

LAST FLIGHT OF 155629 FROM VA-34 TO QUONSET AIR MUSEUM

When the A-6 squadrons were being decommissioned, 155629 was flown to the Quonset Air Museum on 7 Dec, 1994. The crew was pilot Charlie "Hooter" Hautau, CO at the time and B/N Al "Moose" Mousseau. Dave Buss, future VADM, Commander Naval Air Forces was XO.



Quonset Air Museum

Quonset State Airport, 488 Eccleston Avenue, P.O. Box 1571, North Kingstown, R.I. 02882 (401) 294-92

FAX TRANSMITTAL

Att. VA-34 PAO, Lt. Joe Gardner FAX (804)433-9170

In Anticipation of the delivery of our A-6 Intruder, BuNo 155629 on Dec. 7th, 1994, for display at the Quonset Air Museum. I thought I would provide the following info pertaining to The Quonset State Airport (OQU), North Kingstown R.I. where the QAM is located.

Due to the Weight of the A-6 it will be required to land on Runway 16-34, (7,999 ft). The Air Museum is located at the approach end of Runway 5 (5-23). We would like to request that if sufficient fuel is on board that the A-6 make some flybys down Runway 23 prior to landing. Due to the fact that this is the FIRST flyable aircraft being delivered to the Museum, we are planning to make it Quite the Media Event.

Airport Frequencies are as follows.

Quonset Tower - 126.35

Quonset Ground - 134.5

Also an airport diagram is also enclosed.

We anticipate three television stations will be on hand for the arrival (two National Affiliates), as well as most of our state published newspapers.

We would also like to ask that Cdr. Hautau, prepare a brief Turn Over Speech upon arrival.

I know that I might be pushing my luck, but what are the chances of getting some MERS, and Practise Bombs and drop tanks, with the A-6? If they are not available I fully understand. We are more than pleased to be receiving the A-6 itself. But as you know you don't know unless you ask! Also if you have spare intake and exhaust covers, that would also be appreciated.

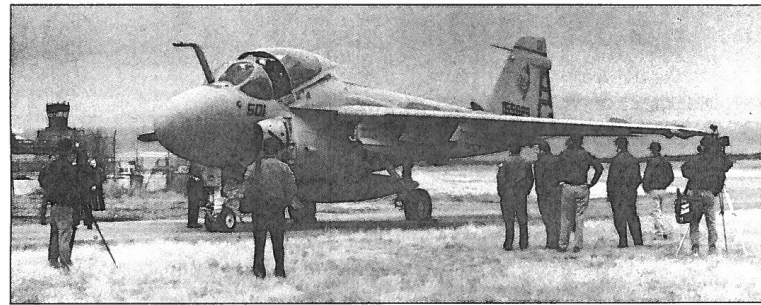
As we spoke about this morning, I would also like to request a copy of VA-34's History via FAX ASAP for the Media Package, and Press Releases that will be going out tomorrow, as well as any other pertinent info you feel that we could use.

As I informed you the significance of the Grumman A-6 Intruder to the Quonset Air Museum is in the fact that Most of the A-6A's went thru O&R at the Quonset NARF facility at some point during their career, and the Intruder will be a welcome addition to our collection.

For your info the A-6 will be joining the following aircraft which we currently have on display or under restoration at The Museum. - Russian MiG-17, MDD A-4F Skyhawk, N.A. T-28 Trojan, Antonov AN-2 "COIT" Russian Biplane, Lockheed T-33 Shooting Star, Grumman TBM-3E Avenger, Grumman F6F Hellcat, MDD A-4M Skyhawk BuNo. 158148, (The FIRST A-4M Produced). AERO L-29 Delphin (Soviet Jet Trainer).

Dedicated to the Preservation of Aviation History

The Quonset Air Museum is a subcommittee of the Rhode Island Heritage Commission, and is affiliated with the Rhode Island Aviation Heritage Association. QAM is a non-profit, tax exempt organization.



END OF DUTY: Museum officials and spectators admire the plane, which served in battle from Vietnam to the Persian Gulf war.

Navy attack bomber finds a new home at Quonset museum

The A-6 Intruder, on permanent loan from the Navy, touches down at Quonset State Airport.

By CHRIS POON
Journal-Bulletin Staff Writer

NORTH KINGSTOWN — The Navy A-6 Intruder attack bomber swooped over the Quonset State Airport runway, dipping one wing then the other in a salute to a small crowd awaiting its landing.

After service that included Vietnam, Lebanon, Libya and the Gulf war, the bulbous-nosed plane touched down yesterday to retire at the Quonset Air Museum, on permanent loan from the Navy.

"I've been like an expectant mother for two days," said Howard Weekley Jr., historian at the nonprofit museum and a former electrician who worked on the two-seat Intruders at Quonset's former Naval Air Rework Facility 30 years ago.

"The taxpayers got a lot of good service out of the money they spent on her."

Cmdr. CHARLES HAUTAU

While no documentation exists to prove this Intruder was serviced here, museum officials and military plane aficionados gave it a warm welcome yesterday.

Among the spectators were Janis and Albert Mousseau of Johnston, who were especially proud of the plane's navigator, their son, Lt. Albert Mousseau Jr. of Oceana Naval Air Station in

Virginia Beach, Va.

The elder Mousseau and his father, Adelard Mousseau, were both civilian sheet metal workers in Quonset and made repairs to A-6 bombers.

"It's exciting. It's something he's always wanted to do," said Albert Sr., who admits to a fear of flying and can't explain his son's passion for aviation. "And it's exciting to see people trying to preserve the Navy here in Rhode Island."

Lieutenant Mousseau is a bombardier-navigator, who controls the weapons and radar system in a plane designed to fly missions in any weather, day or night.

The Navy is retiring more than 700 A-6 bombers in the next few years, a move that the officer says saddens him because of the Intruder's faithful and successful military service.

Cmdr. Charles Hautau, who piloted the Intruder to Quonset, said the 26-year-old plane has a long history of service, with more than 6,500 hours in its log book.

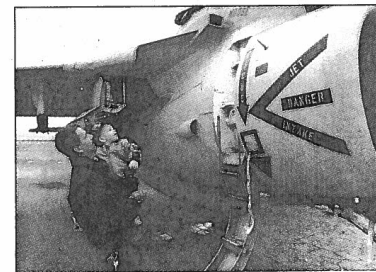
The bomber is one of only 19 in the country that were converted into an A-6 "Wild Weasel" that flew missions in Vietnam. The so-called Ironhand missions preceded main attack forces, detecting enemy radar and destroying missile sites.

"The taxpayers got a lot of good service out of the money they spent on her," Hautau said.

Weekley said the latest addition to the museum is the "showpiece" of the 23-plane collection because of its tip-top condition. It is the first U.S. plane to be flown to the museum.



PROUD PARENTS: Janis and Albert Mousseau of Johnston greet their son, Lt. Albert Mousseau Jr., the plane's navigator.



CLOSER LOOK: Tommy Garan, 2, inspects the plane with a little help from Rick Levesque of Attleboro, Mass.

The day was typical Narragansett day, overcast with around a 5K maritime layer. The crew was able to do some low passes over the field before landing. The museum was happy they had some JP left over to fuel their boilers for a few years. What made the event great was that the AI “Moose” Mousseau’s parents could attend the fly-in. Moose’s father had worked at the depot facility years prior and had seen some of the A-6’s refurbished during his stint there.



VA-34 BLUE BLASTER’S HISTORY AFTER 155629

The Blasters luckily escaped decommissioning 1994. VA-34 likely profited from having the then COMNAVAIRLANT, VADM “Sweet Pea” Allen in charge of that decision. The late VADM Allen was a former VA-34 pilot when they flew A-4s. He later transitioned as a B/N and flew with JB Dadson when CDR Allen was XO/CO of VA-85. When CAPT Allen was CO of USS America, he flew again with JB Dadson, XO/CO VA-34 (1983-86). The late CAPT “Sweet Pea” Allen congratulating JB Dadson, CO VA-34, on 1000 Trap with B/N Rick “Pokey” Keller.



Virginia Governor George Allen (center white vest) launches the final Grumman A-6E Intruder (BuNo 160998) from the flight deck of aircraft carrier USS George Washington (CVN-73) on 22 July 1996 with the late CAPT Kolin M. Jan, Commander Carrier Air Wing 7 (CVW-7), and CDR (later VADM) Dave Buss, CO VA-34). 160998 was the last to launch from the deck of George Washington after a deployment to the Arabian Gulf and Mediterranean Sea from 26 January to 23 July 1996. This was the final deployment for VA-34 flying the A-6 Intruder. During cruise Tom “Hoser” Hills was CVW-7 CAG Ops O then showed up as PXO in VA-34.



August 30, 1996 during the Change of Command for CDR (later VADM) Buss and Tom “Hoser” Hill, VA-34 had a three part ceremony at which ADM William J “Fox” Fallon was guest speaker and the late Kolin Jan was in attendance as CAG. The first part was Tom “Hoser” Hill relieving CDR Buss as CO VA-34, the second part was the Decommissioning of VA-34 and the third part was the Commissioning of VFA-34 with “Hoser” as CO.

Hoser executed the disposal plan for the remaining VA-34 A-6E Intruders. Like other A-6Es from various squadrons, crews began flying planes to Davis-Monthan Air Force Boneyard in Tucson shortly after returning from deployment. VA-34 kept 500 (160998) until the bitter end. On September 5, 1996, Tom “Hoser” Hills and Mark “Marky” Miller, then the Maintenance Officer, flew the last VA-34 A-6E to the desert the week after the Change of Command. “Hoser” describes the flight as “a memorable flight in a slick bird”. They got gas in El Paso (where the author grew up and pumped gas at Champs Aviation, Cessna Dealership and FBO). They then got airborne, canceled IFR and flew VFR to Davis-Monthan across a beautiful desert. Then they took an airborne tour of the facility before landing and taxiing to the drop off of 160998.

Hoser keep a very small cadre of A-6 pilots, his Intel Officer, his MMCO and almost all the enlisted folks, They loaded up the trucks and moved lock, stock and barrel to Cecil Field.

Numerous A-6Es were flown to Davis-Monthan Air Force Base as the Intruder squadrons decommissioned. This is a picture of them lined up in the Tucson desert. Unfortunately the A-6E's in this photo are now razor blades having been demilitarized by shredding.

I contacted Terry Pittman, Business Affairs Liaison, 309th Aerospace Maintenance and Regeneration Group. The only remaining A-6 Series aircraft are one A-6E 152607 along with 40 EA-6Bs.

