

the

WINDSCREEN

SUMMER 2010 ISSUE

JOURNAL OF THE
INTRUDER ASSOCIATION

VOLUME 2



A-6 ON THE USS MIDWAY

ON TARGET - ON TIME

- The Spar from Yar
- *Destiny in the Pacific*
- The 2010 *Intruder* Reunion
- Now Launch the Alert Tanker
- The Last Crew Lost in Vietnam

www.intruderassociation.org



THE SPAR FROM YAR: A MESSAGE FROM THE IA PRESIDENT

I hope everyone is enjoying the year. 2010 is half way behind us and summer is pushing into fall--where did the time go...

Again, I thank each of you for your continued membership in the *Intruder* Association. We appreciate your support of this unique association of Naval warriors who share a passion for "Preserving the Legend of the *Intruder*," maintaining contact with fellow comrades and being a part of numerous worthy projects. As I celebrate another year, I treasure my *Intruder* friendships and the doors that have opened for me because of Naval aviation, the *Intruder* and being able to participate in both communities.

2010 remains a growth year for us, and I am proud of the association's continued accomplishments and activities. We had an excellent reunion at the Hyatt in the Reston Town Center, Washington, DC, thanks to the hard work of VP Bruce 'Gator' Byrum and his team, plus the excellent and professional support of Military Reunion Planners. It was gratifying to stand back in the 'ready room' and observe all the renewing of friendships, the war stories, the joking and catching up of some of the greatest aviators of our time. For those who did not attend, you missed a good one, but we have another one planned for May of 2012 in San Diego.

A significant accomplishment of one of the major goals we set two years ago was completed at the reunion. We reached our goal for a \$40,000 Perpetual *Intruder* Association Scholarship that will be administered by the Tailhook Association. With the February and March fund drives, a generous ANA donation, and passing the breadbaskets at the reunion banquet, our scholarship fund went over the \$40,000 goal. SINCERE CONTRATULATIONS TO ALL FOR THIS VERY WORTHY ACHIEVEMENT. The *Intruders* come through again.

This year's reunion differed from previous in that we did not have the IA election during the members meeting. The board and officers agreed that such an election represents a small part of the membership and that a better way to accomplish better representation is via an internet/Windscreen election. So, I want to start things with a poll of individuals who would like to serve the association in some capacity.

We have possible openings for a number of positions including President, Vice President, Secretary, Navy & Marine Enlisted Directors, NW Director and others. Please consider serving the association in one capacity or another by submitting your name and position of interest to our Secretary, Steve McCaslin. Once we have a slate of nominees, we will publish it via a 99-*Intruders* and request your vote via email.

The association continues growth in membership, area luncheons, tours and get-togethers chartered by alumni and IA Area Directors. The association sponsored ads in *The Hook* magazine, will be "manning the booth," hosting the annual *Intruder* Breakfast and co-sponsoring the "Scooters N Truders" Attack Ready Room with the *Skyhawk* Association at Hook '10.



Larry P. Yarham

If you have not visited the IA website recently, you really need to see the tremendous improvement that our web coordinator, "Cactus" Jack Jordan has accomplished. Cactus has a whole new home page in the works, already has a number of new areas, a lot more photos and hot links. These improvements are moving our website more in line with the tradition, pride and leadership of the *Intruder* community. When you review the new and improved website, think of other areas we can feature for the education and enjoyment of members, alumni and the general public. Our website is one of the best ways to continue to Preserve and Extend the Legend of the *Intruder*.

With our successful fulfillment of the Perpetual *Intruder* Scholarship, the question is "What is our next goal?"

For a starter, since membership and participation is the life-blood of the organization, I challenge the *Intruder* Association to double our membership by the end of the year. Piece of cake, gang.....all we need to do is have each and every member bring in one new member between now and December 31, 2010 !!!! I have to believe each and every member knows at least a dozen alumni who are not members...yet. I have requested 'Cactus' to have a downloadable membership application form on the IA website, plus each issue of *The Windscreen* has a hard copy on the back page....no excuses! Get the word out to your *Intruder* A-6 and EA-6A officer and enlisted friends and contacts to join the association. Let them know, "We want you now."

One new member each--double our membership this calendar year.

Thank you all for your faithful membership, support, participation and belief in "**Preserving the Legend of the *Intruder*.**" Congratulations on meeting our Perpetual Scholarship goal, let's keep the momentum going. Set plans for the next reunion in May 2012.

Best wishes and all take care,
Larry P. Yarham.

DEPARTING



CAPT John H. "Jack" Fellowes, USN (Ret)
CAPT David L. Osburn, USN (Ret)
LtCol Raymond W. "Clash" Priest, USMC (Ret)
Maj Mark J. "Roogs" Ruger, USMC (Ret)
CDR Burtland B. Weber, USN (Ret)



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Intruder Association

Officer Contacts

Chairman
Tim Beard
chairman@intruderassociation.org

President
Larry Yarham
president@intruderassociation.org

Vice President
Bruce Byrum
vicepresident@intruderassociation.org

Secretary
Steve McCaslin
secretary@intruderassociation.org

Treasurer
Geoff Swanberg
treasurer@intruderassociation.org

Director, Navy East
Jim Joyner
directornavyeast@intruderassociation.org

Director, Navy So'West
Clyde Cain
directornavysouthwest@intruderassociation.org

Director, Navy Nor'West
Al Siebecke
directornavynorthwest@intruderassociation.org

Director, Marines East
Bo Boswell
directormarineeast@intruderassociation.org

Director, Marines West
John Valovich
directormarineswest@intruderassociation.org

Director, Navy Enlisted
Bud Jackson
directornavyenl@intruderassociation.org

Director, Marine Enlisted
Steve Dumovich
directormarenl@intruderassociation.org

Membership Chairman
Clyde Cain
membership@intruderassociation.org

Historian, Vice-Webmaster
John Thornell
historian@intruderassociation.org
vicewebmaster@intruderassociation.org

Webmaster
Jack Jordan
webmaster@intruderassociation.org

Windscreen Editor
Steve McCaslin
editor@intruderassociation.org

Windscreen Staff

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Intruder Association Financial Report

1 January 2010 to 30 June 2010

Beginning Cash (All Accounts)\$42,600

Receipts

Dues via check	7,665
Dues via PayPal	9,755
Midway RR donations	470
Whidbey Gateway contributions.....	3,432
Total Receipts	21,320

Expenses

PayPal fees	427
Legal fees	300
Member support	
Postage	529
Windscreen	6,996
Hook ad	1,060
Office supplies	144
Memorials	
Scholarship (Tailhook)	2,500
Reunions	1,177
Midway RR expenses	273
Whidbey Gateway expenses	1,671
Other fees	
State corporate fee	25
Website maintenance	4,500
Total Expenses	19,602

Ending Cash (All Accounts)44,324

IA operating account.....	28,720
Midway RR account	5,728
Whidbey Gateway account.....	9,876
TOTAL	\$44,324

IA Scholarship Fund\$19,797.25

(Submitted by Treasurer Geoff Swanberg)

Here is the A-6 that was repainted for the USS *Alabama* Battleship Commission to honor Mobile, Alabama native ADM Jeremiah Denton. The plane is painted in the color scheme of VA-75 which was the squadron that ADM Denton flew with off of the USS *Independence* before being shot down and becoming a POW in Vietnam.



Washex complete on the Marine *Intruder* in Havelock, NC. Present and accounted for were: (L-R) Jim Outlaw Whitlow, Mo Chevalier, Andy Rags Lloyd, Steve Trons Foster, George Cook, Dayton Nacho Warfle, John Langdon, Mark Condor Condra, Jimmie Toad Green, John Riesbeck, Brian Dashner Don Davis, and Charlie Vulture Carr. Once a quarter, the jet gets a wash whether it needs it or not.



Now LAUNCH THE ALERT TANKER

By Pat McCartney

I was a nugget B/N with the VA-95 Green Lizards in the day when the Soviet Union was the “evil empire.” Back then it was part of the game for the Soviets to send long-range Bear reconnaissance aircraft out to intercept US carriers deploying to the Western Pacific. And the venerable *Coral Sea* with CAG 15 embarked had been in the “Bear box” for some days. Now it was my second-cruise pilot, Frank Christiansen, and my turn to sit alert-15 tanker in the event that our Airwing F-4 *Phantom* II's had to launch.

But the prospects for flying were none too promising that day. It wasn't so much the broken to overcast skies or the intermittent intense rainsqualls--Air Ops was manned for Case II--it was the pitching deck that had suspended normal cyclic operations.

So there we sat, my stick and I, forward of the island in the alert-15 tanker hole with a pair of F-4s on alert 5--one on the waist and one on the bow. We were about midway through our watch and the most recent squall had passed when the 5MC rang out, “Now launch the alert 5.” Frank looked over at me, “Time to start her up,” he said.

“You don't really think we're going to launch, do you?” I asked, nervously.

“If they're launching the fighters, they're launching the tanker,” Frank replied.

Sure enough, shortly after both *Phantoms* left the deck, the line crew pulled chocks and chains and the Fly 1 PO taxied us over to Cat 2. Where we waited.

It seemed that we weren't going to launch right away (not at all, I hoped), unless we were “needed.” The weather hadn't changed. The deck was still pitching, with white water breaking over the bow on occasion.

And that was when we got the word to take tension.

Frank ran the engines up and I surveyed the gauges. RPM, EGT, hydraulics--all were where they should be. One last wipe-out. The Cat Officer cleared aft, cleared forward, and I looked up just as the pointy end went down and the biggest wave that I had ever seen in my life engulfed the bow. White spray showered the flight deck. The bow went up, the Cat Officer touched the deck, and BOOM! We were off.

I was still breathing! So I called airborne, we motored out to the ten-mile arc, got established on our departure radial, and I dialed up strike.

That's when we discovered the “need.” Strike had sent the *Phantoms* out on separate vectors to intercept a roving Bear. The intercept had been called off--likely because the Bear had no idea where we were--but one of the fighters was approaching low state and had lost its TACAN. So we were on a vector to find our fighter bubbas and to escort them back to Mother.

It's always a pleasure when you call “Tally” before the fighter pukes, especially when you're in a KA-6D. But to be fair, those smoky engines made the *Phantom* ridiculously easy to see. We gathered up the wandering warriors, passed them 4K, and led them back to the ship. That's when we got another call, this time from approach.

“Air Boss wants to know if you can hawk the recovery.”



A VA-95 KA-6D (NL523) preparing to launch from the USS *Coral Sea*.

As I was turning this over in my head--there were only three birds in the recovery--Frank answered, “Wilco.”

Approach sent us on a vector of our own and I reported “In the clear, visual” before switching over to land/ launch. “Bolter, bolter, bolter.”

Frank had turned back toward the ship and was setting us up to hawk the deck. The weather wasn't noticeably better. White caps. Rain squalls. But good visibility. I could see the helo in starboard delta as we established overhead and the lead *Phantom* trapped.

By now, Dash Two was approaching abeam. As he made his turn, I heard Paddles. “Pitching deck.”

“Ball”

“Power.”

“Power. POWER! Waveoff! Waveoff! Waveoff!”

We saw Dash Two turn downwind and set up for another go.

“Drops are empty. I'm on the outboard wings.” said Frank.

This time the *Phantom* trapped--without further assistance from Paddles.”

“Lizard 523, buster.” I knew that that was the boss. Once again, Frank answered before I could. “523 needs an extended downwind,” and to me, “Dumps are on; override.”

“Roger, make it snappy,” came the gruff reply.

All too soon, we were approaching abeam for our turn in the barrel. The fuel was where it should be, switches were off/ normal. Gear, flaps, stab, slats, hook... boards to go.”

“Pitching deck” said Paddles.

“Ball” I croaked. Then... “Clara!”

“Deck's down, hold what you've got.”

And we trapped. Afterward, down in Ready Five after debrief, I met up with Frank again. All smiles, he pointed to the greenie board.

OK one.

Ed. Note: Author Pat McCartney (Wicket) was an A-6 B/N who had the good fortune to fly with some remarkable pilots in the skies over WESTPAC. Pat went on to run the A-6 systems integration desk at NAVAIR. He escaped Washington by volunteering to be the Gun Boss on the Nimitz. He currently teaches math at Skagit Valley College-Whidbey Island Campus.

DEDICATION OF MEMORIAL TO THE LAST INTRUDER CREW LOST IN VIETNAM



Former VA-115 CO Paul Barrish addresses family members and friends from the *Intruder* community on the *Midway* Museum flight deck at the dedication of the memorial to the last A-6 crew lost in Vietnam.

The sacrifice of the last A-6 *Intruder* aircrew lost during the Vietnam War is now commemorated in a lasting memorial on the flight deck of the USS *Midway* Museum in San Diego, California.

On the night of 10 January 1973, LT Michael T. “Mondo” McCormick and LT(jg) R. Alan “Arlo” Clark of VA-115 launched from the deck of USS *Midway* (CVA-41), and were lost amid heavy AAA and SAM activity northwest of the heavily defended city of Vinh. Both crewmen were carried as MIA and later declared Killed in Action. Their remains were eventually recovered and identified, and in January of 2009, were laid to rest with full military honors at Arlington National Cemetery. In attendance were their family members and many comrades from Attack Squadron 115.

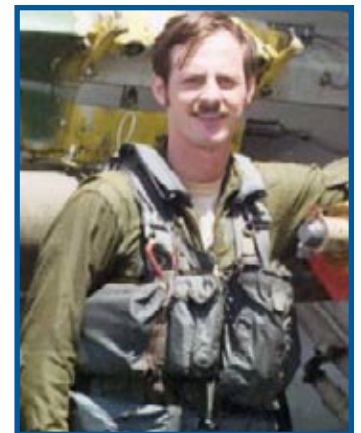
Now, six years later, their heroism and sacrifice have been memorialized on the flight deck that they launched from nearly 37 years ago. The A-6A *Intruder* on board the USS *Midway* Museum in San Diego now carries the names of “Mondo” and “Arlo” on the starboard cockpit, along with a legend that denotes the details of their last mission. The aircraft is painted in VA-115 markings from the Vietnam era, and now has the side number 511 to commemorate their flight.

More than 100 family members and comrades gathered to remember Mondo and Arlo at a dedication ceremony on the *Midway* flight deck on the morning of Friday, April 23, 2010.

Honored guests included Irene and Jamie McCormick, Mike’s mother and sister, and his widow, Wendy Wagner. Alan’s widow Tonya and his son, Air Force LtCol(sel) Tad Clark were also in attendance, accompanied by Al’s sister, Sandy Potter. More than 15 members of VA-115 traveled from all over the country to honor their squadronmates.



LT Mike McCormick



LT(jg) Al Clark

Speakers at the dedication included RADM (Ret) John ‘Mac’ McLaughlin, President of the USS *Midway* Museum; Larry Yarham, *Intruder* Association President and Paul Barrish, who was CO of VA-115 on the fateful 1972-73 deployment, where a total of four Arab flight crewmen were lost in combat.

Highlight of the ceremony was the unveiling of the crew names by family members, followed by tours of the *Intruder* Ready Room, where exhibits honor the memory of all those who built, maintained, and flew the venerable A-6. Later that evening, the Arabs gathered at a poolside reception hosted by Wendy Wagner and Irene and Jamie McCormick. At the request of the McCormicks, “uniform of the day” for the party was aloha shirts and stogies, to honor Mondo’s Hawaiian heritage.

The Origin Of The Word "Aviator"

A little known fact is the origin of the word, "Aviator." In the immortal words of Johnny Carson, "I didn't know that." Phu Khen (pronounced Foo Ken) 1169-? is considered by some to be the most under-recognized military officer in history. Many have never heard of his contributions to modern military warfare. The mission of this secret society is to bring honor to the name of Phu Khen.

A 'Khen' was a subordinate to a 'Khan' (pronounced 'konn') in the military structure of the Mongol hordes. Khan is Turkish for leader. Most know of the great Genghis Khan, but little has been written of his chain of command.

Khen is also of Turkish origin. Although there is not a word in English that adequately conveys the meaning. Roughly translated, it means, "One who will do the impossible, while appearing unprepared and complaining constantly."

Phu Khen was one of ten Khens that headed the divisions, or groups of hordes, as they were known, of the Mongol Army serving under Genghis Khan.

His abilities came to light during the Mongol raids on the Turkistan city of Bohicaroo. Bohicans were fierce warriors and the city was well fortified. The entire city was protected by huge walls, and the hordes were at a standoff with the Bohicans. Bohicaroo was well stocked and it would be difficult to wait them out. Genghis Khan assembled his Khens and ordered each of them to develop a plan for penetrating the defenses of Bohicaroo. Operation Achieve Victory (AV) was born. All 10 divisions of Khens submitted their plan. After reviewing AV plans 1 thru 7 and finding them all unworkable or ridiculous, Genghis Khan was understandably upset. It was with much perspiration that Phu Khen submitted his idea, which came to be known as AV 8. Upon seeing AV 8, Genghis Khan was convinced this was the perfect plan and gave his immediate approval.

The plan was beautifully simple. Phu Khen would arm his hordes to the teeth, load them into catapults, and hurl them over the wall. The losses were expected to be high, but hey, hordes were cheap! Those that survived the flight would engage the enemy in combat. And, those that did not? Well, surely their flailing bodies would cause some damage.

The plan worked and the Bohicans were defeated. From that day on, whenever the Mongol Army encountered an insurmountable enemy, Genghis Khan would give the order, "Send some of Phu Khen's AV 8-ers." This is believed, though not by anyone outside our secret society, to be the true origin of the word Aviator (AV 8-er).

Phu Khen's AV 8-ers were understandably an unruly mob, not likely to be socially acceptable. Many were heavy drinkers and insomniacs. But when nothing else would do, you could always count on an AV 8-er. A Phu Khen Aviator. Denied, perhaps rightfully so, his place in history, Phu Khen has been, nonetheless, immortalized in prose. As the great poet Norman Lear never once said:

"There once was a man named Phu Khen,
Whose breakfast was whiskey and gin. When
e'er he'd fly, He'd give a mighty war cry: "Bend
over, here it comes again."

Consider it an honor to be a Phu Khen Aviator. Wear the mantle proudly, but speak of it cautiously. It is not always popular to be one of us. You hear mystical references, often-hushed whispers, to "those Phu Khen Aviators."

Do not let these things bother you. As with any secret society, we go largely misunderstood, prohibited by our apathy from explaining ourselves. You are expected to always live down to the reputation of the Phu Khen Aviator...a reputation cultivated for centuries, undaunted by scorn or ridicule, unhindered by progress. So drink up, be crude, sleep late, urinate in public, and get the job done.

When others are offended, you can revel in the knowledge that... YOU are a PHU KHEN AVIATOR!

(Source unknown)

DESTINY IN THE PACIFIC

An excerpt from the book by John Schork, CAPT, USN (Ret) (Reprinted with permission.)

Epilogue

The U.S.S. *Enterprise* sliced through the Pacific Ocean one thousand miles east of the Philippine Islands. Two miles astern, the nuclear guided missile frigate *Bainbridge* maintained assigned station on the carrier which served as the flagship of Carrier Group Seven. The two ships were on transit for the Gulf of Tonkin via a port visit in Subic Bay, Republic of the Philippines. Aboard the huge carrier, the aircrews of Carrier Air Wing Fourteen prepared for combat operations in Viet Nam. Today the ship would conduct proficiency flying to maintain combat readiness honed over the last six months of training off California. An air of expectancy hung over those aviators who had not gone in harm's way before. A portion of the air wing pilots had made the last combat cruise and now provided the backbone of experience for the rookies.

In a time honored ballet, the carrier began to turn into the wind in preparation for the first launch of the morning. The roar of jet engines was muffled for those on deck by the use of protective ear cups. Each man also wore a colored jersey and float coat indicating his specialty or job. Everyone had goggles in place to protect their eyes from the jet blast and debris whipped up as the jets taxied to the catapults. Steam wisped up from each of the long catapults that would hurl the jets airborne after only two hundred feet of travel.

Just forward of the carrier's island, an A6A *Intruder*, side number NK 500 inched forward in response to the taxi director's signal.

"Okay, here we go," the pilot said to his bombardier as he pushed the parking brake in and inched the throttles up slightly to get the aircraft moving. With the nose wheel steering button selected the pilot gently steered the large jet to the right, watching each movement of the director. With only inches of clearance from the other aircraft, the trip to the catapult was an exercise in precision and patience.

The bombardier navigator in the right seat began to recite the challenge and reply takeoff checklist:

"Trim?"

"Zero, zero and six units nose up."

"Aux brakes?"

"Fifteen cycles."

"Hook?"

"Checked Up."

Above the deck, the ship's commanding officer professionally surveyed the entire deck as aircraft made their way to the catapults. Although ultimately responsible for everything that happened on the deck, he seldom intervened unless safety was at stake. Today he paid a little more attention to 500, knowing the admiral was in the pilot's seat.

In Primary Flight Control, the carrier's Air Boss also watched 500 carefully. The admiral was very familiar with the deck having flown with the Air Wing during work ups and also during the last cruise. The Boss wasn't worried about the admiral. He was concerned one of his young directors might make a mistake.

As the jet blast deflector lowered on catapult number two,

Rear Admiral Bryan Michaels taxied forward slowly.

"Wings coming down," Lieutenant Fred House said. The hydraulically operated wings spread slowly until they were fully down. House locked them in place with a small electrical switch. "Locked."

"Flaps and slats coming down," Bryan said as he moved the flap lever to the takeoff position. "All indicating down and out."

Slowly he moved the control stick counter clockwise to ensure the controls were free.

A young sailor ran up to the bombardier's side with a mechanical weight board that said, "49.0" indicating the weight of the aircraft in thousands of pounds. House gave him a thumb up.

"Forty nine point oh."

"Roger," Bryan responded.

The aircraft jerked as the catapult went into final tension. The catapult officer's signals told Bryan to take his feet off the brakes and push the throttles full forward. The two J52 engines were now at a deafening roar as the aircraft strained at the holdback fitting. Crouched around the big jet the squadron's final checkers watched intently for any sign of trouble, ready to raise their arms in the abort launch signal.

Bryan watched the engine gauges stabilize. One last cycle of the controls, and he said, "Engine instruments are good. Ready to go?"

"Yes, sir."

Bryan saluted the catapult officer and put his head back against the ejection seat head rest.

As the catapult fired, the *Intruder's* nose dipped and the bomber accelerated toward the end of the deck. The force of the catapult shot pressed each man back hard against the seat. Both sets of eyes scanned the instruments for any sign of a problem. Off the end of the deck they both noted the airspeed already at 150 knots and increasing.

"Good shot," Bryan said calmly and raised the landing gear handle.

God, I love this, he thought. Leveling the jet at 500 feet he accelerated to 400 knots and departed the carrier's airspace. Bryan knew his flying days were numbered. Sometime during this cruise he would receive orders sending him back to Washington, D.C. and a desk. Pulling the nose up, he saw the airspeed indicator reading 410 knots and did a roll to the left. The sheer exuberance of flight off the ship.

"Okay, let's head out to the coordinates I gave you."

House reached down and cycled the navigation system to provide steering to geographic coordinates the admiral had provided in the brief. "Steering looks good, sir."



BLUE ANGELS 2-YEAR SCHEDULE • 2010 – 2011 SCHEDULE

2010

September

4-6 Cleveland, OH
11-12 Scott AFB, IL
18-19 NAS Oceana, VA
25-26 MCAS Kaneohe Bay, HI

October

1-3 MCAS Miramar, CA
9-10 San Francisco, CA
16-17 Dobbins AFB, GA
23-24 NAS Jacksonville, FL
30-31 Fort Worth Alliance, TX

November

6-7 Homestead AFB, FL
13 NAS Pensacola, FL

2011

March

12 NAF El Centro, CA
19-20 Keesler AFB, MS
28-29 NAS Meridian, MS

April

2-3 Sun-N-Fun, Lakeland, FL
9-10 NAS Corpus Christi, TX
16-17 Fort Worth JRB, TX
30 MCAS Beaufort, SC

May

1 MCAS Beaufort, SC
3-4 NAS Pensacola, FL
7-8 NAS New Orleans, LA
8 Flight Academy Fly-over, Pensacola, FL
14-15 La Crosse, WI
21-22 Andrews AFB, MD (reunion show)
25 & 27 USNA show and graduation fly-over
28-29 Millville, NJ

June

4-5 Rockford, IL
11-12 Evansville, IN
18-19 Davenport, IA
25-26 North Kingston, RI

July

2-3 Muskegon, MI
9 Pensacola Beach, FL
16-17 Rochester, NY
23-24 Ypsilanti, MI
30-31 Kalispell, MT

August

6-7 Seattle, WA
13-14 Fargo, ND
27-28 Brunswick, ME

September

3-5 NAS Patuxent River, MD
10-11 Lincoln, NE
17-18 Millington, TN
24-25 NAS Oceana, VA

October

1-2 MCAS Miramar, CA
8-9 San Francisco, CA
15-16 NAS Lemoore, CA
22-23 El Paso, TX
29-30 San Antonio, TX

November

5-6 NAS Jacksonville, FL
12 NAS Pensacola, FL



DESTINY IN THE PACIFIC *CONTINUED*



“Thanks, Fred.”

Turning the jet, he aligned the steering symbol and leveled the wings. He noted the distance to the point read 124 nautical miles. Twenty minutes, he figured to himself.

A razor sharp horizon cut the flat sea, separating the light blue of the clear sky and dark shade of the ocean. *Funny, I've been flying over this damned ocean for thirty years and it never changes. I could be back in an Avenger right now and it would have looked just like it did in '43.* He remembered his old squadron for a moment. Thrust into command when the skipper had been shot down off the Marshall Islands, he led the squadron for over ten months in combat. *They're all retired now. I'm the only one still in uniform.* Then he thought of Bill Nance. The pang of loss came back as if it were yesterday, memories of two young men, flying above this same ocean and fighting to stop the Japanese Navy. He remembered Tim Hutchins, a great young officer who died on the first day of that terrible war trying to save his men. Every time the ship sailed into Pearl Harbor, he took time to visit the rusting hull of the *Utah* and Tim's grave at the Punchbowl National Cemetery. During this trip to the Philippines he would make one last visit to the large cemetery south of Manila to touch Tiny's white cross, one of 17,000 stone markers marking the ultimate sacrifice of Americans from the Pacific War. Years before, Bryan had fulfilled his promise to his friend and placed a duplicate cross in Arlington National Cemetery.

“I'm getting a radar return at that point, Admiral.”

“It's a small island. Thought we could go take a look.”

“Yes, sir,” House said, not sure what the admiral really meant. “I was there a long time ago.”

He remembered all of the islands, San Cristobal, Tulagi, Vona Vona and the island on the nose at sixty miles, Mogmog. Although the island later served as a U.S. Navy recreation site when the fleet used Ulithi Atoll as an anchorage, he never went ashore. For some reason he didn't want to see the change. He didn't want to drink beer and play softball on the same spot where he had killed men. It was hard to understand and his squadron never did. But the Navy left years ago and Mogmog had returned to the same condition he had found it in 1942. Now he wanted to see it for what would probably be the last time.

“There it is,” he said quietly on the ICS.

A small dot on the horizon grew larger as Bryan descended to 100 feet over the ocean and increased their airspeed to 400 knots. He saw the beach where they came ashore and on the left the remnants of the old pier. Screaming over the beach he rolled the aircraft to the right and looked north over the island, now mostly trees. Pulling hard he turned right and began to climb away from the water.

“Let's head back. I've seen what I came for.”

Over the small island the roar of jet engines slowly faded, leaving the quiet sound of waves breaking on a deserted beach.



Author John Schork was an A-6 B/N and commanded VA-95 and NAS Whidbey Island. The book may be ordered from www.johnschork.com.

INTRUDER REUNION

2010 Reunion Review

By Bruce "Gator" Byrum

The A-6 *Intruder* Association Reunion for 2010 is over and we are already planning for our next reunion in 2012. Ray Casey and his Military Reunions Planners did another fantastic job of making all the arrangements and coordinating events for this year's event and we will take advantage of their talents again in 2012.

Over 270 members and guests attended the 2010 Reunion in Washington DC, and everyone seemed to have a great time. This year's reunion was held at the Hyatt Regency Hotel in Reston, Virginia, 20-23 May. The Hyatt Regency and Reston Town Center provided an excellent venue for old friends and squadron mates to get together, catch up and swap often repeated, but never doubted, stories.



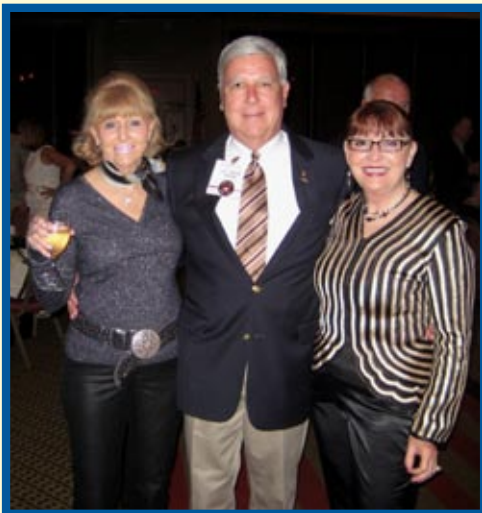
VA-176 Skippers - Tim Beard, Al Howard, Manny Ortega, Bob Ferguson, Rookie Word.



Judy Carr, Connie and Bill Bartels, Les McNamee, Larry Frieze.



Beamon Cummings and Hank Detering.



Jophie and Jerry Owens with Sharon.



Joe Krauss.

Thursday evening festivities kicked off with drinks at the Hospitality Suite followed by dinner at one of the many great restaurants surrounding Reston Town Center.

Friday began with a tour to the recently inaugurated National Museum of the Marine Corps in Quantico, Virginia. The museum is regularly adding to its exhibits, and even if you have been there before, you are certain to see something new the next time you go. Some even took advantage of beer on draft at the local Tun Tavern. Others of the group also accepted an invitation to tour HMX-1, the Presidential Helicopter Squadron. Col Glavey and his Marines put on quite a display and brought everyone up to date on happenings in the Marine Corps today. We want to thank George Cooke for recommending and helping arrange the tour.

Also on Friday, a group of about twenty took advantage of the fantastic weather and played eighteen holes of golf at the beautiful Reston National Golf Center. We thank John "Mooncap" Thornell for making arrangements and coordinating the event.

Friday evening we celebrated with Happy Hour(s) and a Welcoming Reception in the Hospitality Suite at the Hyatt Regency. The hotel did a fantastic job, the food was outstanding, and everyone seemed to be having a great time. We thank Yasmine Smith and Kate Noble of Hyatt Regency for their outstanding service coordinating the event and the banquet the following evening.



President - Larry Yarham.



Chairman - Tim Beard.



Bart Bartels.



T-Bolts: Steve Allen, Rick Kammier, Mike Metcalf, Ken Pedone & Roy Stambaugh.



T-Bolts Golf Victors - Rick Kammier, Mike Metcalf, Rick Wiedenhafer & Steve Allen.

HYATT REGENCY HOTEL

After Marine Corps emersion Friday, Saturday began with some going to the Udvar Hazy Air and Space Museum near Dulles Airport while others went downtown to visit the many attractions that our Capital has to offer.

Saturday afternoon, many of us gathered at the Vietnam Memorial to pay our respects to comrades who flew with us in Vietnam and whose names are inscribed upon the wall. Charlie Carr, one of the most decorated Marine aviators from Vietnam, provided comments in memory of our fallen heroes. Then, Mac McDanel, former MATWING One CO and CO of VA-65, and Bill Angus, former POW and member of VMA(AW)-224 deployed onboard USS *Coral Sea* in 1971-72, presented the Memorial Wreath.

Saturday evening, association members and guests gathered at the Hyatt Regency for our reunion banquet. Once again, the hotel did an outstanding job and we all had a great time. Our Chairman of the Board, Tim Beard, graciously accepted our invitation to be our guest speaker for this year's banquet and did an outstanding job getting us up to speed on all the recent changes in naval aviation. However, no matter how advanced the technology gets, there is still only one carrier aircraft that carries as much ordnance and has established a real benchmark for aircrew coordination, the A-6 *Intruder*.



Rupe Owens & Charlie Carr.



Bill Angus & Sue Hance WWII Memorial.



Clyde Cain VA 196 hat from 1966 cruise.



A-6 Memorial Wreath Laying, Vietnam Memorial.



Charlie Carr & Bruce Byrum.



RESTON, VIRGINIA

On Sunday, 23 May, many left to return home to start another hectic work week, while others took advantage of John Fitzpatrick's invitation to take a tour of the Gettysburg Battlefield. John is a professional tour guide for the National Park in Gettysburg and did an outstanding job of showing everyone around. All in all, the events and reunion in Washington turned out great and we all had a good time. We are all looking forward to our next reunion in May 2012, in sunny San Diego, California. See you there! *Intruders Forever.*



National Air and Space Museum.



Paul Bloch.



Don Schaeffer & Tim Thomassy.



Dee Burcham & Bill Schultz.



Bill Angus.



Betty & Jim Frydrychowicz



Lena & John Restivo.



Bill & Sue Hance.

Join your friends on a
MINI-REUNION ALASKAN CRUISE

Departing Vancouver, British Columbia
 June 3, 2011
 aboard the *Celebrity Millennium*

A-6 Intruder Alaskan Cruise

7 night Northbound Alaskan cruise with optional 4 day land tour

Drink in the splendor of the Alaskan wilderness as you sip cappuccino from your veranda on our Alaska cruises. Catch sight of a humpback whale or wolf pups frolicking in the snow. From the breathtaking sights of Hubbard Glacier to the pioneering spirit of Juneau, the gold-rush spirit of Skagway and the totem poles of Ketchikan, Celebrity's Alaska is as rustic and romantic as one could ever imagine. As you explore Alaska's magic and unspoiled dominion, our guides and naturalists share their intimate knowledge to help make this extraordinary experience even more unforgettable. Welcome to Celebrity's Alaska.

Sailing Itinerary



Date	Port	Arrive	Depart	
03-Jun	Vancouver, British Columbia		4:30 PM	
04-Jun	Inside Passage (cruising)		Cruising	
05-Jun	Ketchikan, Alaska	7:00 AM	3:00 PM	Docked
06-Jun	Icy Strait Point, Alaska	8:00 AM	6:00 PM	Tendered
07-Jun	Juneau, Alaska	7:00 AM	8:30 PM	Docked
08-Jun	Skagway, Alaska	7:00 AM	4:00 PM	Docked
09-Jun	Hubbard Glacier (cruising)	7:00 AM	11:00 AM	Cruising
10-Jun	Seward, Alaska	4:00 AM		

Post Cruise Tour Itinerary

Date	City	Description
Optional Post Tour Package #4		
10-Jun	Seward, Alaska	Upon arrival in Seward, you'll board a deluxe motorcoach and enjoy a scenic drive to Anchorage. Here you will meet your Tour Director and have time for lunch on your own. You'll then continue on to the quaint town of Talkeetna - one of the most idyllic spots in all of Alaska. Your evening is free for optional activities, such as jet-boating or flightseeing. Overnight at the Talkeetna Alaskan Lodge.
11-Jun	Talkeetna, Alaska	In the morning, your deluxe motorcoach will take you on a scenic drive from Talkeetna to Denali. In the afternoon, venture on a guided experience in Denali National Park on the Denali Natural History Tour. Discover the beauty of taiga forests and gaze at miles of rolling tundra while looking for wildlife. In the evening, you will have free time for independent activities, such as helicopter flightseeing. Retire for a restful night in Denali.
12-Jun	Denali, Alaska	Your morning is open to book an optional activity, such as a visit to Husky Homestead or white-water rafting. After lunch on your own, enjoy a relaxing ride on our deluxe motorcoach to Talkeetna. Here you will board the Wilderness Express®, our glass-domed traincars, for the scenic ride to Anchorage. Spend the night in Anchorage.
13-Jun	Anchorage, Alaska	Your Tour Director will see that you are transferred to the Anchorage airport for your flight home.

All tours and activities described are included in your cruisetour vacation including overnight accommodations.

For more information and rates on this exciting opportunity
 email Codi at **Military Reunion Planners:**
codi@MilitaryReunionPlanners.com
817.778.8384



Welcome Aboard

NEW MEMBERS

Joseph Ahrens..... Reston,VA	Mick Gleason..... Ridgecrest,CA	Greg Moss..... Canoga Park,CA
Rick Bainbridge..... Virginia Beach,VA	Frank Gloeckner..... Great Falls,VA	Bob Nasby..... Eagan,MN
David Bena..... Mechanicville,NY	Tom Glover..... Chesapeake,VA	Robert Norman..... Boykins,VA
Wayne Briggs..... Woodbridge,VA	Thomas Greaves..... Cudjoe Key,FL	Nelson Paler..... Auburn,AL
Richard Brooks..... Port Clinton,OH	Michael Gretz..... Campton,NH	William Powell..... Oak Harbor,WA
Greg Brown..... Virginia Beach,VA	James Groves..... Fairbury,IL	Tom Powers..... Spooner,WI
Lyle Brown..... Fredericksburg,VA	Mark Guadagnini..... FPO,AP	Michael Quiello..... Peachtree City,GA
Tracy Bruns..... Willmar,MN.	Chris Hadinger..... Stafford,VA	Patrick Quinn..... St. Peters,MO
Arthur Burcham..... Victor,NY	Mike Hecker..... Fairfax,VA	Jonathan Raines..... Laguna Woods,CA
Brian Campbell (was Ferencik)...Waco, TX	Marc Hostetler..... Pendleton,OR	Abbas Reza..... Evergreen Park,IL
David Carroll..... Lexington,SC	Steve Huff..... Annandale,MN	Dave Rhode..... Fullerton,CA.
Ray Cebulski..... Grtand Rapids,MI	Peter Jacobs..... Arlington,TX	Rico Saenz..... Jacksonville,FL
Tom Chasteen..... Palatine,IL	Beau Keally..... Virginia Beach,VA	Mark Schwan..... St Augustine,FL
Jim Clancy..... Arlington,VA	Brent Kirkland..... Dove Canyon,CA	Kerry Shanaghan..... Pensacola,FL
Lane Cole..... Flowood,MS	Steve Kirwan..... Morehead City,NC	Philip Shannon..... Bath,ME
Frank Combs..... Davidsonville,MD	Joe Krauss..... Dallas,TX	David Shields..... APO,AP
Robert Cope..... Fayetteville,NC	Stefan Kristen..... Sycamore,IL	Dave Short..... Antioch,IL
Ken Custer..... New Orleans,LA	Ronald Kutz..... Fairfield,PA.	Harry Spies..... San Diego,CA
Robert D'Antonio..... Aliquippa,PA	Thomas Lalor..... Lemoore,CA	James Spurgin..... Hartford,WI
Bernard Deibert..... Waco, TX	Ned Laskowski..... Sammamish,WA	George Stewart..... Tampa,FL
Peter Dodaro..... Aspen,CO	Brian Lewis..... Chantilly,VA	Jeb Stewart..... Blacksburg,VA
Scott Donaldson..... San Leon,TX	Les Makepeace..... Brighton,CO	Stephen Swazee..... Eagan,MN
Bruce DuBois..... Ashburn,VA	Frank Marlow..... Friendswood,TX	Jim Vieira..... Livingston,CA
Kenneth Egan..... Tomball,TX	Zac May..... Brandon,MS	Joseph Wasek..... Temecula,CA
Paul Fagan..... Alexandria,VA	Thomas McElrath..... Chantilly,VA	David Wilkinson..... Fairfax Station,VA
Patrick Finneran..... Weldon Spring,MO	Adam McIntyre..... El Centro,CA	Ron Zimmerman..... Pensacola,FL
Alan Fischer..... Carlsbad,CA	Dennis Merrill..... Holladay,UT	
Robert Foster..... Chesapeake,VA	Mike Metcalf..... Poplar Grove,IL	
Larry Friese..... Monterey,CA	Thomas Mooney..... Champlain,NY	
Robert Gardner..... Carlisle,PA	Pete Moore..... Pensacola,FL	
Patrick Gavin..... Carlsbad,CA	Brian Moss..... Alexandria,VA	

For those of you who may not have received an Intruder Association Welcome package, please send an email to membership@intruderassociation.org.

★ Membership Report

We currently have 1016 active members. I am currently in the process of eliminating 445 members who have not responded to our membership emailing and snail mail campaign. We did have 93 members sign up as a result of that effort. I would ask that everyone look back at the last *Windscreen* and get after those folks that you know on there. I would also ask that everyone go to the members only section of the web site and update your personal info. This is especially important when you change ISPs.

Clyde

99 Intruders: Upcoming Events, Listen Up!

The Intruder Association at Tailhook '10: 9-12 September, Reno, NV. - The *Intruder* Association will be in attendance at Tailhook again this year. We will have a booth, and are looking to share a Ready Room with the A-4 Bubbas as in the past. A gathering Saturday morning for our famous breakfast is on the schedule also. *Plan now to attend!*





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

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Join the Intruder Association today!

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 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