feet up. He threw a switch and informed Sheets that the A-6's three-plus tons of ordnance were now armed.

"We came in underneath this wheel of MiGs," Carr recalls, "maybe 12, 15 of them. We were hoping to catch them on the ground and bomb the hell out of 'em. The airbase was alerted, however."

Sheets kept the A-6 straight and level as they approached the airfield. A few seconds later he thumbed the release on the stick, freed all 12 Mk 20s, and banked the Intruder hard to the left.

Carr remembers seeing one of the MiGs dive toward them. "OK, so now we had a problem," says Carr. "Now the MiG-17 was on our tail."

Compared to the MiG, the A-6 was no sprinter. Carr armed the aircraft's Sidewinder missiles, but there was little chance that Sheets could get into a position to take a shot. Instead, he began to jink, performing quick dodging maneuvers that made it tough for the MiG pilot to keep them in his sights. Sheets intended to drag the MiG toward the coast, hoping to run it out of gas. Carr remembers seeing puffs of smoke from the MiG's 37-mm cannon. That's when an F-4 Phantom appeared like a big brother late to a fight. The F-4 fired a missile, the MiG went down in flames, and Sheets and Carr made it back to the USS *Coral Sea*.

MiGs were among the reasons that A-6 crews preferred the cover of darkness or nasty weather. Using terrain-following radar, the crews flew low and fast no matter the hour. Because of the complexity of carrier operations, says Carr, only about a quarter of his flights from the *Coral Sea* were at night. "But missions from land," he says, "were almost all at night."

If darkness suited the A-6, perhaps one reason was that the airplane was no beauty queen. The twin intakes for the Pratt & Whitney J-52 P-8B turbojets swelled amidships, giving the craft a portly look. A bent refueling probe protruded from the top of a large, rounded snout. "The plane wasn't pretty," remembers Carr. "Only Grumman could make a plane that ugly."

The intruder's genesis predates Vietnam. During the Korean War the U.S. Navy lacked an all-weather, carrier-launched strike

aircraft. So in March 1957 the service's Bureau of Aeronautics issued a request for proposals, detailing a requirement for a subsonic, two-seat attack bomber. Boeing, Douglas, Vought, Martin, Bell, Lockheed, Grumman, and North American submitted a total of 11 designs.

Interviews with flight crews led designers to focus on crew coordination. "The Navy wanted the side-by-side seating," says Joe Ruggiero, a Grumman engineer who worked on the A-6 from the prototype to the final A-6F, and was later a Northrop Grumman program director for the EA-6B Prowler, the Intruder's electronic warfare variant. "They thought, correctly, that it would enhance the workload in the cockpit. The design team knew it was going to be a bomber, and the radar system requirements did



On the USS *Constellation* late in 1968, a catapult crewman gives the signal that an A-6 is ready to launch. A centerline D-704 refueling store augmented the four drop tanks beneath the wings. The D-704's propeller, driven by wind in flight, powered a motor that extended and retracted its refueling hose. (Naval Historical Center)

not lend themselves to a pointy nose. The engineers designed a plane that could carry lots of ordnance under the fuselage and wings. What eventually showed up on the drawing boards was the configuration of the A-6 Intruder."

Grumman won the design competition and signed the contract early in 1958. Two years later the prototype rolled out and the insults rolled in. "The pointy end was on the wrong end," says Carr. Some called it a "flying drumstick." "Well, it was a really ugly plane when you first looked at it," says retired Rear Admiral Rupe Owens, who has flown every version of the A-6. "But when it went to work flying in combat, the tadpole-looking plane became a thing of beauty." John Vosilla, a Northrop Grumman spokesman, bristles at the put-downs. "When we look at a project at Grumman, we're looking at engineering, not works of art," he says.

"To me and my team," says Ruggiero, "it was a beautiful airplane."

Both Charlie Carr and Rupe Owens liked the Intruder's side-by-side seating. So did the Marine Corps' Bruce Byrum (now a retired general), another Vietnam veteran who, like Carr and Owens, logged more than 3,000 hours as an A-6 pilot.

"There was a lot the bombardier/navigator could do to help," says Byrum. "He wasn't just a passenger along for the ride to

SHOULDER TO SHOULDER

operate the weapons system.” A good bombardier/navigator, he says, monitored the radio, rate of descent, airspeed, power settings, and attitude, as well as the aircraft’s place in the landing pattern as crews returned to the ship. “He had as much to do with the pilot’s success as the pilot,” Byrum adds.

Carol Reardon, a military historian at Pennsylvania State University and author of *Launch the Intruders*, an account of a Vietnam-era A-6 squadron called the Sunday Punchers, finds that the crew concept was critical to the Intruder’s success in Vietnam, where it flew 35,000 combat sorties. “Pilots and B/Ns [bombardier/navigators] had to learn to trust each other’s skills,” she writes. “Repeatedly, instructors reminded them that the A-6 required two minds functioning in synch with each other. Both members of an A-6 crew got the same award for the same mission. Both suffered the consequences of an error. The A-6 community could afford no loners.”

The crews say that the two-abreast arrangement enhanced interaction. “With two guys sitting side by side, you could communicate with hand gestures, if need be,” says Owens. “You could simply look at the other guy and nod.”

Good communication was important in dodging surface-to-air missiles (SAMs). Intruder pilots relied on their own skills at low-altitude flying, the eyes of their bombardier/navigators, and the power of their Pratt & Whitney engines.

“You could outfly the SAMs with the A-6,” says Owens. “What you did was make hard turns. At their intercept speed of about Mach 3, the SAMs couldn’t turn with the A-6, especially at low level.” Owens remembers approaching a target when points of light far ahead came at his airplane, streaming long, bright tails of flame, five in all. “We managed to out-turn them all, but I remember the sound of those five rocket motors from the SAMs as they went by. It got loud. Real loud.”

SAMs harassed many A-6s, and took their toll—of the 69 Intruders lost to combat in Southeast Asia, 36 were claimed by anti-aircraft fire, 10 by SAMs, and only two by MiGs.

The intruder earned a reputation as a dependable attacker that could drop bombs in pitch darkness in any weather on both stationary and moving targets. Its reliability was due mainly to a new bomb release tool, the Digital Integrated Attack and Navigation Equipment system, or DIANE. Coupled to an analog computer, the system could take into account any angle of climb or dive, speed, G force, and wind and calculate when to drop a payload accurately. DIANE’s Vertical Display Indicator gave the pilot a representation of terrain, sky, and horizon, as well as heading, radar altitude, vertical speed, and angle of attack. The aircraft’s terrain-hugging capability was key to low-altitude missions. When Intruders were striking some targets, A-7 Corsairs and F-4 Phantoms flew along in formation and released their ordnance when directed by the A-6 crews using DIANE.

The Intruder also carried an Airborne Moving Target Indicator, a unique doppler radar that gathered returns from moving ground objects. And ground-based acoustic and seismic sensors, air-dropped along supply trails, provided another method for A-6 crews, with the help of ground controllers, to find targets moving on such routes as the Ho Chi Minh Trail. “Sometimes at night,” says Byrum, “enemy anti-aircraft fire used colored tracer rounds

fired aimlessly into the night sky when aircraft were detected flying in the area, to warn all vehicles on the road that we were there.” Intruders generally dropped Rockeye cluster bombs first, which pierced vehicles’ gas tanks or weapons caches and set off secondary fires. These provided visual aim points for a second pass, in which crews would drop Mk 82s. In the absence of secondary fires, they would head off for preassigned secondary targets.

The Intruder absorbed lots of punches. On one daylight mission, North Vietnamese 23-mm anti-aircraft fire damaged an A-6 in Byrum’s squadron. The crew diverted to Da Nang. Byrum flew close to look them over and escort them to the airfield.

“It was hard to believe that the aircraft was still flying,” he says. The A-6 had taken a direct hit to the leading edge of the right wing near its root. The pilot, in the left side of the cockpit, couldn’t see the damage. His bombardier/navigator could, though, and had apparently decided to say little about it, probably hoping to delay an ejection over enemy territory. “The hole in the wing was about the diameter of a 50-gallon drum,” says Byrum. “You could see the landing gear up inside the now-visible wheel well.” Miraculously, no fuel or hydraulic fluid sprayed out, so Byrum and his navigator refrained from reporting the damage to the pilot. No sense in unnerving him.

Byrum followed the stricken Intruder to touchdown. By the time he taxied up, the pilot of the damaged A-6 had shut down and climbed out. Coming around to the starboard side of his airplane, he was stunned by what he saw. “His first reaction was to knock the bombardier/navigator to the ground. Obviously, he wasn’t happy,” Byrum recalls. “We didn’t bother to open our cockpit. Although we couldn’t hear what he was yelling, he was just as upset with us. I don’t know what he would have done differently. He surely did not want to eject.”

“They didn’t call it the ‘Grumman Iron Works’ for nothing,” says Ruggiero. “Look at the Wildcat and the Hellcat. We built planes that would take the fight to the enemy and bring back safely the youngsters [who] flew them.”

Back on the ship, ‘round-the-clock, all-weather ops made one day meld into the next for A-6 crews. They often flew two missions per day—one attack and one as refuelers for the rest of a carrier’s air wing. There was little free time. “If they weren’t flying their combat mission,” says Reardon, “they were planning it or debriefing it—and that took several hours in itself.”

The crews did have moments of relaxation. “Movies were very popular,” says Reardon, “if they were not very new—and not always G-rated.” When the films began to grow old, the crew ran them backward for kicks, making up their own dialogue—“like kids used to do with old Japanese monster movies,” she says. Carr recalls wearing out the 1971 shark documentary *Blue Water, White Death*. “We sat and watched it I don’t know how many times. By the end of that cruise we’d seen every damned shark in the world.”

For some squadrons, says Reardon, the transit from the States involved a little below-the-radar, late-night drinking to dull the anxiety of what lay ahead. Once active air ops began, though, they refrained. “They saved the craziness for their times between [periods when the carrier was on combat

continued on page 13

2012 INTRUDER REUNION RECAP

By Larry Yarham

May 9-13 at the Town and Country Hotel, San Diego, California was another great gathering of Intruders and their guests. Held in one of the finest cities in the world's greatest country! The San Diego National Navy/Marine Reunion committee put together another world class reunion program that was enjoyed by all partnering with the very classy Town and Country Resort Hotel, which is literally minutes from town, the country, the bay, and the Pacific Ocean beaches.

The reunion included an arrival cocktail and dinner party poolside. Events included an exclusive and private tour of "Only Yesterday and Hall of Heroes" by the private collection owner Mr. Chuck Spielman. Early

morning golfers enjoyed a perfect day to chase the little white ball around at nearby Riverwalk Golf Course. The Tour of MCAS Miramar included briefing of both the V-22 Osprey and the F/A-18 Hornet aircraft and the opportunity to climb in the cockpits and around the aircraft plus a visit to the USMC Leatherneck Museum on base. The Ramona wine tour provided a great afternoon of wine tasting, with a specially prepared luncheon accompanied by music and entertainment. The San Diego Bay sunset cocktail and dinner cruise took visitors around the Bay to enjoy San Diego, Coronado and NAS North Island from the water. Saturday's USS Midway KIA Ceremony was a most memorable event. Intruders gathered on the flight deck next to the museum's Intruder.



Intruder Association banner. (photo courtesy of Kelly Siebecke)



A-6 on Midway as seen from evening dinner cruise. (photo courtesy of Kelly Siebecke)



Evening shot of USS Midway. (photo courtesy of Kelly Siebecke)



Larry Yarham speaking at the KIA-MIA Ceremony. (photo courtesy of Kelly Siebecke)



Clyde Cain: Ringing the bell for those lost from VA-196. (photo courtesy of Scott Maslen)



Clyde Cain throwing Lei into San Diego Harbor. (photo courtesy of Kelly Siebecke)



Clyde Cain, Jim Joyner - Ringing the bell for LCDR Barry Cooke, VA-36 KIA. (photo courtesy of Scott Maslen)

A brief introduction by President Larry Yarham followed by Midway President and CEO RADM Mac McLaughlin launched the ceremony. Clyde Cain then took the podium and read the names of all Navy & Marine KIA's followed by a ringing of the Ships Bell after each name by squadron mates, friends and/or family members. Following the ceremony, a Hawaiian Lei was tossed overboard to the Bay. Intruders and guests then toured Midway Museum and Intruder Ready Room. *continued...*

2012 INTRUDER REUNION ...continued

Saturday night, all enjoyed the Reunion Banquet in the convention center of the Town and Country Hotel. Admiral Fred Metz formally introduced the Intruder Tribute concept 3-D graphics and provided insight to the overall project. The bread baskets were passed around providing an initial kickoff funding of over \$14,000 in donations and pledges. Keynote speaker Admiral Lyle Bull, with both sons Bruce and Del in the audience, provided a very colorful presentation that was near PG and many said we should have taped, while others said it was a good thing we did not tape it. Sunday morning concluded the reunion with the poolside adios breakfast.

There were a number of concurrent mini Squadron Reunions that certainly enhanced the National gathering. It was another great reunion and the Association looks forward to seeing y'all in Pensacola in 2014.



Larry Yarham, Kristin and T. Lad Webb, Joe Wasek. (photo courtesy of Scott Maslen)



Pictured are members of VA-75, the Sunday Punchers, from the 1972 Westpac tour aboard Saratoga, left to right: Doug "DWA" Ahrens, Jay "Dirtman" Swigart, Jerry "Gunner" Walden, Bob "Chis" Chisholm, Sandy "Combat Rat" Sanford, Roy "Roy" Hart, Jerry "Moon" Mullins, Ken "Knapper" Knapp, Alan "The Fish" Fischer, John "Warmth" Fuller. (photo courtesy of Jay "Dirtman" Swigart)



Scott Maslen and Joe Wasek. (photo courtesy of Scott Maslen)



Susan and John Jones. (photo courtesy of Scott Maslen)



Larry and Nancy Traynor. (photo courtesy of Scott Maslen)



Bernie and Pat Satterwhite, Joe Wasek. (photo courtesy of Scott Maslen)

VA-115 Mini-Reunion



VA-115 had a mini-reunion as part of the larger Intruder Association gathering.

Friday evening we met at the North Island Officer's Club. We had over 50 aircrew & maintenance personnel, wives and other family members in attendance..all from the '71 and '72-'73 deployments on the USS Midway.

To commemorate the occasion, I completed a 12"x16" oil painting with a matte border entitled "Twilight Launch".

The reference photo for the painting was taken by Thom Watson of VA-115 during our '72-'73 cruise. Each of the pilots and crew signed it (see attached). After returning home, I've been in process of getting the painting replicated as a "giclee" on canvas.

The painting w/signatures are a special reminder of our time together, then and now, and it was a delight to be able to do this as part of our gathering.

If there are other A-6 drivers who would like a copy, I



can crop the signatures to make it more generic...feel free to contact me. I can probably get the generic copies completed and shipped for about \$50 each. If the Tribute team is interested in promoting the painting, we could price it at about \$80+/- and I'd be willing to contribute any profit to the Association for the Tribute.

Jim Horsley
VA-115/USS Midway, 1972-'73
jimhorsley4@gmail.com

DEPARTING

CAPT Louis Dittmar, USN, (Ret)

LCDR Brian "JD" Jackson-Dooley, RN (Ret)

CDR John Swanson, USN, (Ret.)

LCDR Patrick C. McKinnon, USN (Ret)



VA-52 40-YEAR REUNION

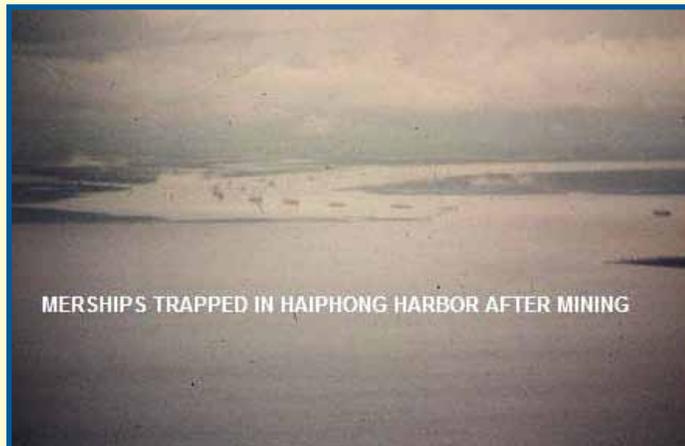
By Greg Wood

During the recent Intruder Association Reunion in San Diego, the Knightriders of VA-52 gathered to mark the 40th anniversary of our memorable 1972 Vietnam cruise while deployed on board the Kitty Hawk. The significance of this opportunity was further enhanced by the fact the dates of the reunion coincided exactly with VA-52's participation, along with other Intruder



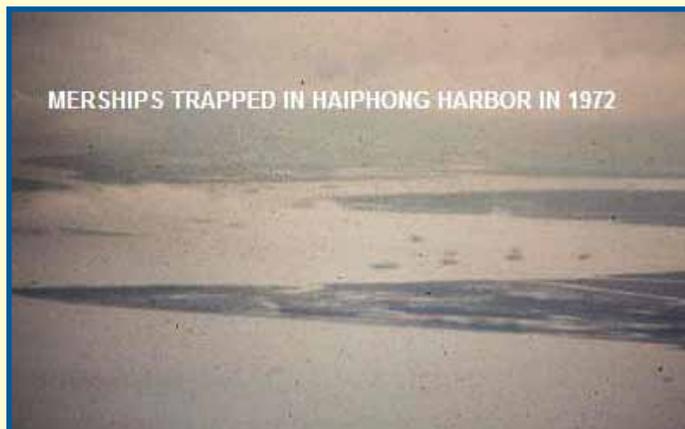
squadrons, in the historic mining of the approaches to Haiphong Harbor on 11 May, 1972.

Shown below are two pictures taken by me (then LTJG Wood) not long after the original mining operation was conducted while egressing south from another mission east of Haiphong. The photos clearly show the 3rd country Merships trapped in the main channel leading into Haiphong's port area.



MERSHIPS TRAPPED IN HAIPHONG HARBOR AFTER MINING

Merships trapped in Haiphong Harbor after mining.

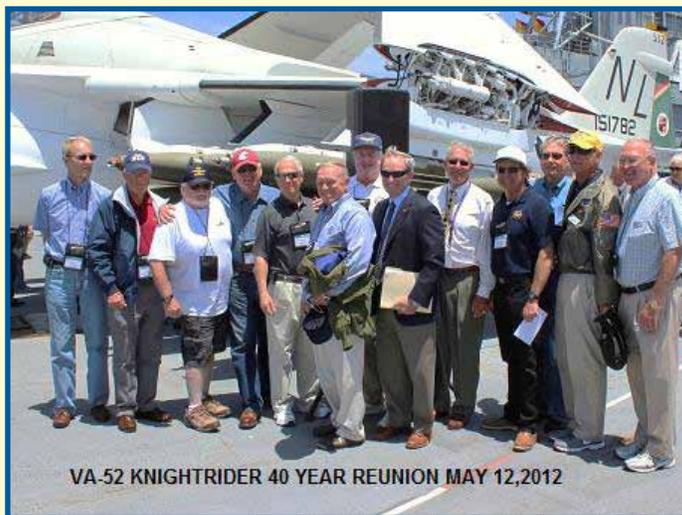


Merships trapped in Haiphong Harbor in 1972

In keeping with the highest traditions of Naval Aviation, the following squadron patch was designed to commemorate this historic event:

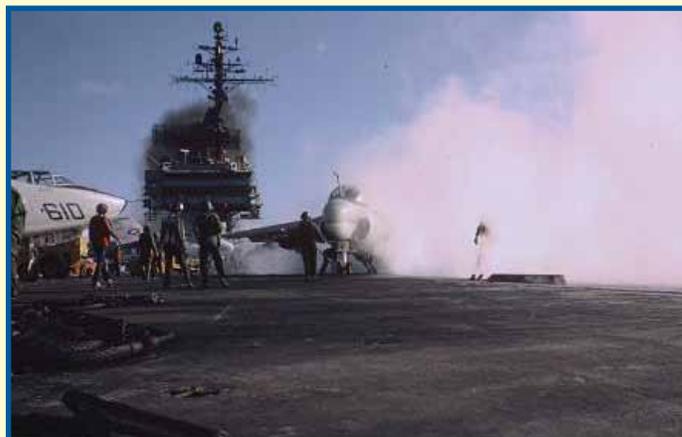


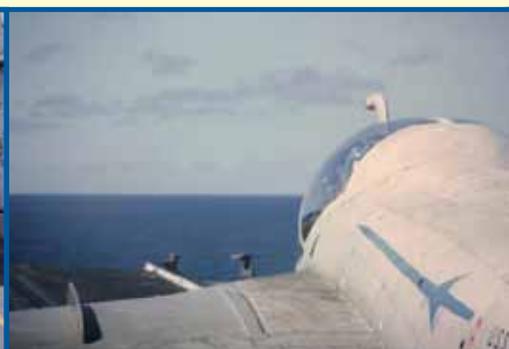
The Pilots and B/Ns attending the reunion and memorial service on the Midway are shown in the following photograph:



From left to right in the above photo: Ray Cebulski, John Little, Jack Jordan, Fred Jung, Dick Klemm, Paul Bloch, Greg Wood, Chuck Spielman (classmate of B/N Harry Mossman / KIA August 1972), Larry Yarham, Dave Woodrell, Bob Leitzel, Charlie Beauchesne, and Don Porten. Not shown, but attending the reunion were Robert Smitherman and Bob Bardwell.

In closing, the Intruder and Knightrider reunion activities combined with the exceptional San Diego location contributed to making this an outstanding event enjoyed by one and all. Attaboys around for the Intruder Association's job well done in coordinating an excellent reunion.





LEGENDS... *continued from page 7*

station], when they went ashore in the Philippines,” Reardon says, “or some exotic location such as Singapore or Hong Kong.” Carr doesn’t recall any drinking on the transit. “Doesn’t mean it didn’t happen,” he says. “I just didn’t see it. We did operations planning. We had targets, and we had to plan ‘em. And we flew.” He does remember a stop in Hawaii. “We pulled into Pearl [Harbor] and raised holy hell for a couple days.” And when they got orders to come off the line for the last time and head home, he remembers that, magically, beer and spirits appeared.

The navy retired the A-6 on February 28, 1997, after 693 had rolled off Grumman’s assembly line. By then it had inspired a shoulder-to-shoulder camaraderie. The Intruder Association, which Owens chairs, carries that torch, gathering pilots and bombardier/navigators to share stories and rekindle friendships.

“The Navy and the Marine Corps finally got a plane that could unite the services,” says Carr. “You’d never get those guys together, except for their common love of the A-6.” He would receive 10 Distinguished Flying Crosses and a Silver Star, and flew in Operation Desert Storm. Carr retired a full colonel in August 1994.

The Intruder’s precision strike role was briefly handled by the F-14 Tomcat. The other multi-crew tactical aircraft of today—the F-15E Strike Eagle and the F/A-18F Super Hornet—are, like the Tomcat, tandem seaters, with the weapons systems officer

behind, not beside, the pilot. Their fundamental design rule is to be streamlined. These aircraft are expected to do it all: attack, dogfight, recon, electronic warfare. The F/A-18 is a tanker too. They sport broad wings for maneuverability, but they’re packed with the tools for ground attack. They’re designed to fight their way in, deliver their payloads, and fight their way out.

The A-6’s shoulder-to-shoulder cockpit is a quaint curiosity in the pantheon of aerospace engineering. Another shoulder-to-shoulder workhorse was the General Dynamics F-111, which was retired in 1996. Grumman’s electronic warfare version, the EF-111A, was retired in 1998. That leaves the EA-6B Prowler. Though the Marine Corps may fly the Prowler into the next decade, the Navy plans to fully convert to the tandem-seat EA-18G Growler by 2012.

Ruggiero reflects warmly on his airplane. “We didn’t have to be supersonic,” he says. “Our plane was a good truck and didn’t have to be pointy. We had to deliver weapons to the target in all kinds of weather.”

Reardon remembers a bombardier/navigator who offered a suggestion for her book’s cover that he thought would perfectly suit the airplane and its mission. “He said, ‘You should make the cover pitch black, black as the darkest night, and make it sopping wet.’



Rafael Lima is a writer and documentary video producer based in Coral Gables, Florida. You can view this story and comments online at <http://www.airspacemag.com/military-aviation/Legends-of-Vietnam-Shoulder-to-Shoulder.html>.

LET'S GET ONE FLYIN'!

By Rick 'Boris' Norris

Last year at Tailhook at the Intruder Assoc. breakfast one of the items of business was discussing projects to honor the Intruder and the men and women who built, flew, and maintained her. It suddenly hit me that the ultimate tribute would be to get an Intruder back in the air and on the air show circuit! There were immediately some skeptics, but most common reaction was a smile and a sparkle in the eyes.

Of course the skeptics have a point. Isn't this the 50 maintenance man hours/flight hour maintenance hog that was retired largely for that reason? Well, sort of. First off, just before the Intruder retired there were updates that lowered the maintenance load like the plastic wing and the

Consider this... In the UK a charitable foundation called "Vulcan to the Skies" is operating a four-engine Vulcan strategic bomber! We should be able to keep an Intruder in the air.

Sunstrand CSD. But even more importantly, we would not be flying and maintaining the aircraft as we were in the fleet. There would be no saltwater environment, no punishing cats and traps, no jarring high speed low levels through turbulent mountain air, and no 12 passes per flight in the 40 deg. dive pattern with a 4 G pull out after each pass. We could do rolling reduced thrust takeoffs to minimize FOD hazard and keep engine temps down, prolonging engine life. We would not have to maintain the bomb/nav system which alone would cut about half the gripes. (Apologies to my fellow B/Ns, but no one goes to the airshow to see the radar and INS in operation.) Corrosion control would be greatly reduced away from the salt air of the carrier and could be minimized even more by finding a home for the aircraft in a dry climate, hangared of course. (More on that later.)

So, even assuming the maintenance costs would be much reduced, it still would not be cheap. So, how could we afford to fly it? While I am not the foremost expert on the subject, through discussions with people on the air show circuit, I have a good idea of the way the system works. If you have a cool airplane, the air show pays you an appearance fee for showing up, usually several thousand dollars, based on demand and desirability of the airplane. You also might

get several dollars per mile to fly there. At the show, the organizers give you fuel for any flying displays, then fill your tanks when you leave. The crew would get hotel and rental car. That still might not cover everything, but with volunteer manpower helping with, or perhaps even providing most of the maintenance, we should be able to keep cost at a level where modest support from the organization could make up any difference. Funds could also be raised by selling flight experiences (ie. rides) to the public à la the Collings foundation in their TA-4J. Pilots and B/Ns or mechanics who want to crew the A-6 at air shows could be encouraged to contribute financially to the effort.

Costs might also be shared with another organization. Just brainstorming here, but maybe we could partner with a museum that would be happy to display the aircraft (indoors) when it is not out flying. Such an organization may also have valuable experience in the legal/admin aspects of procuring the aircraft and dealing with the FAA.

Still not convinced it is doable? Consider this. Here in the US the Commemorative Air Force operates a B-29, "Fifi", powered by FOUR tempermental 18 cylinder piston engines. In the UK a charitable foundation called "Vulcan to the Skies" is operating a four-engine Vulcan strategic bomber! We should be able to keep an Intruder in the air.

Now I'm going to do something I am loath to do. I am going to ask others to do something I myself am not willing to do. I, like many of us, am still working full time and have other obligations as well. I would like to put out a call to those of you retired empty nesters to take charge of this project and take it from an idea to reality. I believe this would be the most effective way to spend the association's time and money honoring the Intruder community by educating the public about the contribution the A-6 made to our nation's defense. It would, I believe, have the secondary effect of energizing the membership like nothing else could do. So, let's launch the Intruder!

————— ★ —————

Rick "Boris" Norris served as a B/N at Whidbey Island from 1981-1989 and later retired from the reserves. After a first sea tour in VA-52, he went to VA-128 as an instructor and was a plank owner at Medium Attack Weapons School before returning to VA-52 for a second sea tour. He currently lives in Denver CO and flies the Boeing 757 and 767 as a first officer for United Airlines.

99 Intruders: Upcoming Events, Listen Up!

Tailhook 6-9 September 2012. The Intruder Association will have a booth and will be part of the Attack Ready Room.

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



★ Membership Report

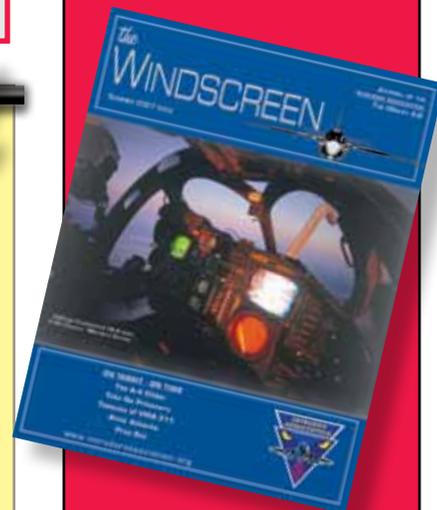
Fellow Intruders

We currently stand at 949 active members. We did not do very well in retrieving the 300+ members who have drifted away. If every member would only bring in one new member between this Windscreen and the next, we would more than double our membership. I am sure you have many of these fallen away members in your email, Christmas card lists, and we need your help to get them back in the fold. We had a guy rejoin last week you had drifted away in 2008, so they're still out there. Check the 99 that was sent out and let's retrieve them.

Clyde Cain
Membership Chairman



New members
will receive



the new
Windscreen
newsletter
2 x annually

Welcome Aboard

NEW MEMBERS

Jesus Albarracin..... Willis, MI	Kenneth Lyon Rayne, LA
Vinny Argiro Chesapeake, VA	Murray Mayeux Simmesport, LA
Bob Ascherin Redding, CA	Greg McCreary Lizella, GA
Kyle Barrett Middletown, RI	Cal Mithuen Arlington, WA
Howard Bristow North Attleboro, MA	Randy Myers Sandy, UT
Don Brown Park City, UT	Richard Nelson Sumter, SC
Richard Campbell..... Hewitt, TX	Jim Nuessle..... Rome, NY
George Coleman..... Bridgeport, CT	White Pam Seattle, WA
Skipper Coppock Chelsea, OK	David Papenhausen Redmond, WA
Bob Cox Munford, TN	John Perkins..... St. Louis, MO
David Cuttino Townsend, GA	Howard Peterson Roy, UT
Ed Downum..... Vista, CA	Don Quinn Pensacola, FL
Larry Futrell..... Spring Branch, TX	Charles Reeves Vista, CA
Jim Gerakines Lancaster, CA	Joseph Ricciardi..... New Philadelphia, OH
Feathers Gerald..... Southaven, MS	Marco Romani..... Burlingame, CA
Bob Gilman San Diego, CA	Steven Schoen Lake Stevens, WA
Peter Hansen Dumfries, VA	Joe Schreiner..... Olympia, WA
Chris Haynes Hamilton, OH	Robert Selby Ogden, UT
Randy Johns..... Lake Forest, CA	Kelly Siebecke..... Concrete, WA
Stu Johnson..... Williamsburg, VA	Robert Smitherman Shreveport, LA
John Jones..... Lawrence, KS	Michael Stout..... Elkins, AR
John Juan Oak Harbor, WA	Bob Tanner..... Jackson, NJ
Crissler Kim Muskogee, OK	Gary Thomas Deptford, NJ
Mike Kneeland Brainerd, MN	Tom Uryga..... Portland, OR
A. Donald Krahling..... Yuma, AZ	Joseph Vender..... Massillon, OH
Robert Lane Bellingham, WA	Maarten Vermaat Marquette, MI
Ron Lankford..... Chattanooga, TN	Richard Watts..... Linton, IN

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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

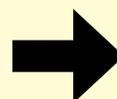
War Veteran of: Korea Vietnam Gulf

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.

Click JOIN/RENEW link at www.intruderassociation.org