

the

WINDSCREEN

SPRING 2013 ISSUE

JOURNAL OF THE
INTRUDER ASSOCIATION
VOLUME 1



MUSEUM A-6 TRIBUTE

ON TARGET - ON TIME

- A-6 Days
- X-47B Navy UCAS
- Intruder Gray Eagles
- Northwest Intruders Winter Rendezvous

www.intruderassociation.org



THE SPAR FROM YAR: A MESSAGE FROM THE IA PRESIDENT



Larry P. Yarham

Fellow Intruders....

I am pleased to update all on past events and present projects. **Hook'12** celebrating Marine Corps Aviation Centennial was successful and well attended. The Association enjoyed the benefits of changes from previous Hooks. We upgraded the Intruder Booth location to the main area along with all the major corporate booths. This provided better visibility of the Intruders and a significant increase in visitors. The main themes of our booth included MEMBERSHIP (of course) and the Intruder Tribute, which generated considerable interest toward "Preserving the Legend of the Intruder".

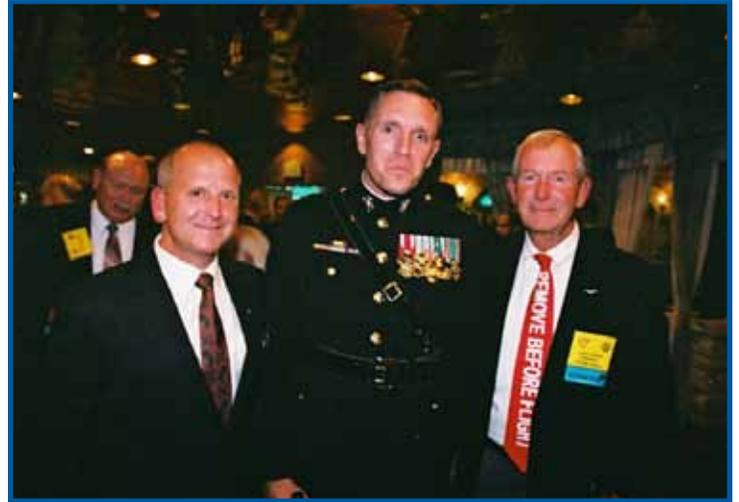
We again cosponsored the Hook 'Attack Ready Room' with the A-4 Bubbas and made some changes that significantly reduced our portion of cost without any impact to the overall enjoyment of attendees. Also, special thanks for the generous donation that Tlad Webb provided from Zodiac Aerospace that further reduced the Association's RR cost.



Hook IA Booth



Kristen and Tlad Webb preserving the legend.



CAPT Sterling Gillam, Tailhook President), and Larry Yarham with a Marine attendee at the Hook Banquet

The annual **Intruder Breakfast** was well attended with a number of Flag Officers, including NASA Administrator MGen (ret) Charlie Bowden. Following the breakfast, we had a well-attended and lively 'member's meeting'.

The latest **Intruder Scholarship** winner, Jessica Sewell of Humble, Texas was announced at the Admiral Jig-Dog awards luncheon with due credit given to the Intruders.

The **Intruder Tribute** is alive and well. Donations continue and we now have adequate funding for two Tributes. As planned, the initial Tribute will be for the National Naval Aviation Museum, Pensacola. Museum Executive Director Captain (ret) Bob Rasmussen has approved our final design, dimensions, graphics, write-ups and photos. Basically we are 'cleared in hot,' We expect to deliver the Pensacola Tribute this summer with the formal dedication during the April 2014 National Reunion. Attached are pictures of a 'final design' model and of the four Tribute panels. *continued on page 4*





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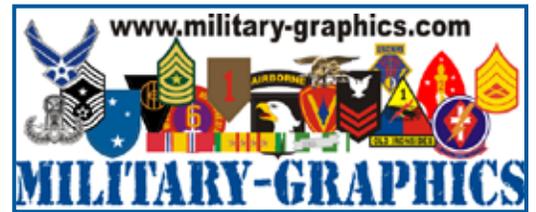
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The Windscreen @2013 is the official semi-annual publication of the Intruder Association. Editor, Steve "Caz" McCaslin. Contributing Editor, K.C. Pohilla. Managing Editor, Computer Graphics, Stephanie Davis. Printed by NCCOAST Communications, Morehead 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.

MORE SPAR FROM YAR: A MESSAGE FROM THE IA PRESIDENT

The Tribute has been a significant effort that included Fred Metz's insight & public display experience, alumni support of the many Intruder photos submitted for consideration, the artistic talent & patience of Jim Smith of Laser Image & Design Inc. and the team of professionals with Military-Graphics, Inc. who provided all the squadron logos in high-resolution in the format required for Laser Image & Design.



Laser Imaging & Design
INCORPORATED

We are working with the Smithsonian Air & Space Museum to induct the second Tribute in the Smithsonian Udvar-Hazy Center at Dulles International Airport, VA. I recently presented a Tribute proposal to the Air & Space Museum Director General Jack Dailey. He very much likes the Tribute and definitely wants it in the Museum. He has tasked a committee to review all the federal museum exhibit regulations to determine Tribute eligibility...which scares me and I am fearless! If funding allows, the NW Area is the prime candidate for a third Tribute.

Intruder Tribute 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

Donors of \$500.00/\$1000.00 or more will have Name, Call Sign, Rank and Service listed on all Tributes. One panel will be for "In Memory Of" names. Please get the word out to **ALL INTRUDER ALUMNI**. We want to make sure that everyone who would like to contribute is aware of the opportunity before funding is closed.

Reminder, **2014 National Intruder Reunion** will be in Pensacola with many great events programmed for your entertainment. We will have our reunion banquet in the National Naval Aviation Museum under the Blue Angel A-4 Diamond formation 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. To put it in today's vernacular, "It will be an epic event."

Members are supporting museum A-6 projects at the Pacific Coast Air Museum in Oregon, the Smithsonian Air & Space Museum, DC and the Castle Air Museum, Castle AFB, CA.

Association Officers continue to maintain their commitment to improving the Association and benefits to all members with focus on keeping the Intruder Association **THE BEST ASSOCIATION** and providing membership with 'best value' for your continued support and efforts. **Thank you all for your faithful membership, support, participation & belief in your Association.**

Best wishes...Larry



FROM THE VICE PRESIDENT

Dear Fellow Intruders,

A few reflections to share: Recent months have brought with them several obituaries of Intruders, and in reading the fascinating things they did in the cockpit as well as thereafter, I am reminded what a rich heritage the community represents for Naval Aviation today.

My son is in the Hornet RAG, but for the past 2 years, as his peers or instructors learned that he was the product of an Intruder family, they were quick to mention the deep respect for the A-6, its aggressive mission, and the Intruder Aviators who took it to the air. It is the stuff of legends that a disproportionate numbers of combat "V"s are worn by these Intruders, recognized even by today's youngest aviators.

So many Intruders went on to command carriers, air wings, CarGrus, fleets, at least 4 four stars, 4+ Shuttle Astronauts, an Ambassador to China, a SecNav, and a series of Navy and Air Force Program Managers, in the JSF, F-18, F-15, C-130, A-12, and many, many leaders in the defense industry, each bringing experience, wisdom and insight where and when it matters the most.

But, we're getting older, and we're not making any more Intruder aircrews, so, like the Tailhook Association, we should not be shocked to see membership creep down with time. But as many of us realize, the decline in membership is largely a reminder not acted upon by an Intruder Association

member, when his 2 or 3 years runs out. So we are overlooking a chance to strengthen our rolls when we do not reach out and encourage our own close friends to send in that renewal.

Can you help? Can you make a few phone calls and stir a friend to renew his membership? If you do so, you'll certainly be showing him the respect he has earned, and welcome him back into the active rolls. Clyde Cain has been a tremendously energetic and focused Chair for membership. Well done to Clyde, now let's see how much we can assist him.

One final thought: We have a few very engaged squadron groups, with websites and a surprising number of engaged enlisted members. These folks represent the backbone of the abilities we tend to think about as our own, and we have all learned much at the knee of the MMCO. I suggest that if your squadron group has a strong set of enlisted Intruders participating actively, encourage them to join our ranks as well. They are the source of some of the very best legends and achievement our community has to boast about. I continue to be impressed by the incredible strength of association they manifest, ever proud of the times we spent at sea, overcoming challenges and storming into harm's way. Let's reach out to them as well--we have only greater insights to gain.

T. Lad

Intruder Association Financials for 2012

As of 31 Dec 2012

INCOME

Dues	\$17,380
Contributions	\$410
Dividend Income	\$82
Total Income (IA Operations)	<u>\$17,872</u>

EXPENSES

Web Site	\$3,600
Donations (MCAA)	\$2,500
Credit Card Fees	\$2,712
Postage, Mailing Services	\$602
Windscreen	\$5,144
Tailhook Prep	\$560
Tailhook Ready Room	\$485
Supplies	\$1,112
Total Expenses	<u>\$16,715</u>

ACCOUNT TOTALS

Operations	\$40,093
Midway RR	\$6,722
Whidbey Gateway	\$8,855
Gateway Flags	\$1,671
Intruder Tribute	\$54,407
Total All Accounts	<u>\$111,748</u>

INTRUDER TRIBUTE

Intruder Tribute Income	
Contributions	\$68,008
Pledges
Total	<u>\$68,008</u>

Intruder Tribute Expenses

Laser Imaging & Design	\$12,500
Misc	\$1,101
Total Intruder Tribute Expenses	<u>\$13,601</u>



FROM THE CHAIRMAN

99 Intruders:

With 2013 well underway my note this issue focuses on what's gone on and what's to come.

2012 was quite an eventful year for us and it was great watching it all happen. Larry and our Board continue to impress everyone with all that is being done - fairly astounding for our volunteer leadership organization. As I noted in my end of the year '99, I would continue to encourage any of you to say so in a note, etc. to any of our Leadership/Board members. I know any expression of thanks will be truly appreciated - and give them a "vote" of confidence best of all, some feedback on their efforts.

Accomplishments in 2012 were several, but most significant was progress on the Intruder Tribute for the Naval Aviation Museum (site of our 2014 reunion). The design has now received full approval and acceptance by the Museum director. Our leader, through his diligence, and you, our membership, enabled this success - with your contributions. Our Association members stepped up and contributed enough for two Tributes and the Board is now engaged in discussions with other prominent

museums/aviation displays (that own an A-6) for addition to that display. Ours for Pensacola will be ready this year and we hope to have a second site also identified this year. I know everyone will be very proud of what we have finalized for the display.

Our finances. Good news all around. Funds have not been a problem because of your generosity: in addition to the success of the Tribute fund drive, our enduring Scholarship fund is fully subscribed and a bit more was added to the annual amount this year because of members' generosity. Thank you all for being so giving to all of our efforts. 2013 may end up a year in which we don't ask for any additional contributions - other than your dues renewal.

I'll conclude with requests I made in the year-end '99: (1) help Clyde's efforts and make sure you renew your membership this year - and (2) try to bring a new member into the fold to keep our numbers up. It's most important to our continued "vi-brancy" and efforts to keep the Intruder out in front in as many venues/publications as possible.

Happy 2013, everyone Tim



BLUE ANGELS 2013 SCHEDULE



*This may be completely rescheduled due to the sequestration.

MARCH

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

APRIL

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

MAY

04-05 Defenders of Liberty Air Show Barksdale AFB, LA
11-12 50th Ann. JMWE Airport Air Show Jackson, MS
18-19 Wings Over Wayne S. Johnson AFB, NC
22 USNA Air Show US Naval Academy, MD
24 USNA Graduation Fly-Over US Naval Academy, MD
25-26 Lynchburg Regional Air Show Lynchburg, VA

JUNE

01-02 Rockford AirFest 2013 Rockford, IL
08-09 OC Air Show Ocean City, MD
15-16 Indianapolis Air Show Indianapolis, IN
22-23 Spectacle Aerien Int'l Bagotville Bagotville, Quebec, CN
29-30 Rhode Island National Guard Air Show North Kingstown, RI

JULY

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

AUGUST

03-04 SeaFair Boeing Air Show Seattle, WA
10-11 Fargo Air Show Fargo, ND
24-25 KC Aviation Expo Kansas City, MO
31 NAS Patuxent River Expo NAS Patuxent River, MD

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

A-6 DAYS

By Stephen Coonts

When I was young I lived a great adventure. I joined the United States Navy and went to flight school. Then I got lucky. The naval bureaucracy sent me to NAS Whidbey Island to fly A-6 Intruders.

So the adventure began. I soon met my first A-6. Walked around it, touched it, climbed into the cockpit and smiled broadly. The Intruder was and, if you can find one in a museum, still is a big ugly thing, sort of like a flying drumstick, fat in the front tapering to a delicate-looking, shapely tail. It sported the sexy tail because the jet exhausts were at the wing root, so the plane didn't have a couple of pipes running out the back.

Like so many of the men now gray-haired and grandfathers who flew A-6s, I would love to live the experience over again. Would love to meet my fellow adventurers one more time, when we were young. Would enjoy immensely sitting through the lectures about aircraft systems, studying emergency procedures ad infinitum, spending hours with my NATOPS manual, and finally donning a flight suit, steel-toed boots, G-suit, torso harness with survival vest, helmet, gloves, grabbing my bag with charts and approach plates, and waddling out to my waiting steed.

The roar was always satisfying, a visceral howl that carried for miles. Everyone on the base could hear the beast ready for flight. The nose oleo would compress a little. Yeeeah!

If only I could once again settle into that ejection seat and flip switches and twist knobs. With the yellow huffer roaring away, I would push the crank button and that right engine would begin to turn.

Soon we would be taxiing and my BN and I would be doing all those things pilots and BNs do to ensure their steed is indeed ready, including the takeoff checklist liturgy.

On the runway with the brakes firmly applied, I would advance the throttles, not too fast, not too slow, but just so, "smoothly," as the book said. The roar was always satisfying, a visceral howl that carried for miles. Everyone on the base could hear the beast ready for flight. The nose oleo would compress a little. Yeeeah!

Then I would release the brakes and away we would go... faster and faster and faster and the stick would come alive and the nose would lift itself off because I had the trim set just so, six degrees nose up. Free of the ground, climbing, I would stop the rotation, start feeding in forward trim, and lift the gear handle. Wait for the rollers to lock up, wait for the airspeed to build enough to lift the flaps and slats, checking that there were no warning lights... and my BN and I would roar off into the wild gray Whidbey yonder... again.

One more time.

I have flown air-planes most of my adult life. But I fell in love with flying in A-6s.

What a sweet, honest airplane. When you were up there cruising along on a sunlit day the sunshine would stream through that huge canopy and soon you would be thumbing

the air conditioning to a cooler setting. Sweating under your flying suit, running a finger up under your visor to swab away sweat from your eyes, feeling the way the plane rode the air, responding to every control input, even the tiniest... well, the experience filled a place in my soul.

The men I met in the Navy (the squadrons were all male then) were universally interesting. A few were assholes, a few were super technocrats, but most were extremely competent young men somewhere on the spectrum between those poles. These were men to fly with. These were men to fight with. And if necessary, these were men to die with. They were good friends and good companions for life's journey.

Walking out onto a flight deck, manning up, taking cat shots, flying around a while and dropping some bombs (without getting shot at), doing a few whifferdils on the way back to the boat, then catching a wire (hopefully the third one) and strolling into the ready room to laugh and scratch with my shipmates—yes, I'd love to do that just one more time. Or two more. Hell, I'd *pay* to go another cruise. I remember poker in the JOs' bunkroom, mid-rat sliders, liberty in Hong Kong and Singapore. It certainly wasn't all fun and games, but life never is. Naval aviation was dangerous, people died doing this, combat was insanity, at times I was so scared that even today, all these years later, I remember the fear. And yet... That was Life with a Capital L, the 200-proof stuff, the raw, pure essence.

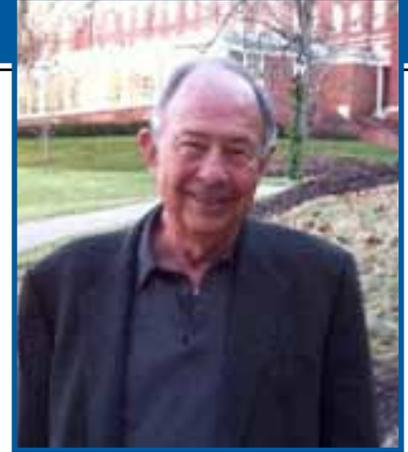
I recall one summer afternoon aboard USS *Nimitz* off the Virginia Capes. I was the arresting gear officer that day. The ship didn't have any planes aboard, but an A-6 outfit had flown an Intruder out so the captain could log some traps. He wanted a thousand. Heck, so did I. He got them and I didn't.

Anyway, I stood on the fantail looking up that 1,100-foot deck, watching the ship gently pitching up and down, riding the sea, while the lone A-6 with the captain at the stick taxied to Cat 1, took the shot, came around and trapped and did it all again. Over and over. I've forgotten how many traps he got, but if I had been in that cockpit, I wouldn't have stopped until the tailhook had to be changed or I wore out the #3 pennant.

Yeah, I would do A-6s again. In a heartbeat.

If only it could be so.

Novelist Stephen Coonts logged 1,600 hours in A-6s during and after the Vietnam War, and 305 carrier landings



Steve Coonts

INTRUDER GRAY EAGLES

By Pieter VandenBergh

Can you imagine a ready room of six Intruder pilots still flying for the US Navy with a combined experience level of over 60,000 military flight hours and over 200 years of military flight service? That's an average of over 10,000 military flight hours and 35 years of military aviation service per pilot. Such a group of ex-Intruder aviators flying actively does exist within Naval Aviation today. They are known as the "Gray Eagles."

For 30 years the "Gray Eagles" organization has flown as contract pilots for the Naval Air Training Command's Training Air Wing SIX and currently flies the T-39N and T-39G Sabreliner based at Naval Air Station Pensacola Florida. The pilots train U.S. Navy, Marine Corps and international Undergraduate Military Flight Officers in the intermediate phase of flight training with Training Squadron TEN and in the advanced phase of flight training with Training Squadron EIGHTY SIX. These six contract pilots currently work for L-3 Vertex Aerospace whose Chief Pilot Pieter VandenBergh is a retired Navy Captain and a former Commodore of Training Air Wing SIX. Pieter VandenBergh was the last Commanding Officer of the world famous "Green Lizards"

VA-95 and he states this about the Gray Eagles, "I am fortunate to lead an organization established and fostered under the leadership of the exemplary Gray Eagle Chief Pilots that preceded me. We have assembled and directed this squadron of contract pilots who were hand-selected for their flight experience, immense talent, love of flying, and dedication to the mission of training prospective air warriors for the fleet. It's like managing an All-Star dream team with a legacy of professionalism without equal."

On a daily basis the "Gray Eagles" fly low-level visual navigation and radar navigation air-to-ground strike training routes, airways navigation and air-to-air combat tactics radar intercept sorties. The Student Naval Flight Officers (SNFOs) that they train in conjunction with Navy and Marine Corps Naval Flight Officer Instructors will become Weapon System Operators in F/A-18D and F Hornets and Electronic Counter Measures Officers in the EA-6B Prowler and F/A-18G Growler. In addition to training Navy and Marine SNFOs, the "Gray Eagles" also fly International students from Germany, Saudi Arabia, Kuwait, Italy and Singapore.



Shown in the picture are; Pieter VandenBergh, Pat Twomey, John Wilson, Marv Miller, Russ Early & Carl June.

TRAINING AIR WING SIX

Chief Pilot Pieter VandenBergh (VA-145/CVW-2/VA-95) sums up the challenging flight environment faced by the “Gray Eagle” pilots and military instructors, “Each mission crew consists of the SNFO, a fleet experienced NFO instructor/mission commander and the Gray Eagle pilot whose job it is to provide a safe and effective training environment. Training scenarios include air-to-air missions where fighter and target aircraft closure speeds reach 800 mph, and low-level strike missions at 500 feet AGL and 350 mph employing radar and visual navigation techniques. Although flight hours and prior experience in military fixed wing operations are prerequisites, we take a hard look at “fleet” reputation, personality, motivation, and crew resource management (CRM) skills. A key consideration of all Gray Eagle applicants is their suitability in the CRM intensive T-39 multi-seat aircraft.”

Training to be a winged warrior is serious business not without risk. We try to instill in every student the enthusiasm to seek out and attack the challenges that will earn them their wings of gold, and more importantly, the challenges they will face on the front lines in defense of freedom

The current cadre of “Intruder Gray Eagle” pilots are made up of retired Naval Aviators some of whom are former Navy Air Wing Commanders, Naval Air Station Commanding Officers, and Squadron Commanders. Intruder Gray Eagles’ combat experience includes Viet Nam, Iraq, Bosnia, and Afghanistan.

Today the Gray Eagles ready room consist of over 20 pilots, 50 percent are Navy, 35 percent Marines, and 15 percent Air Force veterans. The “Gray Eagles” are considered an integral part to the squadron’s that they fly with-in Training Air Wing SIX.

Pat Twomey (VA-145/VA-196) confirms this stating, “Constant close coordination with the squadrons is critical to mission accomplishment whether accommodating immediate emergent requirements or long-term planning for our annual two-week detachment with VT-86. One indicator of our success is the camaraderie displayed daily in our ready room that is indistinguishable from that in active duty Navy and Marine Corps ready rooms across the fleet. Everyday, we share the ‘There I was...’ stories of combat situations, ejections, day & night barricades, straight deck traps, bad weather recoveries, call sign origins and the typical competitive banter between type ‘A’ personalities.”

Our senior supervisor, Russ Early (VA-176/VA-85) adds, “Training to be a winged warrior is serious business not without risk. We try to instill in every student the enthusiasm

to seek out and attack the challenges that will earn them their wings of gold, and more importantly, the challenges they will face on the front lines in defense of freedom. Gray Eagles are serious about our continued contribution to the defense of our nation and the preparation of those who are following in our footsteps to do what we once did. The Naval Flight Officer training program has undergone many changes over the years but the one constant has been the energy, focus, enthusiasm and determination to excel that the Naval Flight Officer Mission Commanders / Instructors and Naval Flight Officer Students bring to this challenging training environment.” We are thankful and honored to be part of the Navy Team and treasure the experience of being Gray Eagles.”

John Wilson (VA-145) has been flying the T-39 for almost 15 years with over 6500 hrs and he says, “This is a dream job. Where else (after retiring from the military) can you continue to do what you love to do, flying jets for the Navy and Marine Corps while training warriors? Our job is to fly. Working with the young warriors in training and their instructors keeps us all feeling young. This is the best job that I’ve ever had. It’s like being an active duty pilot but without the multitude of other jobs that most aviators are tasked with. The most rewarding aspect of this job to me is the privilege to work with the young warriors who have chosen military aviation as a way to serve their country and thus help pay the steep cost of our country’s freedom

Carl June (VA-85/CVW-1) who flew the mighty Intruder as CAG-1 Paddles echoes Johns’ remarks. “Without a doubt, this is the best job possible for military aviators who love to fly. Getting hired here was like getting permanent orders as a Lieutenant to the best squadron in the fleet, with a guarantee of plenty of flight time, no deployments (except “good-deal” short ones), and limited ground jobs. I show up to work each day in a flight suit, hang out around retired and active duty aviators, fly a couple of military training sorties, and go home. Though it can be a little humbling when I consider the unbelievable amount of experience most of the pilots have, the ready room is always easy-going and down to earth.

Marv Miller (VA-115) and our go to NATOPS guy for complicated system issues with over 5000 Sabreliner hours says it all for us, “... We are all very proud that every time we see or hear a two-seat tactical aircraft, we know we were an integral part of that crew’s training.”

With Naval Aviation’s 100th Anniversary behind us, this group of active flying Intruder aviators is one of Naval Aviation’s living treasures and contains a cross section of experience from its illustrious history. Next time you see an orange & white Navy Sabreliner flying, it should remind you that “Intruder Gray Eagles” pilots can still soar and hit the target on time.

We’re all looking forward to the spring time 2014 Intruder Reunion, hosted here at the at the “Cradle of Naval Aviation”, the Naval Aviation Museum in Pensacola, FL.

INTRUDERS FOREVER!

X-47B Navy UCAS

By *RADM (Ret) Tim Beard*

X-47B Navy UCAS (Unmanned Combat Air System) Demonstration program update. The Northrop Grumman X-47B program continues carrier suitability testing at NAS Patuxent River with the program's two demonstrator aircraft. They have been operating out of Pax since early summer 2012, and in November, both air vehicles flew shore-based catapult launched sorties – off, around the pattern and back for landing/computer analysis. Those tests were flawless – and, has been the case all along, the birds touched down at the same point, on centerline, every time. In December, air vehicle #2 was barged to Norfolk and hoisted aboard USS Harry S. Truman (CVN-75) for “carrier integration testing.” While at-sea aboard Truman, major elements of the X-47B hardware and software were tested in the carrier environment, including the “Control and Display Unit” (CDU) which is the device utilized to control taxi on the deck (via UHF link). Using the CDU, a trained “Deck Operator” taxied the X-47B in all areas of the flight deck as well as onto the cat for checks of hook-up procedures. Later this year the program will return to an east coast carrier and conduct a full carrier landing, launch

and taxi demonstration using both X-47B aircraft. The program concludes in 2014 after a demonstration of autonomous aerial refueling (full hands off/totally computer controlled rendezvous, etc. into a basket).



CDU



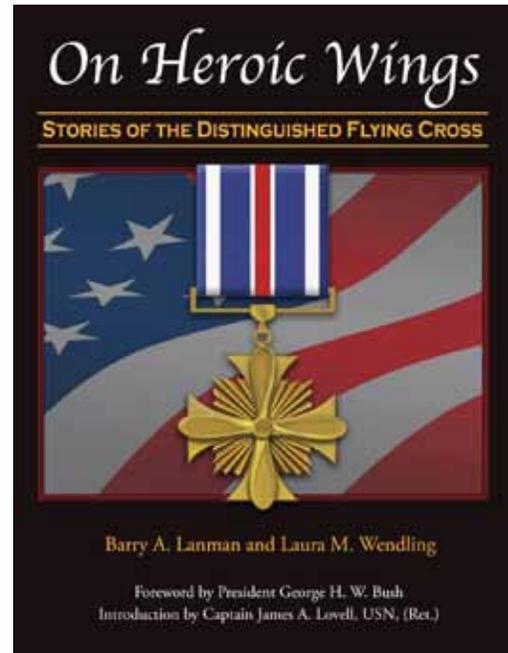
X-47 on Truman

BOOK REVIEW: "ON HEROIC WINGS"

The old adage "You can't judge a book by its cover" doesn't apply in this case as the front and back covers of "*On Heroic Wings: Stories of the Distinguished Flying Cross*" are beautiful, simple and striking but what is inside is extremely meaningful and entertaining at the same time. The first thing you come across is the beautiful painting "Distinguished Flying Cross" by legendary artist Ruth Mayer. This is followed by a great Foreword by President George H. W. Bush (DFC recipient) and a striking Introduction by Jim Lovell (also a DFC recipient). There are some outstanding color photos in the front matter and then the two authors, Barry Lanman and Laura Wendling, really go to work. They start with the history of the DFC and the legacy of some of the early recipients (both famous and ordinary people) including many little known facts about them coupled with some great photos.

Then they get into the real heart of the book which is telling the stories of numerous DFC recipients, much of it based on their own words from Oral History interviews coupled with outstanding photos, many of them from the recipients themselves. This part of the book is broken down into the following five chapters: WWII, Korea, Vietnam, Recent Decades, and In a Class by Themselves. The stories are incredible and the following are just some of the ones included in the five chapters:

- Doolittle Raider becomes a Japanese POW
- Survivor of Battle of Midway becomes a Fighter Pilot
- Illegal Immigrant becomes double Ace
- Tuskegee Airmen
- Kamikaze Pilot Awarded US DFC
- Flying WWII aircraft in Korea
- The MIG Mauler Story that can now be told
- Glider Pilot, Bomber Pilot, Fighter Pilot and Test Pilot
- Three DFCs in one week
- One-Hundred Thud Missions
- Cobras, Corvettes & Cambodia
- A Native American Warrior
- The Libya Raid
- Rescues in Alaska and after Katrina
- Three DFCs in four days
- Astronauts
- Only US President to be awarded a DFC
- Casualty evacuations over Baghdad (Oliver North's "War Stories")
- WWII & Korea USMC Pilot also a New York Yankee Star
- Pilot dead sticks a U-2 at night after flameout over the Rockies
- Thirteen DFCs in WWII and Korea but tied by thirteen DFCs in Vietnam
- Medal of Honor Recipients and POWs



The men and women are from all five services, flying in a myriad of aircraft (props and jets), helicopters, space vehicles and even blimps, as pilots and aircrew of all ranks and rates. There are several father and sons, a grandfather and grandson, and twin brothers each being awarded a DFC but the most unique family is a husband and wife both being awarded DFCs as A-10 pilots.

The last chapter covers the Distinguished Flying Cross Society commencing with its formation and continuing up to the present and looking toward the future. The book finishes with a meaningful Epilogue by the Honorable Anthony Principi.

\$39.95 plus shipping and handling

Purchase on-line:

www.dfcbook.info or www.amazon.com



Barry Lanman



Laura Wendling

NORTHWEST INTRUDERS

By Jack Jordan

A happy group of 25 Northwest Intruders, spouses and guests gathered for their traditional winter rendezvous on 20 February 2013. The setting was the Scuttlebutt Brew Pub in Everett, WA. The food and the beer were...well, simply wonderful. They brew their own, and all present were most grateful to the Intruder Association for picking up the bar tab.

The event was coordinated from start to finish by Sam Bass, with the able assistance of John Scrapper. In addition to great brews and food, Sam arranged for guest speaker CAPT Darryl "D-Day" Walker, who is Deputy Commander, Electronic Attack Wing. CAPT Walker gave a great presentation on the EF/A-18 Growler, in which he demonstrated his knowledge, energy and outgoing personality. By the end of the day, we had all joined his fan club.

Sam also brought a friend, World War II veteran John Sevenich, who flew B-17s with the 8th Air Force out of England from January 1944 to the end of the war – a total of 28 combat missions over Germany. He and his group were the first to encounter the German ME-262 Schwalbe in combat. The ME-262 was the world's first operational jet-powered fighter aircraft.

The Northwest Intruder Association summer rendezvous will take place at the Oak Harbor Yacht Club on Sunday, 25 August. All Intruders and their families are welcome! Please look for the flyers announcing the event later this year.



John Sevenich, B-17 pilot WWII



Roy and Linda Lundeen



Dave William, Jack Jordan and Sam Bass



Capt Darryl Walker



Dick Toft, Frennd Backman, Jack Hawley and frineds



The group

WINTER RENDEZVOUS



Wayne Lockwood, Bob Pettyjohn, Jack Jordan and Roy Lundeen



Hangar flying

A VIETNAM WAR STORY: KA-3B WHALE VS RUSSIAN TRAWLER

There is no way to verify the truth of this so... It's still a good story!

The Russian “trawlers” (Russian AGIs) with what looked like one thousand “fishing” antennas, plied the Gulf of Tonkin on a daily basis. They played a cat and mouse game to see what havoc they could expend towards our two carriers operating there - 24 hours a day.

American ships in the Gulf were bound to obey the international rules of the road for ocean navigation. This meant that if the Russian ship maneuvered into the path of a carrier with the right of way, the carrier had to give way even if she was engaged in launching or recovering aircraft. The Navigator was constantly trying to maneuver the ship so that the trawler wouldn't be able to get in position to abuse the rules of the road and gain the right of way. Sometimes he was successful in sucking the trawler out of position, but the room available for the ship to maneuver was limited by geography, on-station requirements and rules of the road. Sometimes the trawler was successful interrupting flight operations. The pilots of the airwing were strictly forbidden to take any action against the Russian ship, but on one particular day in 1967 CDR John Wunche, the commanding officer of the KA-3B det aboard CVA-31 (BonHomme Richard), had finally had enough of the Russians' antics.

John Wunche was a big man with bright red hair and a flaming red handlebar moustache. He was a frustrated fighter pilot whom fate and BuPers had put in the cockpit of a former heavy bomber now employed as a carrier-based tanker. Wunche flew the tanker like a fighter and frequently delighted crews by rolling the “Whale” at the completion of a mission. His nickname was the “Red Baron.”

On 21 July 1967 he proved just how appropriate that name was. The Bonnie Dick had nearly completed a recovery. A trawler had been steaming at full speed to try to cut across the bow, and the bridge watch had been keeping a wary eye. For a while it looked as if the Russian would be too late and we would finish the recovery before having to give way to the trawler. But a couple of untimely “bolters” extended the recovery and the ship had to maneuver to avoid collision. As luck would have it, Wunche and the Whale were in the groove when the LSO waved him off for ship's turn. John crammed on full power and sucked in the speed brakes for the go around as the Bonnie Dick began a hard right turn to pass behind the Russian, and there, dead ahead of the Red Baron, was the Russian trawler.

He couldn't resist. He leveled the Whale about one hundred feet off the water and roared across the mast of the trawler with the fuel dump open, like a crop duster spraying a field of boll weevils. The Russian disappeared in a heavy white cloud of jet fuel spray, then reemerged with JP-5 glistening from her superstructure and running lip full in the scuppers. The trawler immediately lost power as the ship's crew frantically tried to shut down anything that might generate a spark and ignite the fuel. She rolled dead in the water in 31's wake, the crew breaking out fire hoses to wash down the fuel, as we steamed out of sight to complete the recovery.

We don't know what happened to John Wunche as a result of this exploit, or where he is today - anyone care to provide that information?

DEPARTING



Lawrence Mead, Grumman A-6 Design Chief
CAPT William H. "Otis" Shurtleff, IV, USN (Ret)
LCDR Harlan E. Dinger, USN (Ret)
LCDR Manfred "Fred" Schrupp, USN (Ret)
CAPT Morgan M. (Rick) France USN (Ret)
CAPT Neil E. Holben, USN (Ret)
CAPT Niles R. Gooding, Jr. USN (Ret)

2012 INTRUDER ASSOCIATION SCHOLARSHIP WINNER

Sponsored by the Intruder Association, this scholarship is presented by the membership of the Intruder Association to honor those who gave their lives in service to their country while flying the A-6 Intruder. An integral part of Naval Aviation for 32 years, the Intruder flew combat missions in Vietnam, Cambodia, Laos, Grenada, Lebanon, Libya, Iraq, Kuwait and the Persian Gulf. There were 28 squadrons among the Navy, Marine Corps and Reserve forces that operated the five Intruder models (A-6A, A-6B, A-6C, KA-6D and A-6E). Intruder crews and their technical representatives specialized in low-level/all-weather attack missions while taking part in all phases of the attack mission as they evolved during Vietnam and the Cold War. The United States lost 251 aviators in the A-6; this scholarship is to honor their memory and sacrifice.

This year's awardee is Jessica Sewell, of Humble, Texas. Jessica was born at NAS Whidbey Island. She graduated from Kingwood High School in the suburbs of Houston, Texas, where she received two varsity letters for playing attack on her high school lacrosse team, numerous awards for academics, orchestra and for her art portfolio. She attends the University of Mississippi and is pursuing dual majors in Mandarin Chinese and International Studies as well as a minor in Intelligence and Security Studies. Jessica is the daughter of CDR David Sewell, USNR(Ret), who was an A-6E bombardier/navigator with the VA-52 Knightriders.



99 Intruders: *Listen Up!*

It's time for your sons, daughters, grandsons, granddaughters to apply through the Tail Hook Association for one of their many scholarships, including the one sponsored by your Intruder Association. The application blank can be found on the Tail Hook website, <http://www.tailhook.org/> and must be submitted by March 15th.

The Northwest Intruder Association Summer Rendezvous will take place at the Oak Harbor Yacht Club on Sunday, 25 August. All Intruders and their families are welcome.

Tailhook 5-8 September 2013 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.

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



★ Membership Report

Fellow Intruders

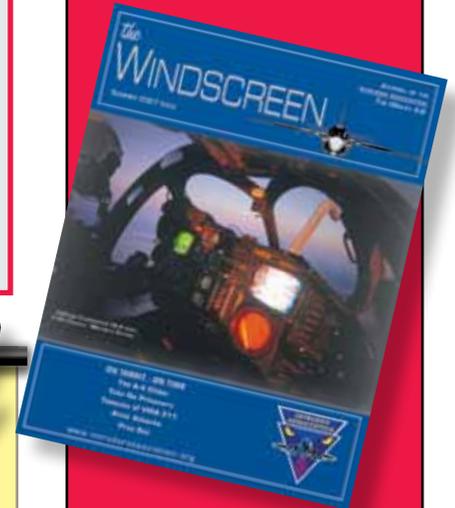
We currently have 847 active members and we have only signed up 34 new members since the Summer Windscreen submittal. We have lost 300+ members in the last two to three years. We need to look at our Christmas card list/email addresses and put a full court press on getting new members signed up. We have many exciting projects in work and we need everyone's support which will include beefing up the membership roles. No more new A-6 Bubbas are being created, so we need to find the ones that are out there. If anyone wants to help work the lost Bubba list, send me an email at membership@intruderassociation.com. I certainly will appreciate your help and you will be doing the Association a big favor.

For all you former Squadron COs contact your former squadron mates and get them to join the Association. We will announce in the Summer Windscreen which squadron added the most members. The challenge is on!

Clyde Cain
Membership Chairman



*New members
will receive*



*the new
Windscreen
newsletter
2 x annually*



Welcome Aboard

NEW MEMBERS

Primo Albiani..... Fallon, NV	Jim Maynard..... Fairfax Station, VA
Rick Bainbridge..... Virginia Beach, VA	John O'Neil..... Port St Lucie, FL
Robert Braithwaite Pensacola, FL	Stephen O'Sullivan..... Atlanta, GA
Wes Brown Andover, MA	Tracy Parrish..... Nashville, IN
Dennis Buck Donora, PA	Ken Pyle Fort Smith, AR
Joel Clifton Ridgeway, VA	Michael Rohlfs Virginia Beach, VA
Daniel Columbie..... Union, NJ	Tom Shields Annandale, VA
Timothy Cushman Chesapeake, VA	David Stansbury Poquoson, VA
Robert Digangi Windham, NH	Russell Stephen Portland, OR
Bill DuBois Milton, FL	Tom Sulick..... Twentynine Palms, Ca
Steven Enewold..... San Diego, Ca	Mario Tonkli Lewisburg, OH
George Fowler Salisbury, MA	Dale Turner Mooresville, NC
Cliff Hammock..... Waynesville, MO	Thomas Vance Oklahoma City, OK
Clayton Hartman Charlotte, NC	Larry Vestal..... Lilburn, GA
Spencer Hayman..... Wahiawa, HI	Rob Vlosky Pittsford, NY
Larry Jeeter Ellicott City, MD	Joel Watson..... Westfield, IN
Wroten John..... Walkersville, MD	Stephen Westhoff..... Sun Lakes, AZ
John Kelley Woodbridge, VA	Michael Wettstein..... Newmarket, NH
Conway Kevin..... Boonville, IN	Don Whitt Buffalo, WV
Ben Liner Tierra Verde, Fl	David Wick..... Acton, MA
Fred Matazzoni..... Oak Harbor, WA	Roger Wilburn Ardmore, TN

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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

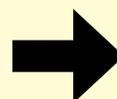
War Veteran of: Korea Vietnam Gulf

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