

Skyhawk NEWS

The Quarterly Journal of the Skyhawk Association

www.skyhawk.org

A-4s Forever!

"Skyhawk, departing"

CNATRA retires Skyhawks from VT-7 at NMNA ceremony

Pensacola, FL, June 26, 1999

Hundreds gathered for a bittersweet weekend at the National Museum of Naval Aviation in Pensacola, Florida. Forty-five years and four days after its first flight, the legendary A-4 Skyhawk was being retired by CNATRA.

The activities began Friday with check-in and flight suit mixer at Mustin Beach Officers Club. There was laughter as shipmates were reunited, sharing sea stories and memories as fresh as yesterday, yet amazingly, were so long ago. They wondered how all that time could have slipped by so quickly. Many in attendance, dismayed at the passage of time, remarked that some of the active duty people didn't look old enough to be O-6s. It was hard to believe that VT-7 of NAS Meridian, Mississippi - the U. S. Navy's last training squadron to fly the legendary jet - was going to retire their beloved Skyhawk.

On Saturday the Skyhawk Association installed new Directors and Officers at their annual membership meeting and luncheon which was held at the New World Landing.

Association Founder and President Dave "Whizzer" White, and outgoing president Tom Brown presented a lithograph of the Roy Grinnell painting *Skyhawk Tribute* to the National Museum of Naval Aviation. Jack Fetterman, NMNA CEO and Chairman of the Museum Foundation, received the framed print which was numbered 850 of 850, and signed by Grinnell. Another framed *Tribute* print, specially remarked and numbered 1 of 1 by the artist, was presented to RADM Michael Bucchi, USN (CNATRA). Both prints were also signed by the first Skyhawk pilot, the late Bob Rahn, lunar astronaut, the late Pete Conrad, ADM Stanley Arthur, USN (Ret.) and, 20 other notable Skyhawk aviators.

LT Christopher Long, USN, directed the Naval Aviation Choir as they sang several selections and a military medley. The meeting concluded as the choir hummed the last verse of the Navy Hymn, and President White said a prayer dedicated to fallen shipmates.

There couldn't have been a more appropriate place for the retirement ceremony than in the National Museum of Naval Aviation atrium, under a diamond of four Blue Angels Skyhawks suspended

"In our hearts we know there will always be A-4s forever!"

ADM Stanley R. Arthur, USN (Ret.)



In a ceremony at the National Museum of Naval Aviation in Pensacola, Florida, CNATRA retired its A-4 Skyhawks from duty in Training Squadron SEVEN. VT-7 of NAS Meridian Mississippi, was the U. S. Navy's last training squadron to fly the legendary jet. Guest speaker ADM Stanley R. Arthur, USN (Ret.) said the Skyhawk was "the finest attack aircraft ever built." TA-4J No. 700 stands down after the ceremony outside the Blue Angels Skyhawk Atrium.

Photos by J. C. Ritchie

"in flight". The program began with the parading of the colors, playing of the National Anthem and invocation by Navy Chaplain, LT James Finley. Tributes to the Skyhawk and the men who flew them were given by CAPT Gene A. Smith, USN, Commander Training Wing ONE; RADM Michael Bucchi, USN, Chief of Naval Air Training, and guest speaker ADM Stanley R. Arthur, USN (Ret.). ADM Arthur called the Skyhawk "the finest attack aircraft ever built." He also illustrated the bond between the men and their machine, "They became a part of us, and we soared through the skies. In our hearts, there will always be A-4s Forever!"

A video tribute to the Skyhawk was shown, and "Stand Down the Watch" was called. The Bosun announced "Skyhawk, departing," and piped the A-4 over the side. As the pilot disembarked and the plane captain closed the canopy, a perfectly timed missing-man formation of VT-7 Skyhawks roared overhead.

There wasn't a dry eye to be seen.



CDR Richardson

CDR Jody "Jeffro" Richardson, who was primarily responsible for planning USN Skyhawk Retirement events, narrates the ceremony at the National Museum of Naval Aviation in Pensacola, Florida.

Photo by J. C. Ritchie

Douglas A-4 Skyhawk

1954

1999

You've got me for another year. Got to thank some folks for keeping this thing moving toward "infinity and beyond." (Buzz Lightyear). Tom Brown had a lot on his mind when he agreed to accept the Skyhawk Association Presidency. In spite of being charged with the job of getting the Tailhook Association back into the USN fold, he guided us to an explosive membership surge as well as presiding over (and controlling) Board meetings that sometimes resembled a scene from a JO bunk room food fight. Thanks, Tom.

Thanks to our Treasurer, Boom Powell, who can now start counting his own money. Well done, Boomsan.

On the 1MC

By President Dave "Whizzer" White



Ernie Laib has volunteered to take over from Boom "until we can find someone else." Sorry, ain't even looking. Ernie Laib, first there and last to leave, he wades in before a need becomes a crisis and handles it. Someone said about "Grecian Urn" - "there's someone I would go to war with." Well, I did and would fly his wing down the Ho Chi Minh Trail any day - or night!

Captain Hook is still Secretary so he'll still be sending out gentle(?)

renewal reminders and notices about other stuff. For five years he has edited, shaved, and fitted facts, fiction, almost true stories, photos and fillers into an organized, informative publication. Bravo Zulu, Wynn.

Speaking of the newsletter, you may have noticed we have a new Editor. Jim Ritchie has taken over starting with this edition. Jim has some big shoes to fill, but he has big feet.

Puresome thought he could resign. NAH! He's now VP in charge of his bud Weed and has a permanent pass to come and go at will.

Otto Krueger finished his tour as Board member, but he has agreed to continue as Membership Chair. For the past 35 years he has been my mentor, much, much older big brother figure and my first full term WESTPAC combat XO/CO. Early in my history with the A-4, I experienced some real thrills hanging on his wing. Now it's my turn. Hang on, Skipper!

Pensacola was still the paradise it has always been even though it rained the whole weekend. Everything went off like clockwork. Even got to see Les Jackson's hair on fire because too many folks wanted to come to the Skyhawk luncheon at the last minute. Haven't heard language like that since I was on active duty, but he and his wife, Pat, handled everything beautifully. Les also drew up and maintained the watch bill for the hospitality suite and kept things flowing without a hitch. We gave a couple of Skyhawk Tribute prints by Roy Grinnell to the Museum Foundation and CNATRA. The highlight of the luncheon was the Naval Aviation Choir under the direction of LT Christopher Long. They still sound wonderful and their arrangement of My Eternal Father (Navy Hymn) over the years never fails to stir deep feelings in the hearts of Navy folks.

The silent auction was a success. Thanks to all the businesses who donated items to the auction: Wings, Inc. (<http://www.flywings.com>), 3470 Barrancas Ave., Pensacola, FL 32507, 850-455-9700 for donating one of the A-4 tailhooks. Bob Terry donated the second one - and he's ARMY!!; Skyhawk Reproductions for the *First Trap* plaques (www.firsttrap.com), 1608 Jimmie Davis Hwy, Bossier City, LA 71112, 800-300-2487; Slink Sinwell, AeroShirt, 7717 Oakland, Albuquerque, NM 87122, 505-828-0070 for the personalized wine bottles; Boom Powell for book he co-authored; Ted Langworthy for framed pictures of the A-4; our favorite T-shirt lady, Carol; Jim Qualls for his framed Last of the Scooter Drivers print (he gave a print to Jeffro Richardson signed by almost everyone at the meeting); Perido's Jewelry Store in Lemoore; and Rick Turner for the Skyhawk Tribute prints. He and Skylab astronaut Jack Lousma originated the idea for the Skyhawk Tribute and commissioned Roy Grinnell to paint the oil.

In his remarks during the ceremony, Stan Arthur praised the Scooter and expressed the hope that no Scooter tale be lost. That was the comment I was waiting for because it set the stage for a new Association project. We are setting aside two years to gather Skyhawk stories and possibly publish them in book form.

Cal Shoemaker one of the Skyhawk test pilots (he tested production model number 820 which is in the museum) along with other USN & Douglas test pilots and official photographer and historian, Harry Gann, took her from conception to USN acceptance. With the exception of Bob Rahn and Ed Heinemann these light attack pioneers are still available to talk about the early days.

Write down your favorite Scooter story *now*. One you did, heard about, should have done, or could have done and send it by email, snail mail, or fax, to either a4pilot@aol.com, jayceer@aol.com, oka494@aol.com - 1608 Jimmie Davis Hwy, Bossier City, LA 71112, 800-300-2487. We'll put together a group of guys & gals to compile, edit, and polish them before we find a publisher. Lots of folks in SA have publishing experience. If you want to help, let me know.

How can one describe the whole weekend? Old men cried. The ceremony from my point of view is in the special section, but it would be nice to hear your impressions. Send them along and we'll put them on the web site or in the newsletter.

One more thank you: To all the wives/partners who had to share us with this other lady. Taking a back seat to the Skyhawk's demands deserves at least some small piece of metal secured to a multicolored ribbon to wear when we tell our tales. Partners with patience, understanding and silent jealousy have our thanks. In our absences their gentle hand raised our kids, and handled the daily household crises of funny noises from the car, flooded basements and rebellious, pouting teens locked in their rooms. We can't recapture time lost. But we *can* pause and say "thank you" with a loving hug and give them the time we have remaining. Thank you Miss Becky!

Whiz out...for now!

"Whizzer"

New Officers and Directors installed at Pensacola AOM

Pensacola, Florida, June 26

The Skyhawk Association Annual Organizational Meeting (AOM) and luncheon was held at the New World Landing. President Tom Brown called the meeting to order and introduced guests, ADM Stan Arthur, USN, (Ret.); VADM Jack Fetterman, USN, (Ret.) of the National Museum of Naval Aviation; RADM R. Byron Fuller, USN (Ret.); RADM Jim Steele, USN (Ret.); and Chief of Naval

Air Training RADM Michael Bucchi, USN. Also attending were Ed Heinemann's cousin, Ted Heineman, Skyhawk test pilot Cal Shoemaker, and many USN and USMC active duty people.

1999 AOM

The business at hand was the election and installation of new Skyhawk Association Directors and Officers. Director nominees John Caldas, Dave 'Whizzer' White, and Tom Wondergem were elected by acclamation to the Board of Directors for three-year terms expiring in 2002. Officers for the next year are: President - Dave White, Vice President - John Caldas, Treasurer - R. R. Powell, and Secretary - Wynn Foster. (Powell has since stepped down after serving as Treasurer for five years, and the Board has appointed Ernie Laib to the position.)

Outgoing President Tom Brown and incoming President Dave 'Whizzer' White presented a signed, limited-edition lithograph of the Roy Grinnell painting "Skyhawk Tribute"

to the National Museum of Naval Aviation. The framed print, numbered 850 of 850 and signed by the artist, was received on behalf of the Museum by Jack Fetterman. Another *Tribute* print was given to the Chief of Naval Air Training, RADM Michael Bucchi. This print was numbered 1 of 1 and specially remarked by Grinnell. Both prints were autographed by 23 USN and USMC Skyhawk aviators, many of whom were present at the luncheon. Some of those who autographed the prints were: the late Bob Rahn, first to fly the Skyhawk; the late Charles "Pete" Conrad, Apollo 12 commander and 3rd man to walk on the moon; former Viet Nam POWs Everett Alvarez, R. Byron Fuller and Paul Gallanti; Stan Arthur; Congressman and Viet Nam ace, Randy "Duke" Cunningham; Bob Lutz, former Vice Chairman of Chrysler Corp.; T. R. Swartz, the only Skyhawk pilot to down a MIG; Skyhawk Association founder, M. Davis "Whizzer" White; "Youthly Puresome" Jack Woodul; and Skylab astronaut Jack Lousma who is depicted in his Skyhawk in the painting.

After Jack Fetterman and RADM Bucchi addressed the membership, the Naval Aviation Choir, directed by LT Christopher Long, sang several selections and a military medley. The meeting concluded as the choir quietly hummed the last verse of the Navy Hymn, and President White said a prayer dedicated to fallen shipmates.



LEFT: Incoming president Dave "Whizzer" White and outgoing president Tom Brown present a "Skyhawk Tribute" print to Jack Fetterman of the National Museum of Naval Aviation. **RIGHT:** CNATRA RADM Michael Bucchi receives a "Tribute" print from Brown and White as "Miss Becky" White looks on. Both prints were signed by the artist and autographed by 23 Skyhawk aviators (see story above). Photos by Ernie Laib



LEFT: LT Christopher Long directs the Naval Aviation Choir. **RIGHT:** The luncheon concluded as the Choir hummed the last verse of the Navy Hymn and Dave White said a prayer for fallen shipmates. (L-R: By Fuller, RADM Bucchi, Becky White, Dave White, Tom Brown, Stan Arthur and Jack Fetterman). Photos by Ernie Laib

The Douglas A-4 Skyhawk will soon disappear from the United States military after more than forty-five years of distinguished service. Composite Squadron EIGHT (VC-8) of Roosevelt Roads, Puerto Rico, will be the Navy's last squadron to fly the TA-4. With dwindling parts supply and increasing maintenance costs, the Skyhawk's future in VC-8 will, no doubt, be short. As the Skyhawk era nears its end, Harry Gann looks at the beginning and evolution of the two-place TA-4 Skyhawk.

The two-placed version of the Skyhawk came about in the late 1950s and early 1960s, when the Douglas Aircraft Company repeatedly pointed out to the U. S. Navy and Marine Corps the advantages of stretching the fuselage of the Skyhawk and installing another crew position. This second seat could be used for training or

otherwise aiding the mission. However, the budget was tight and it took the Viet Nam conflict to open the purse strings. While the primary mission appeared to be that of an advanced trainer, the concept was initially sold as a two-place combat plane with all of the weapons capabilities of the single-place Skyhawk. This would allow the release of existing A-4s for combat that were used in the replacement squadrons to bring the pilots up to speed for duty in Asia.

To facilitate this program, the last two A-4E aircraft of an existing contract were pulled from the production line and altered to this new configuration. Initially these two aircraft, BuNos 152102 and 152103, were designated as TA-4E.

In addition to the 28-inch fuselage plug, instruments, and dual controls necessary for the second seat, other improvements that were common to the A-4F were also incorporated. Included was the latest version of the Douglas-designed ejection seat, the Escape 1C-3. This rocket-driven seat would allow the crew to eject from a disabled aircraft while at ground altitude and with zero forward velocity. Nosewheel steering, and wing lift spoilers on the upper trailing edge of the wings to facilitate crosswind



landings, were also added. A clam shell canopy enclosed the crew. Since the second cockpit station replaced the fuselage fuel tank, Douglas suggested adding a faired fuel tank to the top aft fuselage. The contractor rejected the idea.

BuNo 152102 made its maiden flight on June 30, 1965. Shortly

after this flight, the aircraft was re-designated TA-4F to reflect the airframe changes.

The TA-4F Skyhawks became operational in May of 1966 with VA-125 at NAS Lemoore, California, the west coast replacement training squadron.

Some of the TA-4F aircraft were assigned to the Marine Corps H & MS squadrons (Headquarters and Maintenance, later re-designated as MALS - Maintenance and Logistic squadrons). Here they used their ordnance capability to perform the FAST-FAC mission where they pinpointed the targets for the heavy hitters.

When the Training Command secured funding to replace the TF-9J Cougars and F11F-1 Tigercats, the TA-4J Skyhawk was designed and built. These tailored trainers entered service with VT-21 in mid-1969 and differed from the TA-4F by deleting some equipment such as the tactical weapons systems and radar. Later most TA-4F aircraft were modified to the TA-4J configuration for assignment to the Training Command as well as various VC squadrons.

Of the 2,960 Skyhawks built, 555 were the two-place versions, and 518 of these were used by the United States. The balance (TA-4G, TA-4H, TA-4K and the TA-4Ku) were delivered to foreign operators, some of whom also converted some of their single place aircraft to two-place versions. This was mainly due to the advantages of standardization of engines, but also because of the



ABOVE:
The Skyhawk's structure is fairly simple: A two-section fuselage and a one-piece delta wing.

TOP: Douglas test pilot H. H. "Nick" Knickerbocker takes the first TA-4 on its maiden flight on June 30, 1965 at Palmdale, California.
(Photo and illustration courtesy Boeing Historical Archives via Harry Gann.)

See **THE FIRST TA-4** on page 5

Mail Call



I'm a retired (1997) Marine Corps Major. I had the distinct pleasure of knowing one of Ed Heinemann's daughters, Joannie. My ex-wife worked with her in Newport Beach, California while I was stationed at MCAS El Toro. Because of the fact I was a Marine, we became close friends with Joannie and her daughters. When Ed passed away, Mr. Harry Gann organized a tribute for Ed in the hangar at the El Toro Air Museum. There were lots of VIPs as you probably know. My wife and I decided we wanted to do something special just for the family and we organized a "family

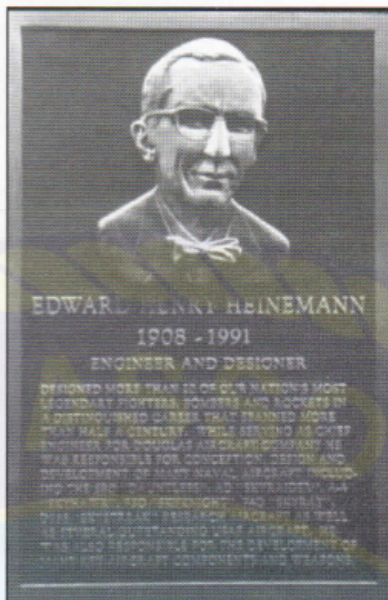
only" reception inside the museum. Everyone on the museum staff was thrilled about the idea. We kept it low key, and it went very well. My step daughter even came up with the idea of having cookies in the shape of airplanes. They were a big hit with the family.

There is one other interesting tidbit of info I would like to share. After my return from the Gulf War, my birthday was nearing. Joannie came to our house one evening and presented me with a copy of Ed's autobiography. He had autographed it as he lay terminally ill in the hospital. I wept as I reviewed it and saw the autograph. I'm not sure how many, if any other copies were autographed. Ed was a true pioneer in Naval aviation and was certainly deserving of the title "Mr. Attack Aviation." I will always cherish that

period of Naval aviation history and the opportunity to know a true American hero. There wasn't enough we could do to pay tribute to such a legend, but the family was deeply appreciative of the effort and the thoughtfulness we displayed with the special reception inside the museum.

Thank you for the web site. Let's not let this hero fade into the sunset, as is so often the case.

MAJ Ronald W. Redfern, USMC (Ret.)



The plaque honoring Ed Heinemann at the National Museum of Naval Aviation in Pensacola Florida.

As you know, the Skyhawk Association is not just a collection and clearing house of facts, figures, and photos of our beloved bird, but a fraternity. Your letter typifies the camaraderie of the Skyhawk Association and the aviation community.

Your letter has been passed along to Harry Gann, and to our webmaster, Bud Southworth, who is entirely responsible for an outstanding web site. If we, and folks like you, have anything to do with it, Ed Heinemann's memory and accomplishments shall not be forgotten. - Ed.

Write to us

We actively seek members' contributions of news, photos, historical data, anecdotes, TINS tales, opinions about the Skyhawk Association, and other items of interest. Content may be edited to accommodate space limitations.

Submit your material for publication to:

A4News@aol.com

or

**Skyhawk News
1220 Windham
Westland, MI 48186**

THE FIRST TA-4

Continued from page 4

unavailability of surplus USN trainers to overseas operators until just recently. These modified trainers were called TA-4S and TA-4PTM.

BuNo 152102, the first TA-4F, remained bailed to Douglas for some time and was used for general R & D testing and chase flying. It was later delivered to China Lake to continue testing in support of their mission of evaluating the operational capability of the fleet's strike aircraft. Recently it was assigned to the museum now being established there where it will be one of many aircraft displays portraying China Lake's role in the United States defense effort.

A related story, *Model T Production*, is in the Summer, 1998 newsletter.

WELCOME ABOARD

New Members

15 April - 31 July

Kenneth C. Allison
Robert E. Ammann
James W.P. Andrews
Kenneth T. Angst
David P. Arnold
Steven T. Bakke
Joseph C. Baldwin
Gerard R. Baumann
William H. Beck
Luke Bradley III
William A. Caldwell
Johnnie Caldwell
Richard F. Carlberg
Gregory Cellier
James B. Conyers, Jr.
Gene Corsini
Raymond J. Cullinan
Thierry Dedeant
Michael Derespini
Aymeric DeValence
Douglas S. Dewolf
Joseph N. Durda
David R. Eisenbrey

John C. Eisenhower
Larry M. Erwin
Stuart J. Fitrell
William S. Fleming
Robert A. Fraser
Robert D. Frazier
R. Byron Fuller
Joseph B. Gatewood
Thomas E. Gehman
Larry R. Gift
Chuck F. Glassmier
Joe A. Goodman
D. L. Habermacher
Frank Hamby
Warren A. Harms
Jack H. Harper
James F. Harrison
James M. Haynes, Jr.
Robert Hickerson
Steve Hurley
Vic Keir
James J. Kuzmick
Franco A. Lapenta

Michael E. Lesnik
Frederic W. Lickteig
Jay C. Lillie
Raymond F. Lodge
Richard S. Loudon
Ronald R. Machens
Carey W. Mavor, Jr.
James J. McBride
P. Glenn Merchant, Jr.
Charles S. Mitchell
Claude H. Mullen
Scott A. Nicholson
Jeffery A. Ohm
Henry W. Papa
John P. Peacocke
Paul E. Phillips
J. Richard Powell
Roger A. Pyle
James M. Qualls
Dave Robinson
Pedro M. Rodriguez
Francisco J. Rodriguez
Lionel J. Rotelli, Jr.

Dennis J. Sapp
D. Kirby Schnell
Jimmie W. Seeley
Burton H. Shepherd
Robert L. Smallidge
John Sousouris
Hugh A. Stafford
James R. Steel, Jr.
James J. Stegman
Kevin J. Sudbeck
David P. Swanson
Gregoire Tardiveau
David C. Terry
Yann Texier
John M. Tierney
David Tierney
Emery 'K' Toth
Tim Turis
G. Robert Vezina
Paul J. Weitz
John N. Wilks
Jim W. Winchester
Steve S. Woolery

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Minutes of Board of Directors Meeting 26 June 1999

Directors Present: T. F. Brown III (President), O. E. Krueger, E. E. Laib, T. F. Langworthy, R. R. Powell (Treasurer), J. C. Ritchie, A. D. Southworth, M. D. White, T. M. Wondergem. Also present were John Caldas (VP for Marine Corps Matters) and W. F. Foster (Secretary).

The meeting was called to order at 0831 by President Brown at the Pensacola Grand Hotel, Pensacola, Florida.

The minutes of the 11 January 1999 Board meeting were reviewed and approved with minor modifications.

COMMUNICATIONS AND REPORTS. Secretary Foster reported on membership growth during the first half of calendar 1999. Treasurer Powell reported on the state of corporate finances. Secretary Foster reported that revisions to 1999 budget were approved by an 19 January 1999 e-mail vote, and that a copy of the revised budget is attached to the original minutes of the 11 January 1999 meeting.

OLD BUSINESS. Motion adopted establishing a shipping and handling fee for foreign mailings of patches as \$1.00 for first patch and \$.50 for each additional patch. Motion adopted appointing M. D. White to fill the director nominee position vacated by Joel Knapp, resigned. Motion adopted appointing J.R. Moriarty to serve the unexpired portion of the director term vacated by the resignation of Jack Woodul. Motion adopted authorizing purchase of a \$200.00 corporate

sponsorship of the Tailhook Association. Motion adopted approving issuance of an annual "stand alone" membership roster, beginning in 2000. Motion adopted approving issuance of a complimentary organization patch to each new member and to each renewing member, for the period 1 July 1999 through 30 June 2000.

NEW BUSINESS. By consensus, it was agreed to proceed with planning for establishment of a secure internet membership application and payment system, with cost factors to be included in the 2000 budget. Motion adopted approving acceptance from Rick Turner of custody of 481 lithograph prints of the Roy Grinnell painting "Skyhawk Tribute," currently in possession of Director J. C. Ritchie, with disposition thereof to be in accordance with legal guidance to be drafted. By consensus, it was agreed to defer the decision on siting of the 2000 AOM until the next board meeting. Motion adopted appointing 1999-2000 officers as follows: President: M. D. White; Vice President: J. J. Caldas; Secretary: W. F. Foster; Treasurer: R. R. Powell.

By consensus, it was agreed that the next Board meeting will be held on 8 January 2000 in Las Vegas, Nevada, at a site to be determined.

There being no further business, the meeting was adjourned at 1041.

NOTE: At the annual membership meeting following this Board meeting, director nominees John Caldas, "Whizzer" White, and Tom Wondergem were elected as directors for three year terms expiring in 2002.

Wynn F. Foster,
Secretary

Charles "Pete" Conrad Captain, USN, Retired 1930 - 1999

Charles "Pete" Conrad conducted early armament testing with the A4D-1 Skyhawk at Patuxent River involving the use of Napalm and Zuni rockets, and service tested the A4D-2 and A4D-2N at the Naval Test Pilot School.

NASA selected him as an astronaut in 1962. His first space flight, Gemini 5, set the space endurance record in 1965. In 1966 he commanded Gemini 11 which set the world's altitude record. As commander of the second lunar landing, Apollo 12, he became the 3rd man to walk on the moon, on November 19, 1969. He commanded Skylab 2 four years later and performed a dangerous space walk to repair the damaged space station - a feat for which he was awarded the Congressional Space Medal of Honor.

His enthusiasm for space exploration never waned. After retiring from NASA in 1974, he founded a company to develop commercial space ventures.

A Skyhawk Association member since its inception, he was always a source of inspiration and enthusiasm.

Memorial services and interment with full military honors were at Arlington National Cemetery.

Trader Jon's Update

June 28, 1999

Trader Jon's Preservation Squadron Update No. 8

The New Jersey businessman who had entered into an agreement with the Weissman family to buy Trader Jon's, has exercised his option to withdraw from the contract. Trader's is back on the market. Trader Jon's Preservation Squadron has formally submitted its readiness to reopen negotiations with the family.

We are confident that we can get this done. As always, we'll keep you informed of any developments. Please continue to pass the word to your friends who may not have E-mail capability.

For current updates visit
www.traderjons.com

Send your request to subscribe to the
Trader Jon's mailing list to:
Savetraders-owner@traderjons.com

Skyhawk News

Skyhawks impress with surprise 'bombing run' on city

By Pete Kerr

Bay of Plenty TIMES

Tauranga, NEW ZEALAND, July 3, 1999

About 400 dumb-struck spectators were treated to an impressive display of low-level flying yesterday when six air force Skyhawks screamed around Tauranga Airport on a simulated attack.

The A-4 Skyhawks, on their way back to the Ohakea Air Force base near Palmerston North, literally stopped all activity when they came in low from the nor-west to perform a simulated bombing run on one of the airport hangars.

The aircraft were cleared to fly as low as 250 feet, at a speed of about 450 knots.

flown over Tauranga essentially to show the flag, as well as offer inspiration to the six pilot trainees camped at the airport on a 10-day training exercise.

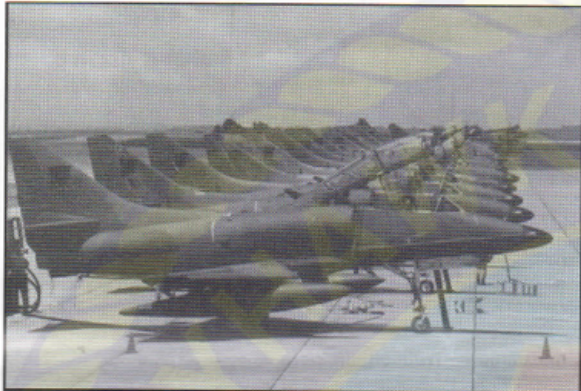
"It's a great opportunity for our pilots to show off the A-4 in a more informal setting like this and is a great motivational tool for some of our young trainees who hope to fly jets one day," said Squadron Leader Derek Monaghan who's supervising the course.

"I'm sure the crowd got a kick out of it as well."

This newspaper article was submitted by Sgt. Don Simms of No. 75 Squadron, RNZAF Base Ohakea, New Zealand.

Sgt. Simms, known within the RNZAF as the unofficial historian, has written articles about their Skyhawks for Flightpath, Australian Aviation, and New Zealand Wings. He has researched the history of all of their aircraft, including four former US Navy A-4Fs, all of which served in Viet Nam. He is interested if any members flew these aircraft between 1967-71, before they were sold to the Royal Australian Navy. See the particulars below. -Ed.

International News



RNZAF No 75 Squadron Skyhawks on the flight line.

Photo by Sgt. Don Simms, RNZAF

The Skyhawks circled the airport for about five minutes carrying out a number of low-level passes. Each aircraft then performed a 'touch-and-go' manoeuvre on the runway tarmac, before flying off to Ohakea.

The air force's main strike aircraft had

HELP WANTED

Unofficial historian for New Zealand Air Force seeks contact with pilots who flew the following Skyhawks during the time frames listed:

BuNo 155063

- VA-155: Oct 68 - May 69
- VA-55 : Aug 69 - Apr 70

BuNo 155069

- VA-155: Jun 68 - Nov 69
- VA-44 : Nov 69 - Apr 70
- VA-127: Apr 70 - Aug 70

BuNo 155052 & 155061

- VA-155: Apr 68 - Jul 69
- VA-212: Jul 69 - Jul 70
- NAS Pensacola: Jul 70 - Apr 71 for conversion to A-4G for Royal Australian Navy.

Contact: Sgt. Don Simms, No. 75 Squadron, RNZAF

Don.gritts@clear.net.nz



Order additional patches

No flight suit/jacket should be without one of these outstanding patches. Additional quantities may be purchased for \$5.00 each (\$6 for non-members) by sending your check or money order (no credit cards yet, sorry) payable to *Skyhawk Association* along with your name, address and membership number (found on your card) to:

Tom Wondergem
4903 Turtle Creek Trail
Oldsmar, FL 34677-1966

(Please send patch orders to this address only.)

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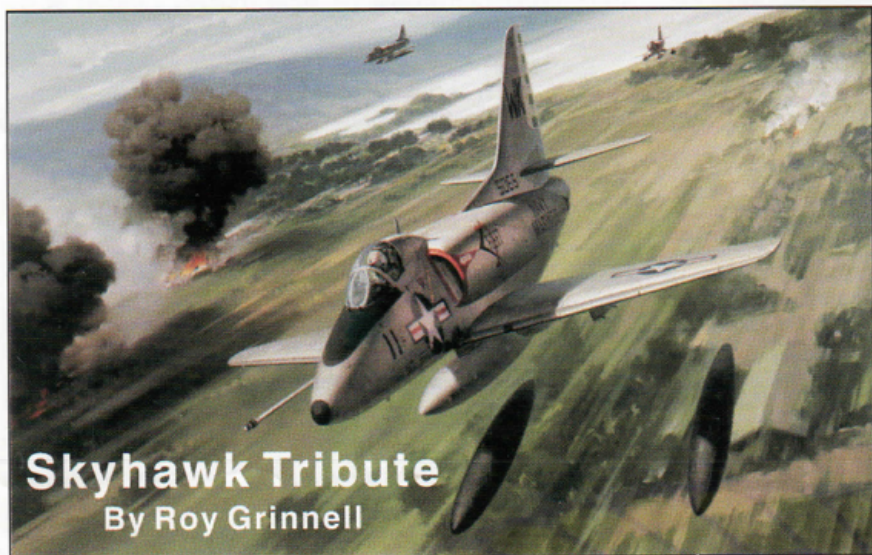
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Skyhawk Tribute

By Roy Grinnell

This fine art lithograph is reproduced from an original oil painting by Roy Grinnell. Each print is signed and numbered by the artist and is also autographed by twenty-three U. S. Navy and U. S. Marine Corps aviators who flew the legendary Douglas A-4 Skyhawk. Only the highest quality fade-resistant inks and the finest grade archival paper have been used. All means of reproduction, including the printing plates have been destroyed. This is a single, limited-edition of 850 prints.

Comparable aviation art prints with only the artist's signature or with one or two autographs command prices ranging from three hundred to more than one thousand dollars. This is a truly exceptional piece of collectible fine art, and sells in galleries for two hundred fifty to three hundred dollars. Skyhawk Association members may purchase these prints at a special discount price of two hundred dollars plus shipping and insurance.

Please note: The Skyhawk Association acts only as agent for these prints. Proceeds will be divided between the National Museum of Naval Aviation Foundation, the Naval Historical Society Foundation and the Tailhook Foundation.

Skyhawk Tribute Signatures

Everett Alvarez
Stan Arthur
Charles "Pete" Conrad
"Zeke" Cormier
Al Crebo
Randy "Duke"
Cunningham
Wynn Foster
R. Byron Fuller
Harry Gann
Paul Gallanti
Rich Hearney
Jim Holloway
Jay Hubbard

Otto Krueger
Tony Less
Bob Lutz
Wes McDonald
Tom Miller
Bob Rahn
T. R. Swartz
Dave "Whizzer" White
"Youthly Puresome"
Jack Woodul

Jack Lousma, who is depicted in his Skyhawk in the painting.

Owners of these highly desirable and collectible fine art prints will not only have an investment that will surely increase in value over the years, but they will also invest in the National Museum of Naval Aviation Foundation, the Naval Historical Foundation and the Tailhook Foundation.

Prints are \$200.00 each plus \$35 insured UPS ground. Inquire for shipping & insurance rates for more than one print.

Send check or money order to:

Skyhawk Tribute Prints
1220 Windham
Westland, MI 48186

E-mail inquiries to: JayCeeR@aol.com

Skyhawk NEWS

The Quarterly Journal of the Skyhawk Association

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