

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

The Windscreen

A quarterly publication of The Intruder Association

www.intruderassociation.org

Vol 2, No 2 Summer 2004

1st National Reunion Promises Large Turnout!

As we go to press we have over 160 folks signed up to attend our FIRST reunion. We'd like to make it to 200+ so if you are able please sign up and come join us.



1st NATIONAL A-6
INTRUDER
ASSOCIATION
REUNION
2004

Held in conjunction with:
"Hook '04"
9-12 Sep 04
Reno, NV



Dates: 9-12 Sep 04
Location: John Ascuaga's Nugget Hotel
1100 Nugget Avenue
P.O. Box 797
Sparks, NV 89432-0797
Phone: 1-800-648-1177

Call The Nugget Hotel, and ask for a reservation under the "Tailhook Rate" (\$96 plus tax, plus \$3 energy fee). Hotel shuttles run from the airport to hotel every 15 minutes up until 2100. Cancellation policy is 48-hours prior.

****They will sell-out the rooms, so make your reservation early!****

Events: "Intruder Happy Hour" – 1800 to 1930 on Thursday, 9 Sep 04.
"Intruder Dinner" – 1930 to 2200 on Thursday, 9 Sep 04.
"Intruder Breakfast" – 0730 to 0900 on Saturday, 11 Sep 04.

Visit "The Intruder Association" website (www.intruderassociation.org) to sign up.

Specific questions or offers to help with Reunion Committee efforts can be directed to: Mike Bryan at iamwingnut@aol.com

From the President


I hope everyone is having a great summer, despite hurricanes and gas prices! The Intruder Association is having a great summer with membership at the 800 level, which means we have brought over 300 new members onboard during the last year. My thanks to everyone who has helped spread the word and in particular to Steve McCaslin who led the effort during the last year and to Clyde Cain, who was a driving force for membership and will take over as our new Membership Chairman next month.

As I write this we are making final preparations for our first national reunion. There are 161 signed up at this point and I suspect we will have more who sign up on arrival in Reno. It was great to see the names of the folks who have signed up, there are many war stories waiting to be told by that group. We expect to have two of our own in attendance who are in the driver seat of operational aviation today. RADM Denby Starling, COMNAVAIRLANT and VADM Jim Zortman COMNAVAIRPAC will be at Tailhook and we look forward to their thoughts on the future of carrier aviation.

We intend to have a business meeting Saturday morning the 11th of September following the Intruder breakfast. All members are invited and we will be discussing a number of items that are important to our upcoming activities. Some of those topics will include our liaison with the Tailhook Association, new elections for officers, the transition of the Board of Directors under our new Chairman, Charlie Carr, our support of the San Diego Aircraft Carrier Museum and the Intruder Association Scholarship.

We will have a full after action report (including pictures) on the website on completion of events in Reno. It's not too late, if you would like to attend, please let us know.

Best wishes,



Snork.

Down Memory Lane



This in from John Brooks. Send me your stories on what is happening with the A-6s in your area.

“Just got back from Farnborough airshow. Found an interesting side note, photo enclosed. The X-47B, J-UCAV has A-6 landing gear under it. About the same size as an A12 but not as tall. MLG is much wider than the intruder, about the same 1000NM range, with the bomb load of a F-18A. But it is nice to know when they do the carrier suitability at pax the gear will hold up. See you in Reno.”



In Remembrance



Smith, Rodney J.
June 2004

Rodney Joseph Smith
Commander USN (Ret)

Rod Smith was born in Dallas, Texas and graduated from St. Mary's University in San Antonio where he earned a Bachelor of Arts degree in chemistry and computer science. Not long after graduation, he attended naval flight training in 1975 at Pensacola, Florida where he received his wings as a Naval Flight Officer. He was designated as a Bombardier-Navigator in the A-6E Intruder after completing the Fleet Replacement Training syllabus.

Commander Smith went on to complete his first junior officer tour as a "Knightrider" in Medium Attack Squadron FIFTY-TWO (VA-52) onboard the USS Kitty Hawk (CV-63) where he completed deployments to the Western Pacific. Upon completing his tour, Commander Smith left active duty for a short period of time to run the family business until he returned to active duty and reported to the USS John F. Kennedy (CV-67) as a catapult and arresting gear officer deploying to the Mediterranean Sea. In 1983 Commander Smith received orders to Commander Medium Attack Electronic Warfare Wing, Pacific (COMMATVAQWINGPAC) at Whidbey Island, Washington where he served as the training and readiness officer.

In 1985, Commander Smith returned to sea duty for his department head tour as a "Boomer" in Medium Attack Squadron ONE SIXTY FIVE (VA-165) onboard the USS Kitty Hawk (CV-63) again completing deployments to the Western Pacific. While attached to VA-165, he served as the squadron administration officer, maintenance officer and was designated a carrier air wing strike leader. During his tenure as a "Boomer", VA-165 received numerous squadron awards to include a Meritorious Unit Commendation, the Chief of Naval Operations Safety "S" and the Commander Naval Air Forces Pacific Battle Efficiency "E".

In 1988, Commander Smith received a master's degree in public administration from George Washington University while simultaneously attending the Industrial College of the Armed Forces (ICAF). From 1989 to 1993, Commander Smith served as a Program Manager in the Reconnaissance, Electronic Warfare office (PMA-253) at the Naval Air Systems Command. In 1995 Commander Smith was assigned to the Defense System Management College as an instructor until his retirement in 1995.

After retiring Commander Smith worked as a senior technical advisor and program manager for a defense contractor. In 1996 Commander Smith left his position to join another defense contractor where he provided direct support to the EA-6B program office (PMA-234) at Naval Air Systems Command. During this timeframe, Commander Smith was instrumental in assisting the EA-6B program office in laying the foundation for the Improved Capabilities III (ICAP III) EA-6B. In 1997, Commander Smith took the opportunity to fill a support contractor position in the office of the Chief of Naval Operations as part of the Director Air Warfare's Staff. In this position, Commander Smith served as the Deputy EA-6B/AEA Requirements Officer. He played a key role in this capacity in assisting the EA-6B Requirements Officer in developing and Airborne Electronic Attack roadmap ahead which eventually led to the identification of the EA-18G as the Navy's replacement aircraft for the EA-6B. While serving in this position, Commander Smith received the Commander Electronic Attack Wing Pacific's "Bud White" Award in recognition of his untiring and dedicated support to the Navy as a support contractor. Commander Smith continued to serve admirably in this position until his death in June of 2004.

During his illustrious naval career, Commander Smith accumulated over 3000 flight hours in the A-6E, EA-6B and F-4S. He was awarded the Defense Meritorious Service Medal, Meritorious Service Medal (three awards), Navy Commendation Medal (three awards), and a Navy Achievement Medal. Commander Smith is survived by his wife Marietta and daughter Sabrina of Woodbridge, Virginia.

Flight Of The Intruder



The Mission - Attack

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 asshole 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 winners in southeast Asia, the score tells it all: Attack – 5, Fighter - 0.
7. In wartime, our POW's were not released because the enemy sent representatives to sit smugly at "peace talks". They were not released because domestic antiwar 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.

Final Note

For the interim I have assumed the duties of the Intruder Association's Secretary. If you have anything you wish to have put in the newsletter please send them to me at membership@intruderassociation.org and I will do my best to get it in the next publication. Deadline dates are as follows:
15 Jun, 15 Sep, 15 Dec and 15 March.

If you are interested in taking a more active role in the organization please let me know and I will be glad to talk with you about what we can use.

Thanks, Steve 'Caz' McCaslin