

the

# WINDSCREEN

SUMMER 2008 ISSUE

JOURNAL OF THE  
INTRUDER ASSOCIATION

VOLUME 2



## A-6 CARRIER SUITABILITY FLIGHT

NAS PAX RIVER  
SUMMER, 1962



### ON TARGET - ON TIME

The San Diego Reunion Review

The *Intruder* Takes Flight

Infamous Little Green Book

History of Brown Shoes in Naval Aviation

What's a Charlie?

Night Case III Approach

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



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

From the new IA President Larry "Yar" Yarham.



Larry P. Yarham

I am honored to serve the *Intruder* Association as your newly elected president along with our new Chairman of the Board, RADM Tim Beard, USN (Ret). Rupe and Mac have passed the torch of a vibrant organization that has grown tremendously to 1,288 members; chartered a much improved website, and re-established *The Windscreen* direct link to all members. During their term, *Intruder* alumni worked to complete the NAS Whidbey *Intruder* and *Prowler* displays; the refurbishment of the MCAS Miramar Leatherneck Museum *Intruder*; the refurbishment of the MCAS Cherry Point *Intruder*; and the USS *Midway* *Intruder* Ready Room. Most recently, the association sponsored the very successful National Navy-Marine *Intruder* Reunion in San Diego that included the dedication of the Leatherneck Museum A-6, and the *Intruder* Ready Room.

Quoting an old commercial jingle, "We've come a long way, Baby," and the *Intruder* Association owes a hearty thank you to Rupe and Mac.

Our association is fortunate to have the continuing services of Gator/VP, Caz/Secretary, Geoff/Treasure, John/Historian and Clyde/Membership. Clyde also joins the Board of Directors as USN Southwest Officer Representative along with new member Jim "Lurch" Joyner as USN East Coast Officer Representative.

We want to continue the membership growth and association involvement in worthy endeavors. As part of this goal, and with your continued support, the IA officers and board provide the following vision, goals and challenges for the remainder of 2008 and 2009.

### Goals for *Intruder* Association

- ★ Retain all 1,288 present members of the IA and grow the membership by 50% with focus on USMC membership growth.
- ★ Continue the *Windscreen* publication and provide timely 99 *Intruder* news/announcement blurbs.
- ★ Continue to improve and grow the IA website.
- ★ Achieve the \$40,000 perpetual scholarship goal.
- ★ Continue our liaison with Tailhook, the Tailhook Reunion booth, ready room and annual breakfast.
- ★ Continue to provide IA presence at the Vietnam Memorial ceremony on Memorial Day and expand the IA presence in similar type ceremonies/events around the country.
- ★ Establish a Navy-Marine Committee to investigate and recommend where the association can and should assist and solicit support for worthwhile projects such as the Cherry Point and Whidbey Island display A-6s, and aviation museum projects, etc., regardless of service or state affiliation.
- ★ Plan and coordinate "Intruder Reunion 2010".
- ★ Expand the IA/*Intruder* presence with Naval and Marine aviation organizations.

*We have a great organization that continues to get better. With your continued support, your ideas and your efforts, we will achieve our goals and vision.*

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

Larry P. Yarham

## NEWS FROM THE NEW IA CHAIRMAN OF THE BOARD



*The reunion this summer was a testament to the enthusiasm and camaraderie that our community still has, and I am all too happy to be able to contribute to maintaining that spirit.*

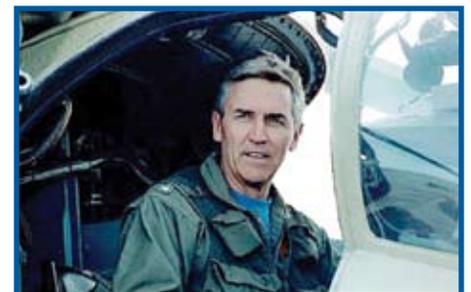
99 *Intruders*, I was honored to be asked to be the Association Chairman of the Board and am especially pleased to be able to serve on a board that has served our community so well. I also am especially glad to be serving with our new President, Larry Yarham, and *Intruder* Association officers who have been tireless in their efforts to support us, too. The reunion this summer was a testament to the enthusiasm and camaraderie that our com-

munity still has, and I am all too happy to be able to contribute to maintaining that spirit.

This is your association, so please let us know what we can do to better provide service to our membership and to the legacy of the *Intruder*.

I wish you all the best.

Tim Beard



Tim Beard back in the good old days.



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# THE 2008 INTRUDER REUNION

## MAY 1-4

### San Diego California

Submitted by Clyde Cain, Reunion Chairman

In San Diego, 471 people gathered to renew old acquaintances and make new *Intruder* friends. Many stories--both true and slightly embellished--were told.

The weekend started off on Thursday with an outdoor cocktail party, where old friends who hadn't seen each other in a long time got together to enjoy the evening.

On Friday, there was golf in the morning at MCAS Miramar, followed by a well-attended dedication of a Marine A-6 *Intruder* display, followed by a happy hour. Later that evening, there was a harbor dinner cruise around San Diego Bay. It was a great way to finish up the day.

Saturday was show time for The Ready Room 5 project on the USS *Midway*. After a short dedication speech on the flight deck, it was time to tour the ready room. Everyone was delighted with the way the ready room turned out. Kudos go to Larry Yarham and his work crew for all of the work done to make RR5 a first class tribute to the *Intruder* and the folks that were part of its legacy.

That evening, the banquet was held back at the hotel. There was a bagpiper there to play as part of the POW/MIA ceremony, and Colors were presented by the Color Guard from MCAS Miramar. One of the highlights of the evening was the impromptu start of a collection toward the \$ 40,000 goal to establish a perpetual *Intruder* Association scholarship through the TailHook Association. Over \$5,000 was collected that night to start the fund. After dinner, everyone went up to the hospitality suite to finish off the evening.

Sunday morning there was breakfast and a last chance for everyone to say their goodbyes before heading home. This reunion had the most people in attendance of any reunion to date. We will see if we can top this one in 2010.

The hotel, the Town and Country, gave us an entire floor at the top of the building for our hospitality suite. The suite was open from early in the morning till the wee hours of the next morning. All in all, everyone seemed to enjoy themselves.

Many thanks to the folks at Military Reunion Planners for the outstanding job they did, and to the reunion committee folks--Larry Yarham, Harry Spies, John Valovich and Pete Young--for putting on a world class event, in keeping with the highest traditions of the A-6 community.



IA members shown at the RR Dedication ceremony.



Tim Beard (L), new IA Chairman of the Board, and Mac McDanel (R), present a gift to Larry Yarham for his work on RR5.

**“One of the highlights of the evening was the impromptu start of a collection toward the \$ 40,000 goal to establish a perpetual *Intruder* Association scholarship through the TailHook Association. Over \$5,000 was collected that night to start the fund.”**



ADM Fox Fallon delivers keynote address to IA membership.



Mac McDanel gladly accepting scholarship fund donations from the audience.

## Update FROM THE MILITARY REUNION PLANNERS

### **NEXT SITE:**

## Washington, DC

San Diego is going to be tough to beat, but it looks like the best place for the next A-6 *Intruder* Reunion is the Washington, DC, metro area. The hotel will actually be in Virginia in order to get lower room rates and taxes. We have narrowed the list to three excellent hotels and are seeking their final and best offers. As you can imagine, prices are pretty high in the DC area, but we are doing our best to keep costs down for everyone.

Ideas we are investigating for the reunion include a Memorial Service at the venerable US Navy Memorial, followed by our VIP Veterans Tour of War Memorials such as the Wall (Viet Nam), Korean, Iwo Jima and WWII. We are also looking at a visit to Arlington Cemetery, the Capitol Building, the new Smithsonian Air & Space Museum (Udvar-Hazy Center), the Washington Naval Yard, USMC Museum in Quantico, a comedy production at the Kennedy Center and possibly a lunch or dinner cruise on the Potomac. Lots of things to see, so little time!

It was great to meet everyone in San Diego. The MRP staff voted and agreed "the A-6 *Intruders* were not only the most gracious group we've had this year, but also the most fun! We can hardly wait until the next reunion." *See you in DC!*

Check it out:  
[WWW.MYGARB.COM](http://WWW.MYGARB.COM)

### **GET 'EM NOW!**

## Intruder Shirts

We are about to go live (maybe even by the time you read this) with a buddy store site hosted by MyGarb ([www.mygarb.com](http://www.mygarb.com)). MyGarb does all sorts of apparel for colleges and universities, as well as some military units. When the set up is complete, you will be able to link from the IA website to a page where you can order custom squadron gear from A-6 commands.

There will be t-shirts, polo shirts, and many other things available for order with *Intruder* squadron insignia. When the site is up and running, I will send out a 99 *Intruder* message with the details.

To make sure you get this and other announcements, please make sure your SPAM filters are set to accept anything from our domain (@intruderassociation.org). The usual messages will come from secretary@, chairman@, president@, webmaster@ and membership@.

The proceeds of this site will go to our perpetual IA scholarship fund. Be on the lookout for this upcoming announcement, and plan to show your pride by ordering and wearing *Intruder* gear!

## INTRUDER ASSOCIATION MEMORIAL DAY WREATH CEREMONY

By Bruce Byrum, *Intruder Association Vice President*

Each year, the *Intruder* Association presents a wreath at the Vietnam Veterans Memorial in observance of Memorial Day. This past Memorial Day, Steve Carlson and I were privileged to present the wreath on behalf of the *Intruder* Association in memory of those who lost their lives in service to the country, flying and maintaining the A6 *Intruder*.

General George Casey, US Army Chief of Staff, who lost his father in Vietnam, was the keynote speaker. However, the most stirring presentation was by US Army Captain David Moses, who, at 14 years old, escaped persecution in Sudan and came to America to earn his citizenship and become a commissioned officer in the US Army. Capt. Moses is a veteran of two tours in Iraq, and his experiences made you proud to be an American. It really was great to participate in the ceremony, and we hope there will be more new volunteers from IA to present the wreath next year.



Steve Carlson (L) and Bruce Byrum are shown with the wreath presented by the *Intruder* Association at the 2008 Memorial Day ceremony at the Vietnam Veterans Memorial.

## THE INTRUDER TAKES FLIGHT!

By Bob Smyth

This will describe the early days of the Grumman A2F-1 *Intruder*. Thus it was known from its first flight on April 19, 1960: the second attack airplane (first being the AF-1 *Guardian*) from the Grumman establishment. Two and a half years later in the reign of Robert McNamara as



Bob Smyth during his test pilot days. (Courtesy of Bob Smyth)

Secretary of Defense, he and his “whiz kids” were having difficulty understanding the Navy aircraft designation system and changed it. In truth, I believe they had difficulty understanding the word “Navy”. As a result, they lined up all the service airplanes, “F” for fighter and “A” for attack, and gave them numbers. The Douglas AD *Skyraider* became the A-1, and the *Intruder* became the A-6.

How did I end up in the left seat of the *Intruder* on its first flight? On graduation from high school in January 1945, I departed for the University of Delaware for my first term in the Air Corps Enlisted Reserve program. You see, there was a war on; and while I was not “born to fly,” I was certainly not born to carry a rifle. When the European War finished in May, the Army Air Corps closed their flight training entries and the Navy reopened theirs to handle the increased activity in the Pacific. Since I was not yet 18, I left the Army Reserve and qualified for the Navy V-5 program. All went well, and after three more terms of college and two years of flight training, I received my wings in June 1948, as an Aviation Midshipman.

Following flight training, I spent 18 months in a *Bearcat* squadron and then volunteered for night fighter training in Key West. I arrived in VC-4, the East Coast night fighter squadron in June 1950, just before the Korean War started. We were flying F4U-5Ns, and the first F2H-2N *Banshees* were coming off the line (a total of 14 were built) with the same APS-19 radar we had in the *Corsairs*. My luck since getting in the night business held, and I was chosen to join the first jet night detachment of four *Banshees* for a Gitmo shakedown on the USS *Franklin D. Roosevelt* (CVB-42) in the fall of 1950, and a Mediterranean cruise in the Spring of '51. I should explain that the post-war carrier Navy was pretty much a VFR operation until the all-weather jets came along in the mid-to-late 50s. All night and all-weather operations were carried out by four plane night fighter and attack detachments, mostly propeller aircraft.

I rounded out my Navy career at the Navy Test Pilot School, then Electronics Test, followed by an exchange tour with the Royal Navy to help them form their first jet night fighter squadron. When I returned to the states in December 1954, I resigned

from the Navy and joined Grumman as an engineering test pilot. I have gone through all of this to explain why, as a relatively junior pilot in the Grumman stable, I had the only all-weather experience in the test pilot family. I think it was felt this would sit well with the Navy on this very important Navy All-Weather Attack program.

And so it was, on April 19, 1960, at the age of 32 with some 3,700 hours in my logbook, I found myself rolling down the runway at Calverton in eastern Long Island in the new, as yet unpainted A2F-1, BuNo 147864. Ernie von der Heyden was chasing me in an F9F-8T *Cougar* trainer.

The flight went very well as we probed the flight envelope cautiously. The gear retracted nicely, and we climbed above 20,000 feet and eased out to the preliminary limit of 280 KIAS while doing flying qualities checks. The airplane had a good, solid feel with no dire flaws that would require major surgery. We even extended the tilting tailpipes which worked like a charm, with no trim change (more about the tailpipes later). The only anomaly on the one hour flight occurred when we lowered the landing gear and got a barber pole indication. Everything looked OK, but as was our custom, we did not recycle, but exercised the nitrogen bottle and brought the airplane in for a landing. This accounted for the absence of a clean airplane photo of our first flight. After a few beers and a good inspection, we were ready for the second flight on April 20th.

Ernie Von manned the left seat and I the right as we climbed out over Long Island Sound. We had just ventured through 283 knots when the pilot boarding ladder unlatched and fell into the sound. I told Ernie I had a premonition. On the next flight, we did the inevitable tuft study where we photograph bits of wool taped all over the airplane to visualize airflow that might indicate a source of buffet or adverse stability effect. We then went on to calibrate the airspeed system and begin evaluating the engine handling envelope.



A2F with a paint job. (Courtesy of Charles DeMarco)

## REFLECTIONS OF THE FIRST *INTRUDER* PILOT

By April 29, we had flown eight flights in that plane and took the day off to officially introduce our new *Intruder* to the Navy with a nice luncheon at Calverton. We did not start flying the second airplane until the November time frame. The *Intruder* flight test program ran at a sensible pace of four airplanes introduced in the first year.

During that first year, we cleaned up flaps-down buffet by installing turning vanes at the flap track cutouts, we installed vortex generators and flow fences on the wings, and sharpened the in-board leading edges to get a proper g break at the stall. We changed the engine bleed valve schedule to eliminate deceleration compressor stalls.

Also during this period, we had our first Navy Preliminary Evaluation. Swoose Snead led the team and in general, they were delighted with our “ugly duckling.” The tilting tailpipes which extended the pipes to 30 degrees down as a takeoff lift vector enhancement for the Marine Corps were eliminated by NPE 1 as unnecessary. In addition to improving takeoff performance if you dropped them at the right speed, they knocked 5 knots off the approach speed and 3 degrees off the approach angle of attack. The Navy said they were seeing speeds on approach that they had not seen since propeller days; and besides, they would save \$25,000 per airplane! True enough, but when heavy bring-back loads were considered and the heavy EA-6B came along, the tilting pipes would have been God sent.

The only significant change to the *Intruder* after this period was the elimination of the fuselage speed brakes which were ill-conceived and acted more as thrust reversers than speed brakes. We found that Vmax with gear and flaps down and brakes extended was 109 knots with full power on both engines. We moved the brakes to the wing tips where they were more effective, clean, and could add drag for the carrier approach, and everyone was happy.



A-6 with tilting tailpipes. (Courtesy of Bob Smyth)

The number 4 A2F-1, BuNo 147867, was the first Avionics Systems *Intruder*. Our first Bombardier Navigator (B/N), Bob McNeil, and I spent a lot of time in that machine wandering through the Catskills and the White Mountains working with the terrain clearance radar. At the same time, we were working the development of the search radar, track radar and terrain clearance radars in a bailed Douglas A-3 along with Number 4.

In early July, 1962, I was off to NAS Patuxent River with the No. 8 *Intruder*, BuNo 148618, to perform the Carrier Suitability (CVS) demonstration. This consisted of catapults and arrestments on the Pax River shore-based equipment to cover the full envelope of all the planned and inadvertent maneuvers attendant to carrier operations in all external store configurations. The CVS demo continued full time until early October, 1962. There were no anomalies, and the subsequent Navy demonstration onboard the new USS *Enterprise* was flawless. The *Intruder* went on to a charmed existence in the fleet with about 50,000 carrier landings before the first significant carrier landing incident. An enviable record!

As for me, when I finished at Patuxent, my boss called and asked if I wanted to be the consulting pilot and astronaut liaison on the new LEM program. I asked what a LEM was, and he told me it was the Lunar Excursion Module. I accepted. Three and a half years later, I transferred to the *Gulfstream II*, where I made the first flight in October, 1962.

In April, 1980, I flew the first production flight in the No.600 A-6E. That was my last flight in the venerable *Intruder*. I found it an extremely satisfying airplane.

*Note: Bob Smyth is a former Navy pilot and test pilot. He flew the first flight of the A-6 and F-14 and worked with NASA on the Lunar Excursion Module (LEM). He retired in 1993 and lives in Florida with his wife, Sally.*



A2F first flight. (Courtesy of Charles DeMarco)

## THE INFAMOUS LITTLE GREEN BOOK

By John Thornell

During the lifespan of the A-6 “Intruder,” nothing was so filled with mystery, awe and the subject of late night plotting as the Grumman Tech Rep’s little Green Book. Whether the tech rep’s name was Max, Steve, Bruce or other special names given by the Maintenance Department, he was the holder of the special Green Book. I believe it was passed down from generation to generation of tech rep and equaled Merlin’s Book of Magic. The book was the single source of whether or not one was going flying that day.

Within every functional wing or Marine Air Group, there were Grumman Technical Representatives assigned to see that training of the maintenance personnel was enhanced by their knowledge. They provided an expertise gained over years of experience handling some of the quirky and downright undocumented things that would occasionally plague the aircraft. While the MIMs was an official source of wiring diagrams, jet engine parts, hydraulic repairs, weapons systems fixes, and so on, there were things that cropped up that defied the laws of physics, laws of mechanics and laws of common sense. When chasing down a gripe written by an aircrew that had no idea of what the sound was or where it was coming from, the official documents often provided no answer to the problem. Once the various uniformed experts had reached the end of their rope, twisted their necks into obscene positions and thrown their arms up in disgust, the problem was turned over to the “guru of the aircraft,” the tech rep. Enter the “little Green Book.”

Once a problem was deemed sufficiently baffling to the lead sailor or Marine, a trek was made to the Ready Room, coffee machine, Grumman office or some hidden space deep within the bowels of a CV. The trek was similar to the hunt for the Holy Grail. The answer was out there somewhere and the Oracle needed to solve it. Once the tech rep was found, the problem discussed and work to date described, the first thing the tech rep did was reach into his back pocket and pull out the little Green Book. It was akin to seeing Moses part the waters or Merlin look up a spell to cast on some errant knight. Within moments of turning several dog-eared pages, the tech rep would say things like, “Have you checked the spline to the CSD?” or “Did you repot pin number 17C on the cannon plug?” Racing to the workshop, one did the requested work and, “Voila,” the damn thing worked!! It was magic!!!

During the 70’s and 80’s there were folks inside the Beltway who somehow figured we had paid enough for training the maintainers with Tech Reps from all sources and compa-

nies. It was time to deploy without them. They may as well have chocked and chained the aircraft Stateside!!! About the time the CV passed over the horizon or the aircraft flew into some God-forsaken place like Tromso, Norway, the weirdest things would go wrong and there were no answers anywhere. People were checking into sickbay with severe cramps caused by shoulder shrugs when asked what the fix was to the problem besetting 505 or 521. It became pretty obvious to the casual observer that the real secret to readiness was not the will of the crew but the secrets locked up in the little Green Book. As readiness went down, tempers flared and more planes sat in the hangar bay, it became pretty obvious that was needed an emergency reference to the little Green Book. Within weeks, the Beltway was inundated with “Are you kidding me?” messages and the policy was changed. It didn’t take a rocket scientist to figure out that magic made the plane fly and the source was the little Green Book.

*“Once the tech rep was found, the problem discussed and work to date described, the first thing the tech rep did was reach into his back pocket and pull out the little Green Book. It was akin to seeing Moses part the waters or Merlin look up a spell to cast on some errant knight.”*

I have often wondered what has happened to the little Green Books that were so important to Fleet readiness. Have they been put into storage along with the planes? Are they now museum pieces? Did they go to the bottom of the Gulf along with the planes that made a reef for the grouper or billfish? Are they sitting under glass in some “I love me” room of an erstwhile tech rep? For many of us with years in Maintenance, the books were held in awe and probably needed to be gilded and stored next to the Constitution or Declaration of Independence. They were the magic that kept the planes airborne and the Skipper out of Maintenance. You could keep the NATOPS, MIMs, -6750 and all other documents in a drawer; to those of us who kept the machines flying we knew it was the secrets in the little Green Book that meant making the schedule or not.

*Now if we can find the little Green Book for national economy or world peace, we might get somewhere in our lifetime!!!*

## 99 Intruders: Upcoming Events, Listen Up!

The *Intruder* Association is once again having a booth at TailHook this year, and looking forward to another great time and great event. We’ll also have an Attack Ready Room with the A-4 *Skyhawk* folks. Remember our famous Saturday morning breakfast.

If you plan to attend this event at the Nugget in Reno, please send an email to Clyde Cain [membership@intruderassociation.org](mailto:membership@intruderassociation.org) and let him know; and also, let him know if you plan on having breakfast with us on Saturday morning. He can answer any questions you may have via email.





VAC A-6 with loadout. (Courtesy of Stan Parsons)

By Stan Parsons

The Valiant Air Command (VAC) A-6 was loaded out and towed out to Taxiway Charlie at the Space Coast Regional Airport in Titusville, Florida, for the annual air show in March, 2008. Many thanks go out to Sgt Brian Dashner, USMC; AOC Joe Elliott, USN; Viggo Wood; Stu Allison, and Howie Kantor from Northrup Grumman in St. Augustine. Our loading efforts were a bit non-conventional and would have made any self-respecting ordie cringe, but we didn't drop anything on anybody.

Stu Allison and I were dressed in our bags, doing the static display thing and representing the *Intruder Association*. Pratt and Whitney donated 1200 copies of its latest *Product Support Quarterly*, which we handed out to airshow attendees. The magazine included articles about NAS Whidbey Island and the development of the J-52 engine, as well as several other articles and pictures.

The A-6 was a big hit, and the crowds were quite large all three days. Thank you to everyone who helped with advice and support, and we will continue to work on this aircraft throughout the next year to prepare for the next show. Stu has his eye on a Standard Arm missile that the Naval Aviation Museum has stored on a rack in their supply hangar, so another trip to P'Cola may be in order, and the "backyard ordies" may have to go back in action again.



Stu Allison takes a turn answering questions at the air show.



Stan Parsons in the cockpit showing air show attendees the VAC A-6.

## WHAT'S A CHARLIE?

“Grumman Aerospace Corporation, Bethpage, New York, assigned their best engineers, designers and developmental flight test personnel to come up with a solution. The A-6C TRIM (Trail Roads Interdiction Multisensor) was born--tagged with the warm and friendly handle--*Charlie*.”

By Jim Roth

How many *Intruder* drivers remember the *CHARLIE*, or even know what it was? To some, its story may sound like a fairytale. The “bird” existed before the last of a dying breed of *Intruder* drivers were even born.

In the late 1960s, it was determined that a more capable version of the Grumman A-6A *Intruder*, all-weather attack bomber was needed for strike tactics in Viet Nam. The *Intruder* bombardier-navigator (B/N) needed an electronic search system with better accuracy and sensitivity to find and track difficult ground targets--such as enemy vehicle convoys on jungle roads hiding under cover of night and heavy foliage.

Improving *Intruder* weapons delivery capability was the goal. Following a naval aviation request for new hardware to counter tough challenges being encountered in this unusually hostile environment, Grumman Aerospace Corporation, Bethpage, New York, assigned their best engineers, designers and developmental flight test personnel to come up with a solution. The A-6C TRIM (Trail Roads Interdiction Multisensor) was born--tagged with the warm and friendly handle--*Charlie*. Special Department of Defense funds were tapped to manufacture this needed weapon system to improve performance of *Intruder* aircrew assigned to an exasperating war fighting assignment in Southeast Asia. It was a high priority project with an urgent time schedule.



Here's an A-6C attached to VA-35, in 1972.

*Charlie* provided a clear TV picture by day, but in darkness, it needed some light. Usually, the moon was sufficient. Artificial light, used at times when nights were moonless, rendered the TV picture washed out and useless. The Navy later removed the LLLTV and installed a LASER (generator of electromagnetic waves) system.

One phenomenon that no flight crew ever forgot--once it happened to them--was in the middle of a tracking run, the pod's turret would go into “STOW” at warp speed causing lost of target acquisition. It was called the “MACH 2 STOW,” a stigma the *Charlie* system never was able to shake. Original A-6C TRIM aircraft were also configured with a beacon receiver, but it was never really operational.

The *Charlie* was truly a rare bird. Some experienced *Intruder* drivers didn't know of the existence of A-6C TRIM as they came to the fleet years after its service. Twelve *Charlie* types were produced at Grumman Calverton, NY. They were then given acceptance flights by NAVPRO Bethpage flight crews and delivered to the assigned fleet squadron in short order. The *Boomers* of VA-165 received these and were the first to engage A6C TRIM in combat in 1970.

Navy acceptance of A-6C TRIM aircraft was a rush job with high priority in order to make scheduled fleet introduction and rapidly approaching deployment. The twelve A-6C TRIM aircraft had bureau numbers: 155647, 155648, 155653, 155660, 155662, 155667, 155670, 155674, 155677, 155681, 155684 and 155688. (Check your flight logbooks, you may have flown a *Charlie* airframe.) Only one was lost; the other 11 were later converted to A-6E Tram (Target Recognition Attack Multisensor) weapon systems.

Acceptance test flights were flown by these NAVPRO crewmembers: Jim Roth (pilot), Van Westfall (B/N) and Ken Buchta, the Navy's only *Intruder* Chief Petty Officer B/N. Dave Cooke, Grumman's A-6C TRIM expert, coached NAVPRO flight crewmembers on operating procedures and performance expectations.

*“The added drag of the pod resulted in a loss of speed. Charlie flew well, but with the center line pod attached to its belly, it felt much like it was carrying a refrigerator full of beer cans as it rumbled and thumped along at top speed!”*

Grumman A-6A *Intruder* #4 was the prototype aircraft used for development and testing. Externally pods mounted under each wing, infrared (IR) on the left wing and low light level TV (LLLTV) on the right, gave the *Intruder* a different look. Multiple sensors required a polarized variable adjustable filter on the DVRI (Direct View Radar Indicator), adjustable by the bombardier-navigator from amber for radar to blue for TV/IR. Following many months of work and prototype testing, the A-6C TRIM went into production utilizing a center line mounted pod with IR sensor, made by Texas Instruments, and LLLTV, made by General Electric.

The added drag of the pod resulted in a loss of speed. *Charlie* flew well, but with the center line pod attached to its belly, it felt much like it was carrying a refrigerator full of beer cans as it rumbled and thumped along at top speed! With the pod in place, *Charlie* was denied the option of carrying weapons or external fuel on center line, the standard configuration on the A-6A.



# THE NIGHT CASE III APPROACH

## CHAPTER ONE, VERSES I-IV

I. In the Beginning, God created the heavens, and the Aircraft Carrier, and the seas upon which to float it; and yet there was complete darkness upon the face of the earth. And, as we traveled, there came to us, as a voice out of the darkness, an angel of the Lord, saying, "On centerline, on glideslope, three quarters of a mile, call the ball." I reflected upon these

words, for I was still yet engulfed in complete darkness. With deep feeling and doubt overwhelming my countenance, I glanceth towards my companion at my right hand and saith, "What seeth thou, trusted friend?" and there was a great silence. Gazing in a searching manner and seeing naught, I raised my voice saying, "Momma..."

II. And God spoke to me, and He said, "You're low... power." As the Lord saith, so shall it be, and I added power; and lo, the ball riseth up onto the bottom of the mirror. But it was a tainted red glow, and surely indicateth Satan's own influence. And God spoke to me again saying, "Power...Power. *Power!!!!*...Fly the ball." And lo, the ball riseth up and off the top of the lens, and the great darkness was upon me.

III. And the voice of the Angel came to me again, saying, "When comfortable, twelve hundred feet, turn downwind." Whereupon I wandered in the darkness, without direction, for surely the ship's radar was beset by demons, and there was a great confusion cast upon CATCC, and there was a great silence in which there was no comfort to be found. Even my tacan needle spinneth, and lo, there was chaos; my trusted companion weepeth quietly unto himself and from close behind, I heard weeping and gnashing of teeth of our flock.

There was a great turmoil within my cockpit, for a multitude of serpents had crept therein.

IV. And though we wandered, as if by Providence I found myself within the Holy Corridor, and at twelve hundred feet, among my brethren seeking refuge; and the voice of the Angel of the Lord came to me again, asking of me my needles, and verily, I raised my voice saying, "Up and centered," and the voice answered, "Roger, fly your needles..." I reflected upon these words, and I raised my voice in prayer, for though my gyro indicateth it not so, surely my aircraft hath been turned upside down. Verily, as Beelzebub surely wrestled with me, a voice--that of my trusted right seat companion--saith to me calmly, "Friend...fly thy needles, and find comfort in the Lord." And lo, with deep trembling in my heart, I did; and He did guideth me to centered glideslope and centerline, though I know not how it came to be.

V. And out of the great darkness, God spoke to me again saying, "Roger ball," for now I had faith. And though the ball began to rise at the in close position, my left hand was full of the Spirit, and it squeeketh off power: and as in a great miracle, my plane stoppeth upon the flight deck, for it hath caught the *four wire*, which God, in his infinite wisdom, hath placed thirty feet further down the flight deck than the three wire.

VI. And thus, bathed in a golden radiance from above, our pilgrimage was at an end, and my spirit was truly reborn. And as I basked in the rapture, God spoketh to me one final time; and He saith, "Lights out on deck..."



The first Navy acceptance test flight was 19 November 1969, by Roth/Cooke. The final Navy test sortie, on the 12<sup>th</sup> *Charlie*, had Roth/Westfall in the cockpit on 11 June 1970, seven months after the acceptance test flight rush began to get *Charlie* into the fleet.

While running well behind delivery schedule and feeling pressure to accept, NAVPRO flight crewmembers resisted the arm-twisting of Grumman representatives to accept jets with some still troubling TRIM system performance discrepancies--there was tension! Each *Charlie* was flown meticulously and as often as necessary to ensure that every TRIM bird was fully capable and combat ready. This high priority program was another Navy/Grumman miracle. The twelve *Charlies* made their cruise on schedule!

Since no additional A-6C TRIM aircraft were produced, one can conclude the TRIM system didn't prove out so well. The IR and LLLTV "breadboard" system did lead to development of the A6E TRAM aircraft whose record of successful

mission accomplishment "regardless of the weather" is an important chapter written into US Naval Aviation history. Hooray for the development of this wonderful and loveable (maybe just *slightly ugly*) aircraft!

There's certainly more to this story, so squadron flight crewmembers who manned the *Charlie*, take it from here! We hope someone out there will step up and do so. The *Windscreen* and other *Intruder* types would love to hear stories of *Charlie's* work in combat.



*Note: Author Jim Roth became an Intruder plank owner when VA-42 converted from the A-1H/E Skyraider to the A-6A. First RAG Skipper Jack Herman checked him out as an instructor pilot in BuNo 149479 on 4 February 1963; it was only a "shell" aircraft (with no weapon system onboard.) Jim drove A-6s until retiring in 1975, having logged over 2800 flight hours in all versions: A-6A, EA-6A, A-6B, A-6C, KA-6D, A-6E, as well several hundred hours in EA-6B.*

# THE HISTORY OF BROWN SHOES IN NAVAL AVIATION

By LCdr William L. Estes, USN (Ret)

Naval aviation officially began 08 May 1911, with the first order of a “Flying Machine” from the Wright brothers. This purchase also included aeronautical training of naval personnel who would become the first naval flying instructors, who would be the founders in spearheading naval aviation as we know it today.

To train these future naval aeronautical aviators in the Wright brothers’ flying machines, Rockwell Field (the first Army airfield in the United States, located on the north island of the island chain in San Diego), was selected and jointly shared with the Navy as the most suitable airfield site. In October 1935, Rockwell Field was transferred to the Navy by presidential executive order of Franklin D. Roosevelt. The last Army units departed in 1939. Later, the Army Corps of Engineers was commissioned to dredge the channel and fill the low areas connecting the island chain; thus the name “North Island” emerged as Naval Air Station North Island, San Diego.

Six commissioned officers were selected from the surface fleet as the first student naval aviation aviator trainees to be trained by these naval flight instructors. These pioneer aviator trainees coming from the surface fleet wore uniform low quarter, square-toed, black, rough-out leather shoes which served best on the coal burning ships commonly consumed by soot from the ships’ stacks.

Arriving for duty at the North Island Air Field for training flights, the six students experienced a foreign environment of dust on the soft surface airfield. They found themselves being constantly required to remove the dust from their black shoes, which caused them to look for alternatives to this nuisance.

In the midst of their training, while often times funding their own petrol expenses, the six discussed alternatives to their problem, deciding that brown shoes might serve best to solve their problem with seniors who were putting what they felt was too much into uniform appearance. With that, all six decided that brown high top shoes with brown leggings was their solution. On a Saturday morning, the six located a cobbler’s shop where they commissioned brown shoes at a time and price they could live with.

Upon taking custody of their prize a short time later, the test of practical use of their new brown shoes and acceptance from their senior cadre members, became a function of time. Within a few days, the practicality of the *Shoes of Brown* proved to be an acceptable solution to the student aviators. The six then met to discuss how to bring about change of the uniform regulation to include the brown shoes and high top leggings as a distinctive part of the aviator’s permanent uniform.

With some discussion, they concluded that a petition to bring about change for a distinctive aviator’s uniform would best serve their plight. A few days later, they met to compose a petition, which would later be approved and endorsed by their seniors and forwarded to the Navy Bureau for consideration.

On 13 November 1913, the Navy Bureau signed approval to the uniform regulations to include the *Shoes of Brown* with brown high top leggings as part of the permanent uniform for Naval Aerial Aviators.

This change carried itself through World War II to 1944, while logistically the brown shoes were not in production due to priority war efforts. However, in supply brown shoes would be issued and the wearing of same was still authorized. At the end of the war (in 1945), production of brown shoes was again continued and issued until July 1976.

Admiral Elmo Russell Zumwalt, Jr. was a two term CNO from 01 Jul 1970 to 01 Jul 1974. An admiral from the surface navy (Black Shoe) had a desire for significant change within the Navy and its policies. With that, one of his initiatives was to end an era of naval aviation with the removal of the brown shoes from the Navy.

With the stage set, at 0000, 01 July 1976, the CNO, by instruction to Naval Uniform Department of NMPC, ended an era in tradition of naval aviation distinction and pride. “A naval aviation tradition came to an end when brown shoes were stricken from the officers’ and chiefs’ uniforms. The tradition distinguished the brown shoe Navy of the aviators from the black shoes of the surface officers.”

In September 1979, I was assigned to TRARON Ten as a T-2B/C *Buckeye* flight instructor (The Dirty 100) at NAS Pensacola, Florida. With my keen interest in history, I began initiatives to resurrect the *Shoes of Brown* as part of the permanent uniform for Naval aviation in the same spirit as those in lead who first set the initiative.

With several cross country flights to the Naval Archives at NMPC in Washington DC, I researched for the original aviators’ petition in an effort to author, in kind, the same which would be reborn at NAS Pensacola, Florida, the Cradle of Naval Aviation.

Receptive and in support of the brown shoes initiatives, Captain Jude J. Lahr, Commodore, Training Air Wing 6, gave the “thumbs up” with a *Sierra Hotel* for same.

With that, I drafted a petition which was headed by and reads: “RESURRECTION OF THE BROWN SHOES: WHEREAS, In the course of history of Naval Aviation, the “SHOES OF BROWN”, first adopted in November 1913, have held a position of revered, cherished esteem in the hearts of all those associated with Naval Air, second only to the “WINGS OF GOLD”, and - WHEREAS, in the course of human events it becomes necessary to recognize an overwhelming desire to return the esprit of heritage amongst the cadre of AIRDALES, now - THEREFORE, let the feelings be known that we the undersigned, all duly designated NAVAL AVIATORS, NAVAL FLIGHT OFFICERS, FLIGHT SURGEONS and FLIGHT PHYSIOLOGIST, do hereby affix our signatures and designators to this petition calling for the immediate change to the Naval Uniform Regulations which would allow the “SHOES OF BROWN” to once again take their rightful position below the “WINGS OF GOLD”.



## THE MISSION: ATTACK

*Circa 1980s, reprinted from Windscreen 2004, for your reading enjoyment.*

1. The mission of the aircraft carrier is to put ordnance on target. Everything else such as Indian country, unreps, "the grid," SSC, and anything else starting with "F" is simply support for the attack mission.
2. You win the war by killing the bastards by the thousands, not one at a time at twenty thousand feet.
3. In peacetime, DCM is something the attack pilot uses to rejoin off the range.
4. In wartime, DCM is something the attack pilot uses to turn and shoot some ass hole in the face who's trying to stop the attack pilot before he destroys his high value target.
5. There is no such thing as "defensive" DCM. I become offended when someone jumps me enroute to my target; and much offense is intended when I have to take the time to blow his ass off.
6. Concerning the tally of Medal of Honor recipients in southeast Asia, the score tells it all-- *Attack: 5, Fighter: 0.*
7. In wartime, our POWs were not released because the enemy sent representatives to sit smugly at "peace talks." They were not released because domestic anti-war groups unwittingly played into the hands of the enemy, and tied the hands of their countrymen at arms. They were not released because the enemy lost five aircraft to a select few called "aces." They were released because brave men took their bombers downtown and spoke personally to their captors in the only language the enemy understands: *Iron bombs raining down on their heads.*
8. These lessons have been forged in blood and steel by all those attack pilots and bombardiers who have gone before you; back when happiness was flying *Spads*; back when jets were hard-lightin' and *mean*, and only quiche-eatin' airline pukers flew fans; back when *Spads* roamed valleys and spit death to those who would try to stop them; in an earlier time when the biggest Cadillac in town was called BUFF and when men took pride in decorating their leather flight jackets with "I've been there" patches; and the enemy hid every 1 + 45 because he knew the next cycle of the attack carrier was headed his way. *Times change, technology changes, but the men in the cockpit must be the same brave warriors every age has counted upon in time of peril.*
9. Finally, and this is the bottom line, real men fly attack because they understand the most fundamental law of wartime negotiations: *you negotiate with the enemy with your knee in his chest and your knife at his throat.*



The first and most fitting to sign was Captain Jude J. Lahr, followed by senior CNET cadre members to include Captain Robert L. Rasmussen, USN, parent Commanding Officers (NASP, NASC, NAMI, NAMRL) and other command seniors, mid-grades and juniors alike and was unanimously received and signed as presented.

Via all means of communication, numerous requests from shore/fleet commands throughout the United States, foreign ashore activities and carriers on the line requested the petition be sent them for signing.

Upon completion of my shore tour, I was then assigned to USS *Midway* (CV-41) forward deployed at NF Yokosuka, Japan. With my continued initiatives of the Brown Shoes Petition, I received a "SH" approval from *Midway's* Commanding Officer, Captain Charles R. McGrail, Jr. After an overwhelming receptive Carrier Air Wing 5 and ship's company cadre with Captain McGrail signing the same petition in red, "forward Most Strongly Recommending Approval" to the CNO/NMPC on command letterhead stationary, including a personal note.

Following my 2.5 year *Midway* tour, I requested orders back to Training Air Wing 6 as a T-2C *Buckeye* flight instructor with TRARON Ten. On the morning of 12 Sep '85, while airborne on a APM/Spin Hop with a student, I received a UHF radio call from the squadron duty officer to "BUSTER" return to base with no explanation. On return to the squadron flight line, I was met by the squadron CO and rapidly escorted to his office where within moments, a telephone call from SECNAV, The Honorable John F. Lehman, Jr. (a Tailhooker himself) was received with congratulations for having been the spearhead in resurrecting the brown shoes back for the "AIRDALES" of U.S. Naval Aviation. SECNAV Lehman informed me that he was going to announce the return of the brown shoes at the 1985 TAILHOOK Convention and that before his announcement, he was personally authorizing me to *be the first to wear the "Coveted Shoes of Brown."*

He asked what project I had in the wings; and with my reply of "The Service Dress Khaki" uniform, he replied "Go For It!"

*When you fight with the spirit, the sword will follow.*



# Welcome Aboard

## NEW MEMBERS

Harvey Abrams.....Coupeville, WA	Robert Hall.....Woodbridge, VA	Alan Nilsen.....Arlington, VA
Dan Affourtit.....San Jose, CA	Greg Hargrove.....Mtn View, CA	Mark Oliver.....Pylesville, MD
David Anderson.....Virginia Beach, VA	Peter Harron.....New Bern, NC	Edward Palla.....Goodlettsville, TN
Rick Atwood.....Navarre, FL	Mike Harvey.....Reno, NV	Steve Palmason.....Bainbridge Island, WA
Bob Ayres.....Eau Claire, WI	Charles Hautau.....Falls Church, VA	Rob Paredes.....Louisville, KY
Ron Bambury.....Rome, NY	Bob Hays.....Snohomish, WA	James Pate.....Las Vegas, NV
Charles Bartholomew.....Mercer, PA	Paul Hederstrom.....Chardon, OH	Dick Perkins.....Orange, CA
Bob Benjamin.....Gold Canyon, AZ	Danny Hethcock.....San Diego, CA	Robert Pobuda.....Mission, TX
Tom Blickensderfer.....Havelock, NC	R.D. Hill.....Frisco, TX	Ken Poulsen.....Penn Valley, CA
Charles Bolden.....Houston, TX	Steve Holman.....Rollinsford, NH	Carol Reardon.....State College, PA
Larry Bosworth.....San Diego, CA	Stan Jezior.....Ashburn, VA	Cleveland Rivers.....Annapolis, MD
Allen Bougard.....Yorktown, VA	Gregor Johnson.....Dickinson, TX	Mark Robbins.....Tucson, AZ
Sam Bovington.....Oak Harbor, WA	Bill Jones.....Savoy, IL	John Romer.....Clementon, NJ
Kim Brockhoff.....Dry Ridge, KY	Bruce Kallsen.....Alameda, CA	Tom Roney.....Beaufort, SC
Walter Burns.....Palm Beach, FL	Corwin Karaffa.....Huntington Beach, CA	Bill Rosenow.....Scottville, MI
Charles Burrell.....St. Petersburg, FL	Stanley Karcewski.....Longwood, FL	Antonio Scenna.....Tarrytown, NY
Richard Carlin.....Boiling Springs, SC	Jack Keegan.....Flagstaff, AZ	Mike Shelton.....Westminster, MD
Doug Cassidy.....Virginia Beach, VA	Bill Killea.....Arlington, VA	Michael Slein.....Middletown, RI
Dale Chappell.....Hamptonville, NC	Danny Kirkendall.....Fairdale, KY	John Smeby.....Oak Harbor, WA
Ron Christgau.....Middleburg, FL	Bill Kretzschmar.....Cary, NC	Victor Smith.....Vista, CA
John Christiansen.....Raleigh, NC	Roger Krueger.....Riverside, CA	Mark Smith.....Conyers, GA
Charles Clark.....Las Cruces, NM	Ed Langford.....Virginia Beach, VA	Steve Snyder.....Virginia Beach, VA
Phillip Conroy.....Colleyville, TX	Bob Larson.....Cary, NC	Jeff Stillwagon.....Cardiff, Wales
Chris Daguanno.....Philadelphia, PA	Steve Lawrence.....Chesterton, IN	John Stubbs.....Manhattan Beach, CA
Ron D'amura.....Austin, TX	Rich Liebler.....Lebanon, NJ	Tom Sulick.....29 Palms, CA
Charles Dewitt.....New Bern, NC	Rob Lind.....Huntersville, NC	Terry Sullivan.....Grapevine, TX
Hayward Dunn.....Bremerton, WA	Thomas Llewellyn.....Ridgecrest, CA	Larry Thatcher.....East Alton, IL
Mike Eddy.....Oak Harbor, WA	Edward Luckwick.....Boynton Beach, FL	Mario Tonkli.....Lewisburg, OH
Marty Ellison.....Bellevue, WA	Norman Lyster.....Virginia Beach, VA	Bob Tyrrell.....Virginia Beach, VA
Dick Engel.....San Diego, CA	Joe MacDonald.....Issaquah, WA	Doug Undesser.....Oak Harbor, WA
Edward Engle.....Gloucester, VA	William Magnan.....Norfolk, VA	Robert Vandalsem.....Loveland, CO
James Engler.....Bluffton, SC	Michael Martella.....Fort Worth, TX	Jerry Walden.....Middleburg, FL
Skip Ertwine.....Carlsbad, CA	Scott Maslen.....Beaverton, OR	David Walsh.....Ormond Beach, FL
Andy Evans.....Sun City W, AZ	Dave Mathers.....Midlothian, VA	Dayton Warfle.....Huntersville, NC
Patrick Farrell.....South Bend, IN	Marvon Mattingly.....Yuma, AZ	Melissa Watkins.....Hampton, VA
Richard Faulkner.....Wayne, PA	Bob Matz.....Lancaster, CA	Phillip Wilcock.....Aberdeen, Scotland
John Fenton.....Louisville, KY	Greg McCreary.....Lizella, GA	Richard Wiley.....Coronado, CA
David Flagg.....Eagle River, AK	Harold McGinnis.....Centerville, OH	Jim Williams.....La Quinta, CA
Pat Ford.....Oak Harbor, WA	John Metzger.....Scottsdale, AZ	Thomas Williams.....Ashburn, VA
Bradley Fox.....Anacortes, WA	Mark Michelini.....Port Republic, MD	Henry Wong.....Key West, FL
Bob Gilman.....San Diego, CA	Charles Miller.....Durant, IA	
Graham Gordon.....Olatha, KS	Stephen Miller.....Jefferson, NC	
John Groover.....Virginia Beach, VA	John Morrissey.....Vestal, NY	
Jess Gutierrez.....Portland, OR	William Neal.....Morgantoen, WV	

*For those of you who may not have received an Intruder Association Welcome package, please send an email to [membership@intruderassociation.org](mailto:membership@intruderassociation.org).*



## DEPARTING

CAPT. Bruce V. "Boxman" Wood  
25 Feb 2008 • Oak Harbor, WA

## Intruder Association Membership Update



By Clyde Cain, Membership Director

Fellow *Intruders*, our membership number is hovering around 1200, give or take a couple of duplicate entries. We recently got kicked-back numerous e-mailings, because the e-mail address we have in the database for those folks was not current.

We need everyone to go to the website and make sure your data is **current**. The mailing/emailing of information for the reunion will rely on that data. With the new database and website, you will be getting a reminder that your dues are about to expire. If you have a problem getting into the *Members Only* section, send me an email at [membership@intruderassociation.org](mailto:membership@intruderassociation.org).

I have updated the lost Bubba list and can report since the last newsletter, because of your efforts and our Tailhook booth, we have found/resigned 17 folks. *Keep on the lookout, and thanks for your efforts.*

## INACTIVE INTRUDERS

*Renew with IA!*



Joseph Abando	John Edwards	John O'Leary
Martin Allard	Frederick Eliot	Henry Papa
John Anderson	William Fallon	William Park
David Antes	Rocco Filoso	Harold Pelton
Matt Baaron	Stephen Fortune	Curtis Perry
Michael Barrett	Brian Garrison	Randy Phillips
Samuel Bass	John Grace	Dave Polatty
Scott Beach	George Guzman	Gene Porter
Frank Bijak	James Harler	Shirley Pringle-Diselrod
Allen Boettcher	Barry Harrison	Mark Prybell
Ed Brandt	Steve Hatfield	Tilden Richards
Steven Brierley	Norm Haveman	Dennis Romano
Brian Buckley	Lee Hawks	Mark Schoonover
Bob Buelt	Todd Hickerson	Jeffrey Sebring
Gary Burger	Mark Himler	Kerry Shanaghan
Dennis Burgman	Pat Hope	Bill Shewchuk
Dempsey Butler	Steven Jacobs	Herbert Shoupp
Lloyd Cafran	Belton Jennings	Douglas Sifford
John Canny	Robert Jordan	Lucy Simonian
John Carr	Thomas Kennon	Gregory Smith
Thomas Carsten	David Kiehl	George Steed
Anthony Casciato	Ray Kunder	Christian Steinmetz
Jim Casey	Ron Lankford	George Thompson
Michael Concannon	Jerome Lester	Mike Thompson
William Cook	Matthew Marone	Donald Tippet
Stephen Cook	Daryl Martis	Thomas Tye
Robin P. Cox	George Mason	Frank Van Deman
William Crosby	James McClean	Steve Volovsek
James Dailey	Matt Miller	Robert Von Bernuth
Dick Davis	Walter Molano	Brian Westin
Christopher Dellos	Steven Morris	Robert Wilks
Ramon DeMark	Zehavi Nachshoni	Jeff Winston
Charles Drobac	Stephen O'Black	Craig Wolfson
Minna Earnest	Vincent Obrien	Viggo Wood

## Intruder Association Financial Report

1<sup>st</sup> & 2<sup>nd</sup> Quarter 2008

1 January 2008 to 30 June 2008

Submitted by Treasurer Geoff Swanberg

**Beginning Cash (All Accounts) \$24,846**

### **Receipts**

Dues via Check	2,965
Dues via PayPal	9,050
Scholarship Fund	9,102

**Total Receipts 21,117**

### **Expenses**

Bank Charges	
Bank Fees	5
Credit Card Fees	25
PayPal Fees	408
Professional Fees	
Legal	300
Member Support	
Postage	288
Windscreen	3,610
Hook Ad	430
Office Supplies	14
Office Equipment	22
Reimbursements	192

Memorials	
Scholarship (Tailhook)	2,500
Veteran's Day Wreath	267
Reunions	4,736
State Corporate Fee	25
Web Site Maintenance	1,800

**Total Expenses 14,622**

**Ending Cash (All Accounts) \$31,341**

# "SHOWCASING A LEGEND"



*Join the Intruder Association today!*

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

## 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  2Yr \$45  3Yr \$65

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

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

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

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



**The Intruder Association**  
**839 Hawks Run Ct. SE**  
**Leesburg, VA 20175**

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