

SUMMER
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ASSOCIATION ADOPTS TRAINING SQUADRON



TRAINING SQUADRON SEVEN, flying the TA-4J out of NAS Meridian, Mississippi (shown here during a weapons deployment at NAF El Centro), is the Navy's largest training squadron and the only significant Skyhawk presence remaining in the USN inventory. (Photo courtesy Tailhook Assn.)

The *Eagles*, aka Navy Training Squadron Seven (VT-7), based at NAS Meridian, Mississippi, have been "adopted" by the Skyhawk Association. The *Eagles* own the bragging rights as the last remaining significant *Skyhawk* presence in the U.S. Navy inventory.

TARGET: 2001. Once upon a time, it was almost a certainty that the TA-4J, the last of the Navy's active *Skyhawks*, would be gone from operational status by October 1997. Budget constraints and other factors intervened, however. The replacement, the McDonnell-Douglas T-45 *Goshawk*, is coming off the production line more slowly than anticipated and it is

now projected that the TA-4J and VT-7 combo will still be in the advanced flight training business into the year 2001 [Music: Richard Strauss' *Thus Spake Zarathustra*, swells up in background] and perhaps into the year 2002. Since the TA-4 first flew in 1965, readers out there in *Skyhawkland* with a genius for arithmetical calculation can figure that adds up to 36 or 37 years or active duty for the *Skyhawk* "T" bird.

LARGEST SQUADRON. VT-7 has been training students in the Skyhawk "T" bird since August 1971 and "winged" its first graduate in the Spring of 1972. Presently the squadron has fifty-two TA-4Js in its inventory, down from a high of more than 100 a year ago, but still enough aircraft to make it the largest training squadron in the Navy. Many of those active duty *Skyhawks* have already logged 10,000+ hours against a projected airframe service life of 12,000 hours. A service life extension program will be necessary if the TA-4Js are to continue in service into the 21st century.

LEADERSHIP. The backgrounds of the VT-7 C.O. and Exec make them a well-qualified duo to run a training squadron. The Skipper, CDR Marion E. "Doc" Watson, is a native of South Carolina but is right at home in Mississippi where he graduated from the State University in 1977. "Doc" cut his stick and throttle teeth first as an S-3A pilot, then in the attack business driving the A-6 *Intruder*. Combat experienced in the *Desert Storm* war, he later served as an A-6 RAG instructor. The Executive Officer, CDR Walter J. "Jeffro" Richardson, is a "Navy brat" and crawdad-eater from the bayou state, where he grew up and graduated from Louisiana Tech University. Skyhawk-experienced both as an adversary instructor pilot with VC-1 and an advanced flight training instructor in Kingsville, Texas, Jeffro subsequently transitioned to the fighter business, flying both the F-14A and the F-14D Tomcat.

STUDENTS. The student naval aviator (SNA) population at VT-7 averages about 90, and has included students from France, Spain, Italy, Kuwait, Thailand, and Singapore as well as U.S. Navy and Marine officers. The advanced training syllabus in the TA-4J at Meridian is paralleled in Kingsville, Texas, with the considerably newer T-45 *Goshawk*. However, an informal poll, conducted by SA Treasurer "Boom" Powell during a recent visit to VT-7, reveals that the students in the Meridian pipeline are not the least bit dissatisfied at their assignments – the opportunity to fly the venerable old *Skyhawk* and to be part of the legend.



CARQUALS. The 33-week advanced flight training syllabus at Meridian includes a weapons training detachment at NAF El Centro, California, and carquals (carrier landing qualifications) on board what ever "boat," east or west, is available. A down side of modern day carquals is that, generally, only one aircraft goes to the ship and (shades of Calvin Coolidge) the students take turns flying it. The up side is that each student now records four touch-and-go landings and ten traps. The the carqual period is at least a two day operation and the students benefit from more time on board and a better appreciation of what is happening. (And, the thrill hasn't changed. SNAs still described that first trap feeling as being something akin to an emotional blend of one's first auto accident and one's first experience at sex.) Graduation-winging ceremonies at Meridian occur about once a month.



OK-3? At least parts of the thrill, drama, and dynamics of a carrier landing – the hook engagement, the whipping "wire," the smoke puffs as the tires touch the deck -- are caught in this shot of a Training Squadron Seven TA-4J "trapping" on board USS John C. Stennis (CVN-74). (USN photo)

INSTRUCTORS. As recently as 1996, VT-7 instructor pilots (IPs) specialized in what they had been doing as their former selves in the fleet. VF guys taught air combat maneuvering; former VA types taught weapons delivery; and those with VS and VAQ experience carried the load in fam, instruments, and formation tactics. However, recent down-sizing in the USN necessitated changes. The VT-7 instructor manning presently is at about 50% of allowance and cross-training in all phases is the order of the day. "Now," says Skipper Watson, "anyone who's flown a jet with a tailhook will fly everything, including going to the boat." The IPs sometimes have to work long hours, but morale is high because there is a lot of flying – routinely an IP logs 40-60 hours a month. Bolstering the IP ranks are a half dozen Reservists, doing their active duty stints. All of the IPs are well-experienced in the *Skyhawk* and believe, albeit subjectively, that the TA-4 is the best training vehicle. "The T-45," said one instructor wryly, "has too many work saving gadgets." The only concessions made to the newer trainer are that the T-45 has a lesser rate of fuel consumption and lower maintenance requirements than the aged *Skyhawk*.

MAINTENANCE. The VT-7 roster includes only about 15 enlisted personnel, who handle necessary record-keeping and administrative chores. All aircraft maintenance and flight line operations at NAS Meridian are performed under civilian contract with United Nuclear Corporation (UNC), under the watchful eye of the Training Wing staff. The UNC name has given rise to a local aviator joke: "Our airplanes are maintained by the same company that built Three Mile Island." Most UNC employees are ex-Navy personnel who have worked at their Meridian jobs for several years. Some of the flight line "uniforms" aren't the same as some old timers will remember, but the experience level is high and the high quality maintenance product reflects that experience. And, yes, UNC personnel are part of the carqual detachments when the students "go to the boat."

AWARD PROGRAM. The *Skyhawk* Association now has an on-going program of presenting a "Student of the Month" award to a VT-7 graduating SNA. The presentation is made by a representative of the Association during the day-long graduation festivities at Meridian. Association Board member "Boom" Powell is coordinating the visitation program. Association members interested in doing a bit of nostalgic, pro-bono service by representing our organization at one of the monthly Meridian functions are urged to contact "Boom" (Telephone: 757-523-6648; Fax: 757-523-9139; or E-mail: RRBूम@compuserve.com) The *Skyhawk* Association sponsored award is generally a surprise to the graduating awardee, and the response is sometimes encouragingly upbeat. A recent recipient was especially proud to have trained in the *Skyhawk* since, years earlier, his father had piloted the A-4 for many hours in the adversary role while attached to VA-127. Before heading off to RAG training in the fleet, the young graduate (and soon-to-be papa of twins) enrolled his dad as a member of the *Skyhawk* Association.

FROM THE PRESIDENT

M. D. "Whizzer" White

Your Association needs volunteers - Membership Chairman, "Detachment" Skippers, etc. - jobs that keep you in contact with other A-4 types and forever young. The word is getting around and the present cowboys charged with keeping this thing inside the corral boards need your help. From Argentina, Australia, Israel, Malaysia, New Zealand, and Singapore, not to mention Vermont to California and Michigan to Texas, our little lady is attracting lots of attention and drawing in her own kind with a great

deal of interest. We need to spread the play-load. So, be part of it. Use the 800 number (800-300-2487) and say "Sure, Whiz, I'll help -- what can I do?..." About the meeting in Reno. Mark your calendars. We're piggy-backing with the Tailhook '97, which runs 4-7 September. Details of our luncheon AOM at the Nugget Hotel in Reno (Sparks, actually), Nevada, on Friday, 5 September, are covered elsewhere in this newsletter, as is news of our recently-established relationship with VT-7. Read and enjoy. If you can fit it into your schedule, please be a volunteer Association representative at one of the VT-7 graduation-winging ceremonies. The trip to Meridian was a twice in a lifetime experience for me. Once while I was learning our trade and the next time telling the current crop of young stud aviators how rough it was back in my day -- before the golf course was completed.

Oops, I feel a TINS story coming on. Many squadrons had at least one. VA-94 had two. Token Marines, that is. Ours were both named Anderson and carried the obligatory nickname "Andy." I flew with H.P. Anderson, who was the archetypical Marine. He looked good in dress blues, was not afraid to holler "huurrrrahhhh" in a crowded room, and had a good looking wife. Together for the next two years, we were fertile ground for some "Whiz-Andy" episodes. In Ha-vah-ee, on our way to WestPac, Andy and I paired for practice 90-degree loft runs on Kahoolawe target. I was flying a loose duce formation on Andy's wing as we crossed the coast, and slipped a little behind on the pull-up. As Andy passed 30 degrees or so, I saw an object leave his aircraft. "It came off, Andy, the damn shape came off. I'm going to follow it." Andy's reply was a click, click of his mike button. The slowly rotating blue missile topped out about 5000 feet, then nosed over in a slow decent toward the water, aimed nowhere near the intended target. Ahead, a small speck on the turquoise surface, minding his own business, was a lone fisherman in a small outrigger canoe. I was too fascinated with the flight of the shape to pay much attention to the boat at first, but was close enough to see the fisherman when he dropped his fishing gear and grabbed the paddle. As the shape and I descended, the fisherman's stroke became faster and faster and his canoe created a wake that would flatter Enterprise. The canoe was almost a blur when the fisherman abandoned it. The blue thing falling out of the sky hit the water just a few yards from the canoe. The man appeared to be ok and got back in the boat. I certainly didn't want him to get my side number, so I turned away and went back to business. I made my own loft run, got a "hit" -- three miles at 12 o'clock, and keyed my mike button. "Andy, let's get out of here, NOW" "What happened? he queried" "I'll tell you back to the ship." Click, click. The next day's headlines in the Honolulu paper read, 'NAVY'S BOMBING TECHNIQUE QUESTIONED' (Story page 2-b)

OK, back to the Reno program. I'm working on getting as luncheon speakers T.R. Schwartz, the only (or, at least, only one of two) A-4 driver to shoot down a MiG, and R.G. Smith, the aviation artist by which all other aviation artists set their standards. If we can get everybody's schedule to jibe it should be a hoot. If not, I still promise you a sterling luncheon and, perhaps a re-enactment of the carpet dance I used to do frequently in front of Skipper Paul Peck. See you in Reno.

And, between issues of Newsletter, check out our web site (www.skyhawk.org) for the latest gouge, Association information, and neat A-4 stuff. Bud Southworth has done an amazing job as Webmaster.

See you in Reno. A-4s Forever!

NOTICE OF ELECTION. The number of Association directors is currently seven. Incumbent directors are **Tom Brown, Wynn Foster, Jay Hubbard, Otto Krueger, "Boom" Powell, "Whizzer" White, and Jack Woodul.** The terms of **Powell** and **Woodul** expire in 1997. At a meeting on Friday, 5 September 1997, prior to the AOM luncheon, the Board of Directors will consider a proposal to increase the number of directors from seven to nine. It is expected that the proposal will be approved. A nominating committee appointed by the President has nominated **Boom Powell** and **Jack Woodul** for re-election as directors. Additionally, **James C. Ritchie** and **A. D. "Bud" Southworth** have been nominated to fill the anticipated director vacancies created by the Board vote. Election of directors will take place during the annual membership meeting (i.e., the AOM luncheon) on 5 September. Nominations from the floor will be accepted at that meeting.

SKYHAWK DIFFERENCE RECOGNITION

by Harry Gann



RECOGNIZABLE CHANGE. The second cockpit for the trainer version of the Skyhawk series was made by inserting a 28-inch "plug" into the standard A-4F fuselage and adding a long canopy. The TA-4 mockup shown was made from the aft fuselage and wings of a stricken A-4, with the forward section specially fabricated from wood. (Photo by Harry Gann)

introduction of the two-place trainer version. To allow for a second crew member, a 28-inch "plug" was inserted into the single seat A-4F variant fuselage and capped by an extended clam-shell canopy. The fuselage change necessitated replacement of the 240 gallon fuselage fuel tank of the A-4F with a smaller 100 gallon tank. Douglas engineers recommended addition of a dorsal fuel tank, neatly faired into the fuselage, to compensate for the lost 140 gallons. That idea, however, was over-ruled by Navy budget limitations. Including the production for overseas customers, 550 of the two-place A-4s were built.

One hundred sixty-five of the A4D-1 model had been manufactured when production was shifted to the A4D-2. About 28 percent of the A4D-1 was remodeled in development of the dash 2, with the most recognizable changes being the installation of the in-flight refueling boom on the starboard side of the fuselage, and the addition of the "inside-out" rudder for stiffening and fatigue cracking reduction. Other changes included strengthened landing gear, ordnance upgrades, including provisions for the Bullpup missile, and control system alterations.

The go-ahead for production of the Skyhawk was given in 1952. Twenty-seven years later, in February 1979, the last (2960th) Skyhawk (A-4M BuNo 160624) was delivered to US Marine Corps Attack Squadron (VMA-331) at MCAS Cherry Point, North Carolina. Today, at the 45 year mark in Skyhawk history, the old bird is still around and operating. About 50 TA-4Js are currently serving as advance training vehicles with Training Squadron Seven (VT-7) at NAS Meridian, Mississippi (see lead story). Another five TA-4Js are still active in fleet service with Composite Squadron Eight (VC-8) at NAS Roosevelt Roads, Puerto Rico, and there is a pair working on R&D projects. Additionally, many A-4s are still being operated by foreign air units.

To be retained as a viable weapon system over the years, a constant upgrading of the A-4 airframe was necessary. The most recognizable change to the original Skyhawk configuration was made in 1965 with the



LIFT SPOILERS (shown deployed on the A-4M above) were incorporated in Skyhawk trainer versions and in all A-4F and subsequent models. They were also retrofitted into the A-4L (a revised version of the A-4C). All Skyhawks had leading edge aerodynamic wing slats, but the slats were bolted in the closed position in the A-4Fs used by the Blue Angels. (Photo by Harry Gann)

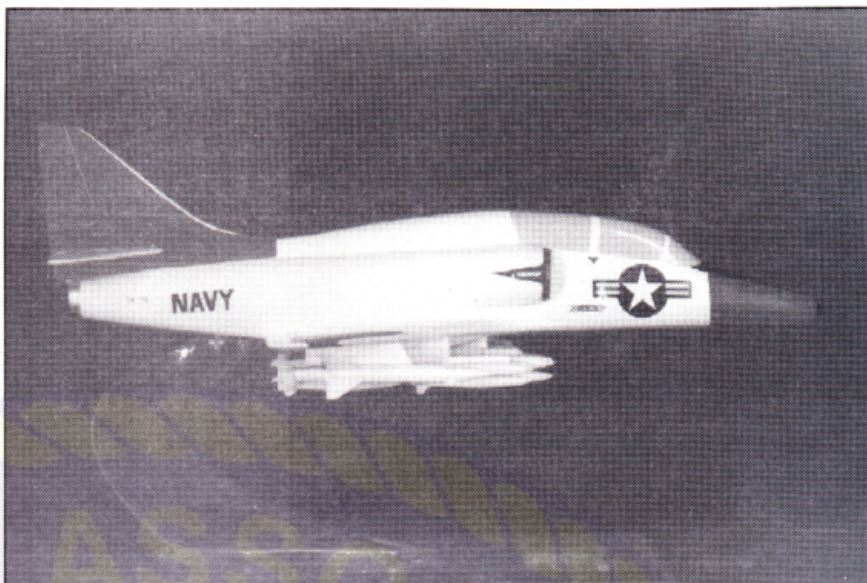


The A4D-3 was planned as a major performance upgrade of the A4D-2. However, budget limitations again intervened and the dash 3 did not come into being. Instead, a reduced capability A4D-2N, with a 15% airframe change over the dash 2 model, was produced. The main recognition difference between the -2 and the -2N was the lengthening of the nose by 9 inches to house new equipment.

No A4D-4 model was produced and the A4D-5 (A-4E), first flown on 12 July 1961, represented a major improvement in the *Skyhawk* line. A new, more fuel-efficient and higher thrust engine, the Pratt & Whitney J52, was installed and more "black boxes" were fitted into increasingly hard-to-find places in the fuselage. The most noticeable external recognition features of the "Echo" model of the *Skyhawk* over the -2 and the -2N were the addition of two outboard underwing

suspension points for an increased ordnance-carrying capability, and the boundary layer bleed on the engine air inlet duct. The A4D-5/A-4E configuration resulted in a 29 percent structural change from that of the A4D-2N and a 22.5% increase in the catapult launch gross weight, to 24,500 pounds.

The A-4F model of the *Skyhawk* evolved from follow-on orders for desired improvements to the A-4E. Major changes in the "F" version were the addition of lift spoilers on the trailing edge of the wing and installation of a steerable nose wheel. From a recognition viewpoint, it was difficult to tell the difference between the A-4E and the A-4F, unless the spoilers of the "F" model were deployed, or the Bureau Number was checked.



A FAIRED DORSAL, housing a 300 gallon fuel tank, was proposed for the TA-4 model but was not approved for production because of budget limitations. A variation of the concept was used in later versions of the A-4 in connection with Project Shoehorn. (Photo by Harry Gann)



THE SKYHAWK LOAD CAPACITY was increased with the A-4E model with the addition of two outboard wing stations. Another recognition feature of the A-4E model Skyhawk was the boundary layer "bleeder" on the inboard side of the engine air inlet scoop. (The device on the end of the refueling probe in this photo is part of some in-flight static pressure test equipment.) (Photo by Harry Gann).

The demands of the Vietnam War, and a need for help in keeping the aircraft loss ratio from getting out of hand, required installation of additional electronics counter-measures (ECM) equipment. Placing the needed ECM gear in an already crowded *Skyhawk* airframe presented a problem, the old "ten pounds in a five pound bag" dilemma. *Project Shoehorn* was instigated as a partial solution and the addition of a dorsal ECM equipment compartment on the fuselage aft of the canopy was another. The A-4E and the initial A-4F production airframes did not include the aft avionics package, but it was later retrofitted into most of those birds. The OA-4M, some of the airframes included in the A-4C/A-4L modification program, and some of the *Skyhawks* provided to foreign users also had the "hump back" aft avionics package configuration.

The final major modification in U.S. *Skyhawks* line was the A-4M (aka *Skyhawk*



II). Installation of the J52-P-408 engine boosted the A-4M power and performance by about 20% over its immediate predecessor, with little increase in weight or change in fuel specifics. Recognition features of the A-4M were a three-inch wider canopy and the "bulging" of the inlet ducts to allow greater air flow to the engine. (The bulging inlet ducts were also common to 100 A-4Fs that were retro-fitted with the P-408 engine.) Argentina, Australia, Indonesia, Israel, Kuwait, Malaysia, New Zealand, and Singapore were also recipients of variously tailored versions of the *Skyhawk* and *Skyhawk II*.



A SELDOM SEEN SKYHAWK DESIGN VARIANT is the original A4D mock-up with the tail section extending well beyond a short tailpipe, similar to that of the Grumman F9F-2/5 Panther and F9F-6/8 Cougar. Designer Ed Heinemann had misgivings about drag and buffet effects, however, and the aft ventral fuselage was extended before production. (Photo by Harry Gann)

The *Skyhawk* enjoys the longest production/retrofitting run of any combat aircraft ever produced, and changes are still being made. The end of the A-4 service life in the U.S. inventory is approaching, but even after that sad day, the venerable Skyhawk will still be in active use around the world. But that is the subject for a future story.

NOTICE

AOM LUNCHEON

NOTICE

The 1997 Skyhawk Association annual organizational meeting (AOM) will be held at noon on Friday, 5 September, at the Nugget Hotel in Reno (Sparks), Nevada. The meeting will feature a buffet luncheon (two hot items plus a good spread, wine and beer), some Association business (election of directors), a guest speaker, and a general all-around good time. The luncheon cost is **\$18 per person and advance reservations are required.** A reservation check, payable to Skyhawk Association, along with name and address of sender, should be mailed in time to reach

R.R. "Boom" Powell
5344 Reasor Court
Virginia Beach, VA 23464

no later than 19 August 1997. Reservations received after that date cannot be guaranteed.

SKYHAWK SUITE

The Skyhawk Association will host an "admin ashore" at the Nugget Hotel, Thursday through Saturday, 4-7 September. Room TBA. Suite hours will be as follows:

Thu., 4 Sept: 1300 to late.

**Fri., 5 Sept: 1000 to 1145 (CLOSED for Skyhawk Association luncheon.)
1400 to 1745 (CLOSED for Tailhook "Bug" Roach Mixer.)
2100 to (some small hour).**

**Sat., 6 Sept: 0900 to 1745 (CLOSED for Tailhook Association banquet.)
2145 to late (when the doors close for this year.)**

A BIT OF AN "OOPS"

In the Spring '97 issue we credited Gordo Gray as being the pilot of the second closed-course fam flight in YA4D-1 BuNo 137820 on Sunday 14 October 1955. That was the flight that clocked an unofficial 703 mph and resulted in minor damage to the rudder tip. Actually, the second flight, which also put some noticeable wrinkles in the nose of 137820, was piloted by #1 Skyhawk driver (and Association member), **Bob Rahn**. The purpose of the second flight, says Bob, was to see if the aircraft would have enough speed to break the record, to do it with internal fuel only, and, believe it or not, "to see if it would hold together." The wrinkled nose cone is evident in the above photo, while the rudder tip damage is just barely noticeable. To avoid

approaching cooler weather conditions and possible adverse trans-sonic Mach effects, it was decided that the aircraft would be left in the less-than-pristine condition for Gordo's 15 October speed record attempt. In the photo, taken to commemorate the event, Bob Rahn is seated at left, next to the sign, and Gordo Gray, in flight gear, is seated at the opposite side of the sign. Others pictured are members of the Douglas team that put together the successful record breaking event.



AND, ANOTHER... Also, we inadvertently omitted from the membership roster, distributed with the Spring '97 newsletter, the names of our three Aussie members, down under. We regret the mistake and offer an apology to:

Commodore John R. DaCosta 26/167 Brougham Street
James W. Firth 2 Nattai Street
Frederick T. Lane 30/14 Fullerton Street

Woolloomooloo 2011 New South Wales, Australia
Loftus 2232 New South Wales, Australia
Woollahra 2025 New South Wales, Australia

WE'RE PLEASED TO ANNOUNCE . . .

Skyhawk Association member, historian, and long-time Douglas Aircraft Company photographer, **Harry Gann**, was recognized with a special honor at the Association of Naval Aviation convention in San Diego on 24 May 1997. The CNO, Admiral Jay Johnson, announced that Harry had been officially designated as an Honorary Naval Aviator #24, making him one of only two dozen individuals accorded that honor in the history of Naval Aviation. Congratulations, Harry!

FIRST LIAR DEPARTMENT — The Beat Goes On. In the count-down to determine who made his first *Skyhawk* trap with the least number of hours of airborne A-4 stick time, first came **Bob Hodson** of Thousand Oaks, California, with 61 hours. On Bob's heels came, in short order, **Ernie "Grecian Ern" Laib** of Stone Mountain, Georgia, with 50.4 hours; then **Ernie Thabet** of Rancho Mirage, California, with 48.2 hours. Finally, we thought we had the matter settled when old timer test pilot **Gordo Gray** (see above) of Marathon, Florida, checked in with his claim: 15.2 hours.

The most recent bragging rights go to **John "Pag" Paganelli** of Gulf Breeze, Florida. In July 1960, then-LT Pag, a qualified LSO, was assigned to VMA-533 at Cherry Point, North Carolina, to help ready that squadron for an up-coming A-4 deployment on board USS *Shangri La* (CVA-38). There was only one problem: Paganelli had never flown the *Skyhawk* and wasn't comfortable telling others how to bring it aboard. With a cooperative squadron skipper, Pag bagged three *Skyhawk* fam flights, seven sessions in the FCLP pattern, and a short cross-country from Cherry Point to NAS Oceana, Virginia. Once on board Shang, Pag worried the Marines through their carqual process. When that was completed on 10 August 1960, he manned A-4 BuN^o 142116, launched, and bagged five traps of his own, an experience that, even 37 years later, Pag still describes as "Awesome!". Paganelli's total *Skyhawk* flight time, first fam to first "trap": 13.2 hours.

WELCOME ABOARD!

(Roster additions, 03 April through 21 June 1997)

Joseph J. Barth	4126 N. Randolph Street	Arlington	VA	22207-0000
William L. Becker	818 E. Alvarado Street, #1	Fallbrook	CA	92028-0000
Harold L. Brewer	9213 Soldier Creek Drive	Lillian	AL	36549-0000
Carolyn C. Clark	23455 Taos Road	Apple Valley	CA	92304-0000
Dennis J. Carroll	6181 E. Country Club Vista Dr.	Tucson	AZ	85750-0000
Carlos A. Codrington	Carosella 777 "3 D" 1.684 El Palomar	Buenos Aires	Argentina	
Wiley P. DeCarli	P.O. Box 4293	Breckenridge	CO	80424-4293
David A. Dollarhide	2808 Paces Ferry Rd S	Orange Park	FL	32073-0000
C. Richard Ferree	1351 N. Hollydale Drive	Fullerton	CA	92631-2019
Ernest D. Foote	79 Harbor Lane	Kemah	TX	77565-0000
David H. Gurney	2600 Vaughn Lakes Blvd.	Montgomery	AL	36117-0000
William C. Hollis	6700 Shore Drive	Ocean Springs	MS	39564-0000
James M. Kater	Box 201, Peddlar Ridge Rd.	Ripton	VT	05766-0000
David A. Lerps	232 Kuuhale Street	Lailua	HI	96734-2942
Reginald F. Lewis	6 Partridge Court	Cherry Hill	NJ	08003-0000
Jack P. Monroe	13607 McLane Place	Fredericksburg	VA	22407-0000
Sheldon Otto	Route 1, Box 15M	Martell	NE	68404-0000
Bryan E. Remer	1740 Alhambra Lane	Oakland	CA	94611-0000
James C. Ritchie	1220 Windham	Westland	MI	48186-5357
Robert P. Scheinblum	SK-44 Lake Cherokee	Henderson	TX	75652-0000
Thomas W. Smith	4946 Mountain View Lane	Morganton	NC	28655-0000
William F. Span	4397 North Witchduck Road	Virginia Beach	VA	23455-6109
Robert L. Talbert	2854 LaFora Court	Vienna	VA	22180-7020
Donald F. Wisher	24110 Parke Lane	Grosse Isle	MI	48138-0000

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