

God's speed, Harry Gann

On Monday, 30 October 2000, Mr. Harry Gann, famed aviation photographer, historian and friend, departed the pattern to "Touch the face of God." He will be sorely missed, but his contributions to aviation will be long remembered.

The Skyhawk Association most recently honored Harry at the August 2000 Reunion and takes this opportunity to pay further tribute to him by quoting an article by BGen Jay Hubbard, USMC (Retired) published in the Marine Corps Aviation Association's Summer 2000 edition of "The Yellow Sheet."

-- Tom Elser.

MCAA Salutes Harry Gann

By BGen. Jay Hubbard USMC (Retired)

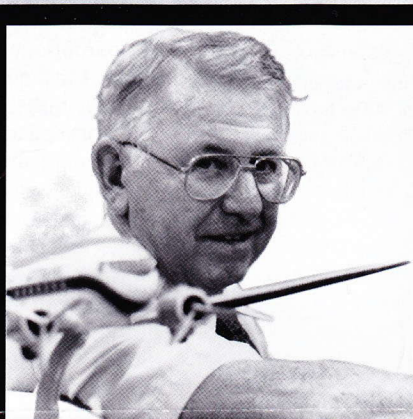
The old Douglas Aircraft bird farm was a fertile breeding ground for legends - not only in terms of the aircraft they put on our flight lines, but also in the men who designed and built them. The pioneering and engineering genius of Donald Douglas, Jack Northrop and Ed Heinemann immediately come to mind.

Another legend who flourished at Douglas was a quiet, supremely modest guy whom many of our members well know and respect was Harry Gann. Harry's determined route from high school athlete in Arizona to earning a Mechanical Engineering degree at USC and on into a career in aviation was via a tour as a WWII ground-pounder at the Battle of the Bulge, where he was wounded by a land mine. After some serious post-war rehab (and with his hard-won engineering degree in hand), Harry spent a few years with smaller companies, then to North American Aircraft before moving to the Douglas Aircraft Company in 1954. At Douglas, he worked as a mechanical designer on control systems for the A4D Skyhawk, A3D Skywarrior, F4D Skyray and the F5D Skylander. Along the way, just like his good friend R. G. Smith (another Douglas legend), Harry developed a parallel career interest. In this case, it was using scholarly research and often daring photography from cockpits and runways to record aviation history.

As the powers at Douglas became aware of Harry's deep love for aviation, the fact that he had co-authored a book on air racing while still in college and that he was a founder and officer of the American Aviation Historical Society (AAHS), they concluded that his highest value to the company, and to aviation in general, was to turn this great talent loose on worldwide aviation. Thus, they vested him with the title: Director of Information for Douglas Aircraft - later (in 1989) changed to company Historian.

Harry was off and running on what would become more than four decades of being "The Source" for historical facts and photo records of Douglas commercial and

See MCAA on page 3



**Harry S. Gann
1925 - 2000**

Harry Gann, historian, photographer, and friend

By M. Davis White
Skyhawk Association Founder

I knew Harry Gann long before I met him. His work and his art, like that of his good friend R. G. Smith, was the standard by which others are measured. A very unassuming man, he was always happy to share his knowledge of aviation, naval aviation in particular, and the A-4 with the pride of a dad talking about his new son.

When a question of design, engineering or history of the Skyhawk or a particular aircraft came up, the conversation usually ended with "ask Harry." We were never disappointed.

I finally met Harry in San Diego in 1993. We were exploring the possibility of getting together a few old Scooter guys and talk about the airplane. I put out a yellow tablet on the table at the booth my son Danny

and I had and invited anyone who was interested to sign up. Soon the area was crowded with folks and tales - some sounded familiar from every Tailhook meeting, others fascinatingly new. There was one fellow who stood on the fringe of the group who nodded, added a detail here and there when asked, but mostly he just listened.

The group was down to Bob Rahn, Otto Krueger, Danny, this unassuming fellow, and me. Bob asked, "Whiz, you know Harry Gann don't you?"

The circle was closed. This is the man whose photographic art and prose reflected his passion for airplanes and the people who designed, tested and flew them. He had time to reminisce with the likes of his contemporaries - Bob Rahn, Cal Shoemaker, Gordo Gray - and in the next breath explain a camera setting, film speed and composition with a new acquaintance. Harry was part of his art. He was there. In the pictures of the Blue Angels he usually rode the 'slot' so he could direct the flow of the shoot. If you've seen pictures of the Blues, you've seen Harry's work. He was part of that muse who used film as their medium and with small judgments could take a project from 'that's nice' to memorable.

We're losing our legends one at a time. Ed Heinemann, Bob Rahn, Phil Blum, and now Harry. They are irreplaceable but their influence through their feats, their art, and their personalities will echo any time us ole guys come together and dazzle the younger crowd with 'there I was...50 feet, 600 knots, inverted but unafraid.' We still have some treasures left, Cal Shoemaker, Gordo Gray and even Don Douglas, Jr., but what I'll miss is not being able to turn and - ask Harry.

Following seas and God's speed, my friend. Take good care of him, Davey Jones. He's one of us.



Just before accepting the presidency of the Skyhawk Association, I took a look into the closet. Locating some tar remover came to mind, but actually I began to wonder just how I was going to fill some very big shoes.

Like anyone who has realized the onset of panic, I started looking for help. I immediately looked to Jim Ritchie, who like me is a former enlisted guy, and who fondly remembers his early days in an A-4 squadron. Unlike me, Jim has enormous talent with the written word and graphics and for almost single-handedly creating and producing one of the finest newsletters

around. I also looked to Bud Southworth who loves flying, and who, like me, is a little overweight and gray.

He's the clever genius who dedicates so many hours to the web site that means so much to all of us.

I then called John Caldas. We served together in Chu-Lai with VMA-211 in 1966 and 1967. Naturally, he didn't remember me – and for good reason: he was a major, I was a corporal; he flew, I fixed radios; he was married to his delightful Carmen; I was 12. (That's the story the kids get, and they're still young enough to believe it; so, don't feel you need to share it. It also suggests that I'm only five years older than their mom is,

and that needs to stay quiet, too.) John, of course, was the guy who got me into this mess. I reminded him that I truly needed help. Next thing I know, we've got new membership forms, filled out correctly, with checks arriving, and much to my delight, they're all Marines. That way, we all think the same things are funny and none of us thinks anyone else curses too much. The next thing I know, Otto reenlisted and takes over the Navy recruiting and now the Navy re-enlistments are up, too. (I suspect that has something to do with the thought, just below the surface that it would be better to become an association dedicated to the men's side-saddle riding association riding for Christ, than to be taken over by the Marines.) Well, lots of folks have had that thought, just before their brains turned to mush and they started making the flowers bloom -- so perish the thought. Countless others stepped forward; Captain Hook, Tom Brown, Pee Wee and many others, all sharing the same love of

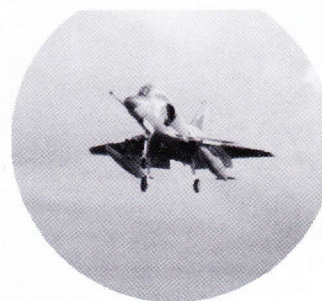
this great aircraft and all of those of us who flew, supported, built or just loved the Skyhawk. All in all, while the shoes I need to fill are indeed big, I think I can do the job with the help and support of my friends in the organization.

The meeting of the Tailhook Association, notwithstanding the news media's need to sell ink and pictures, had the best turnout in years. We had a great Skyhawk Association luncheon, capped off by a combined effort to have everyone present sign a card for Harry Gann who could not attend due to illness. Tom Elser, one of our new board members, and Whizzer White headed up the effort to honor Harry and his enormous contribution to the A-4 effort with a book of memories, with mementos, and cards and letters from many of you. Tom drove up to Los Angeles and presented Harry with the book. I have no doubt that Harry and his family were as impressed with the thoughtfulness and effort as we were.

Restoration efforts report: The Collings Foundation, the same crew who successfully obtained a F-4 Phantom now flown by Brig. Gen. Steve Ritchie, has an amendment attached to the appropriations bill which would allow the Navy to transfer a TA-4 to their foundation. Their present plan is to get the aircraft back in the air, painted in HAMMS-12 "Playboy" Fast FAC colors and to display the aircraft around the country at major air shows. They would very much appreciate our support and advice and I believe that their efforts and our interests coincide. The F-4 is a huge boost to Air Force recruiting and it's well past the time for Navy and Marine recruiting to benefit from the same kind of free advertising. A group located in Oklahoma recently purchased 35 of the Malaysian single-seat A-4s, which may open up the American jet war bird community to numerous A-4s, many of which I would expect to find in Navy or Marine Vietnam-era colors. The restoration efforts on the Argentinean Skyhawk I own is still under way and may be completed before next year's Tailhook Association meeting.

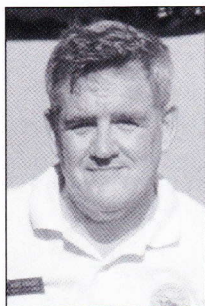
These are exciting times for our organization. I'm thrilled to be reacquainted and work with many of the fine folks I worked with and cared about 35 years ago. I look forward to meeting each of you at our winter meeting aboard the USS Lexington in Corpus Christi, on Saturday, January 20, 2001, or at our next annual meeting to be held during Tailhook 2001.

Until then, Semper Fi,
Jim-Bob



On the 1MC

By President James "Jim-Bob" Moriarty



MIA: Phillip Dennis Barger

Bruce Barger seeks info on his half brother, Capt. Phillip Dennis Barger, U.S.M.C, who was shot down in his A-4 on 11 November 1968 over Quang Tri Province. Anyone who knew him or might have flown with him is asked to contact Bruce Barger at: flybetter@hotmail.com or P. O. Box 1821, Jensen Beach, FL 34958

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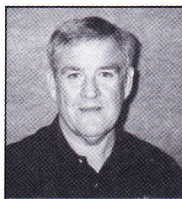
www.skyhawk.org
Bud Southworth, Webmaster



Change of command at Reno AOM

The Skyhawk Association Annual Organizational Meeting (AOM), was held August 17-20 in Sparks, Nevada in conjunction with the Tailhook Convention.

During the Board of Directors meeting, Jim-Bob Moriarty was appointed president for the next year, succeeding Association Founder Dave "Whizzer" White. Other officers remain unchanged: J. J. Caldas, Vice President; Ernie Laib, Treasurer; and Wynn Foster, Secretary. White, citing personal reasons, resigned from the Board, but will continue to serve as Special Events Chairman. R. R. "Boom" Powell was re-elected to the Board and Tom Elser was appointed to complete the remainder of White's term which expires in 2002.



Jim-Bob Moriarty

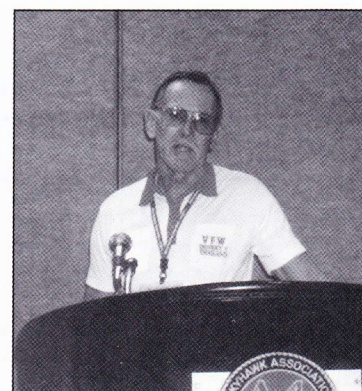
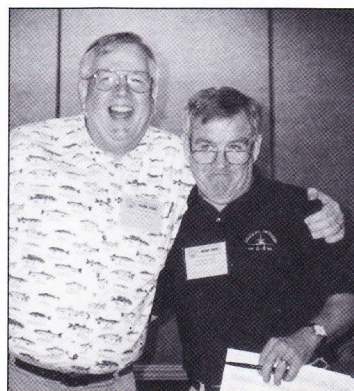


Tom Elser

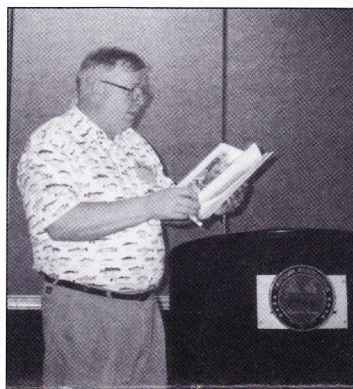
The mid-year Board meeting will be aboard the Lexington by the Bay Museum at Corpus Christi, Texas on January 20, and as always, members are welcome to attend.

At the annual membership meeting and luncheon T. R. Swartz gave a talk relating his recent visit to "Top Gun" at Fallon, Nevada, and the Skyhawks honored Harry Gann for his life-long work in aviation. Unfortunately, Harry was unable to attend due to his illness. A scrapbook filled with letters and photos from his friends was assembled to be presented to Harry on behalf of the Association by Tom Elser. A large Tailhook 2000 print, signed by well-wishers attending the convention was also sent to him.

The next AOM will again be held at the Nugget Hotel in Sparks, Nevada in conjunction with Tailhook, August 16-19, 2000.



Left: Whizzer congratulates Jim-Bob Moriarty upon his appointment as president. **Right:** T. R. Swartz talks about his visit to "Top Gun" at NAS Fallon, and narrates a tape of the MiG shoot downs 21 July 1967 by VF-24.



Left: Whizzer reads some of the letters in the scrapbook honoring Harry Gann to the members. **Right:** Jim Holloway signs the Tailhook 2000 print for Harry Gann.

Photos by J. C. Ritchie

MCAA continued from page 1

military products. Needless to say, his repertoire continually expanded to include experimental and military aircraft of other U. S. and foreign origins as well.

When Douglas folded into MacAir, Harry didn't skip a beat. He was already the unofficial Blue Angel photographer and was named an Honorary Blue Angel in 1979, but the Marine Corps had already beaten that by making him an Honorary Marine Aviator in 1975. He was designated Honorary Naval Aviator Number 24 by Chief of Naval Operations (CNO), Admiral Jay Johnson, at the annual ANA convention in May 1997, thereby joining two other illustrious Douglas alumni who had also been accorded that rare honor - Ed Heinemann and R. G. Smith.

Harry's research products and photo archives, which he readily shares with any legitimate inquiry, have been featured in virtually every aviation publication worth its salt and in many other media throughout the world. Moreover, he has been personally acclaimed by many of those professional organizations. Our favorite is Roy Stafford's great piece on Harry, which was

published in the November 1997 issue of *Air Classics* magazine. Roy's write-up notes how Harry was always eager to suit-up and do air-to-air shots of Marine formations - just as he did for the Blue Angels for seventeen years.

So, does Harry need more recognition? He sure doesn't think so, but there are many Marines who disagree, and here's just one reason why. Back in 1989, when Brigadier General Dave Shuter, CG MCAS El Toro, committed the station to development of a proper museum, Harry was one of the very first to join the volunteer support group which promptly incorporated as the MCAS El Toro Historical Foundation. As the fully occupied Douglas Historian, he still made time to donate his unique expertise to the project, bringing along other skilled volunteers from Douglas such as Tom Dozier, who refers to Harry as "walking history."

The immediate objective of the Station and the Foundation was to graduate from "Historical Holding" status to become certified by the Commandant of the Marine Corps as a "Command Museum" - the only such purely aviation-theme facility in the Marine Corps. When Harry retired from Douglas in 1992, Major General Drax Williams lured him to the Curator post at El Toro - which promptly led to that prized certification. The sheer power of Harry Gann's professional credentials turned the trick and we owe him - BIG TIME!

Skyhawk NEWS

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Back Issues

A limited number of copies of the Summer & Fall 1999, and 2000 editions are available by mail for \$2.50 each, post paid. Make checks payable to Skyhawk Association.

Write to us

We actively seek members' contributions of news, photos, historical data, anecdotes, and other items of interest. Content may be edited to accommodate space limitations.

Skyhawk News
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James C. Ritchie, Editor
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Harry Gann left an indelible mark in aviation history and in the many lives he touched. Excerpted here are letters honoring Harry in the scrapbook presented to him in August by the Skyhawk Association, along with other remembrances from members...

In a lifetime of aerospace, I have never known anyone committed to aviation more intensely than you. As an engineer, as a spectacular air-to-air photographer, as an archivist, historian and author, you have always set for yourself, and the rest of us, the highest standards for care and quality in everything you did.

Through the years you were at Douglas Aircraft, one phrase came to tell it all about you: *If it's done by Harry Gann, you know it's right.* There's no doubt those words describe everything you did as you continued giving of yourself in so many ways since retiring from Douglas. I'm proud to join this worldwide congress of friends saluting you.

Donald W. Douglas, Jr.

Since my Dad's most recent hospitalization in February, he has only spoken in broken sentences or given monosyllabic answers in response to questions. However, his mind is still alert and he understands everything he sees and hears. I told him that you were being honored, (and) his response (was) "bout time." I asked him... to describe your career at Douglas. He thought about that for a few seconds, then said "Indispensable" Over the next fifteen minutes, speaking in fragmented sentences,... he said "no one knows more about the history of Douglas airplanes" than you do. He said that whenever he needed "reference material or verification of details" on his paintings he would always "check the accuracy with Harry."

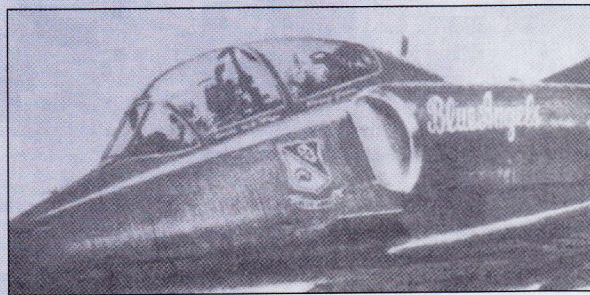
I know he would like to have said much more, but ... it was crystal clear to me that he felt you are an integral part of the history of the Douglas Company and of Naval aviation.

You've been a good friend of Dad's for many years and Steve and I both want to join in thanking you for your past deeds and congratulating you for the honors you are receiving forthwith.

Sharlyn Marsh

R. G. Smith

Steve Tack



This detail from R. G. Smith's drawing "Blue Angel No. 7" pays tribute to his good friend Harry Gann, depicting him in the rear seat with camera in hand, and his name on the canopy frame. (See Spring-Summer 2000 Skyhawk News.)

Skyhawks remen



The Blue Diamonds of VFA-146 fly three F/A-18 Hornets in the missin

Jim-Bob Moriarty turned a miracle by getting the Navy to fly a missing man formation at Harry's interment service at the Riverside National Cemetery. It was spectacular. There wasn't a dry eye in the crowd - including yours truly.

The funeral service was in Huntington Beach - about 40 miles from Riverside -and preceded the interment by four hours. The interment service was well attended. Father. Lorenzo, gave a wonderful homily and Tim Gann, Harry's son and Air Force pilot delivered a touching eulogy. They described the special love and relationship men have with flying machines - a great setup for the flyby. All very true, and very touching.

Riverside had a weak haze layer overhead but horizontal visibility was good. A solemn procession of about 50 cars formed at the staging area, then snaked through the cemetery slightly ahead of schedule to Shelter E. They unloaded from the vehicles and the pallbearers placed the casket in the shelter for the service by Father Deluney and the veteran's military honor guard.

Getting the timing right was a challenge because the F-18s had to hold on the south east of March's final approach path and the services were on the West side of the runway. That meant that they had to get clearance to cross and still be on time on the west side. I had a hand radio and planned to give the flight a "Charlie" time to be overhead at an appropriate moment but the radio didn't have enough power to broadcast to the flight -- "Blue Diamond 1." I could hear them but couldn't communicate with them.

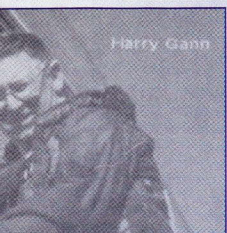
Fortunately the CO and I had synchronized our watches the night before and agreed to a NORDO procedure of "Charlie" at 14:05. Being unable to bring the aircraft in "on cue," I decided to run the ground operation "on cue" so we would be ready for the flyby at 14:05. It couldn't have come off better.



ember Harry Gann



g-man formation to honor Harry Gann at Riverside National Cemetery.



Harry Gann

USN Photo

The honor guard fired their gun salute, played taps, and folded and presented the colors to Harry's wife. No sooner had he done that than someone (me) pointed to the south east and said there they are. All eyes were on the "three plane" as they came over a grassy approach -- looking much like Gettysburg - in tight formation. The instant they were overhead (and I mean overhead), one of the aircraft pitched up smoothly and turned to the west while the rest of the flight continued forward in a slight climb. The throaty roar of the engines shook the earth (and hearts). Thanks to the haze

layer, the missing man slowly disappeared into the heavens as the rest of the flight proceeded on their mission and no one missed the message. We were all consumed by the imagery of losing a fallen comrade. It touched many noticeably, including me.

Father. Deluney concluded the ceremony with a touching message.

There were numerous thanks and expressions of gratitude for those who made the flyby possible and they passed their gratitude to the Skyhawk Association for pulling it off. There were also comments to the effect that many aviation organizations had been notified of Harry's passing but the only one that went out of their way to honor him appropriately was the Skyhawk Association.

Not related to the service but I just had to add my own two cents: I've learned that you feel great pride in being a member of the armed forces and doing your job honorably. As a Marine, I think I feel it about a 10 on the Richter Scale but I have no doubts it's a cross-service emotional experience. The greatest pride I have felt in the Marines in particular, and military service in general, is that associated with the formal honoring of one of US who has passed on. Semper Fi is an understatement!

It was a great honor to represent the Skyhawks at the Service. Bravo Zulu to all.

Tom Elser

Thank God Harry Gann was there to document the history of the A-4 within Douglas and McDonnell Douglas, but more importantly, out in the fleet and Marine squadrons, where the airplanes showed their stripes - big time. What a marvelous airplane! Harry has been very instrumental in *A-4s Forever!*

*Knick Knickerbocker
(Skyhawk Test Pilot)*

Your contribution and dedication to the Skyhawk is legendary. Your contribution to Aviation History is immeasurable. If it were not for you, there would not be any history of the Douglas Aircraft Company.

*Patricia M. McGinnis
Douglas Historical Archives
The Boeing Company*

"Your records of flight, both photographic and written, have set the standard by which all are judged.

"Your work over the years has provided a database of information that will serve researchers for years to come."

GEN. J. R. Dailey, USMC (Ret)

Director, Smithsonian National Air & Space Museum

"At Douglas, it became a game with me to try to stump Harry on some obscure aircraft I had read about or seen in pictures. Those several years I was there, I never stumped him and became amazed at his knowledge of aviation, (and) aircraft.

"It has been one of my life's great pleasures to be associated with such a knowledgeable and dedicated person."

Tom Dozier

I was assigned to the Santa Monica plant, but I was well acquainted with my counterparts at El Segundo. With guys like Kermit Van Every, R. G. Smith, R. B. Smith, Erv Heald, and Bob Bratt working on the... XA4D-1 under Ed Heinemann, we knew that it was bound to be a success. During our careers at Douglas, our paths crossed many times, especially in later years when you were the "memory bank" of Douglas history. It was also you who got me interested in becoming a lifetime member of AAHS, for which I am extremely grateful.

Roger Schaufele

It's been a joy thinking back to our days together at Douglas. My deepest thanks to you for helping make the seven short years I spent at the plant the greatest experience of my life.

Working with you on all those great Navy projects was a highlight, and for a young aviation artist who dreamed of someday flying in a jet fighter, the ride in blue Angel #7 at El Centro was as good as it got. (F)or forty-five minutes, it was the best pain I'd ever experienced. Those photo passes with you on the jeep were the best, and I wouldn't have traded that 45 minutes for anything in the world.

Mike Machat

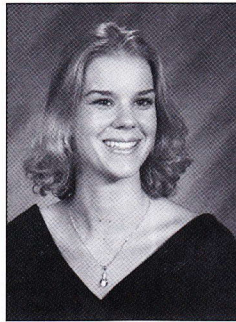
A charter member of the Skyhawk Association, Harry was a veritable fountain of A-4 knowledge and information. His two part coverage of "Our Lady" in Vol. 4 & 5 of *Wings of Fame*, is a classic - a priceless, accurate, and comprehensive source of data and insight to every Skyhawk that rolled off the Douglas production line. No serious A-4 Skyhawk research is ever done without touching the Gann legacy. Harry was a dear friend and will be sorely missed.

Wynn Foster

SKYHAWK ASSOCIATION SCHOLARSHIP

Alyson W. Warren

Alyson Warren is a graduate of Clay High School in Green Cove Springs, Fla., where she achieved a 4.39 GPA and ranked seventh in a class of 302. She took numerous honors and AP courses, and was selected to the National Honor Society for three years. As an athlete, Alyson was a member of the varsity swimming team for four years. She volunteers her time to the local historical society, an animal shelter, local political campaigns and at her church.



Miss Warren

A teacher says of her, "She is the model of honesty and integrity both in and out of the classroom." Alyson will enter the Honors program at Ohio State University in Columbus with the goal of becoming a Naval officer. She is the daughter of LCDR Mary K. Jacobson, NC, USNR, a nurse practitioner who served on board USS Forrestal (AVT-59) until its decommissioning. Alyson's stepfather, CAPT L. Scott "Shakey" Jacobsen, USN(Ret), was a Naval Aviator with 1,170 A-7 Corsair arrested landings.

This is the first of two Tailhook Educational Foundation scholarships to be awarded in the name of the Skyhawk Association. By direction of then commanding officer of VT-7, CDR W. J. "Jeffro" Richardson, these scholarships are funded by the proceed from the Skyhawk retirement ceremony held at the National Museum of Naval Aviation at NAS Pensacola in June of 1999. - Ed.

Skyhawk Association, Inc.
Minutes of Board of Directors
Meeting

18 August 2000

Directors Present: M.D. White (President), John Caldas (Vice President), E.E. Laib (Treasurer), T.F. Langworthy, J.R. Moriarty, J.C. Ritchie, and A.D. Southworth. Directors Absent: R. R. Powell and Tom Wondergem. Also present: W.F. Foster (Secretary) and Tom Elser.

The meeting was called to order by President White at 0803 at the John Ascuaga Nugget Hotel, Sparks, Nevada.

The minutes of the 08 January 2000 Board meeting were approved as distributed.

COMMUNICATIONS AND REPORTS. Secretary Foster reported on current membership status. Treasurer Laib reported on the current Association financial status.

OLD BUSINESS. Motion (07 April 2000 email action) adopted approving issuance of two \$1,500 scholarships by the Tailhook Educational Foundation, in the name of the Skyhawk Association, one each in the calendar years 2000 and 2001. After discussion, it was agreed that

patch sales information advertised in the newsletter and in the web site should be consistent and coordinated by Patchmaster Auggie Wondergem. Motion (01 June 2000 email action) adopted approving a \$300.00 contribution to the El Toro Memorial A-4 "Ring of Remembrance" project for commemorative brick engraving.

NEW BUSINESS. Motion adopted appointing Jim Moriarty as President, to take office immediately after the noon annual membership meeting, with all other officer appointments (John Caldas, Vice President; Wynn Foster, Secretary; and Ernie Laib, Treasurer) remaining the same. Whizzer White announced his retirement as a Director, necessary for personal reasons. Motion adopted appointing Tom Elser to serve as a Director for the unexpired portion of White's term (through 2002). Motion adopted designating Reno-Sparks, NV as the site of the 2001 membership meeting, in conjunction with Tailhook 2001. Several other matters were discussed without action.

By consensus, it was agreed that the next Board meeting will be held in Corpus Christi, TX, on board the Lexington by the Bay Museum, on a January 2001 date to be specified and announced by the President.

There being no further business, the meeting was adjourned at 0951.

Wynn Foster
Secretary

Congress approves transfer of Skyhawk to Collings Foundation

By Jim-Bob Moriarty

I've just learned from Rick Harris that the appropriations bill with the language assigning one TA-4 to the Collings Foundation has been approved by Congress.

Rick is now discussing with James Marshall, a former VT-7 instructor which of the recently retired aircraft may be the most suitable for returning to flight status. I'm not sure who of you has what connections but if you have good or better relationships in Meridian or at Davis-Monthan, let me know as I'm sure Rick can use all the help we will can. I know Herb Swetman recently retired and I think most of Rick's communications will be with Anthony Mazzone.

There are some number of former VT-7 A-4 qualified pilots available to fly the aircraft but lots of work will need to be done on maintenance issues, administrative work and scheduling. I think each of you ought to give Rick a big round of applause because he has successfully accomplished what many said could not be done. Additionally, given his years of dealing with the Air farce, I'm hoping that his work with the Navy/Marine Corps team will prove to be a delight. Since the aircraft is intended to be shown as a representation of actual combat aircraft and the courageous men who flew them, it will be painted in USMC colors. I pleaded, no, begged Rick to consider Navy colors but he was adamant. What more could I do???

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A day that we will NEVER forget.

Now you can commemorate that milestone with a hand-crafted

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By
Skyhawk Reproductions



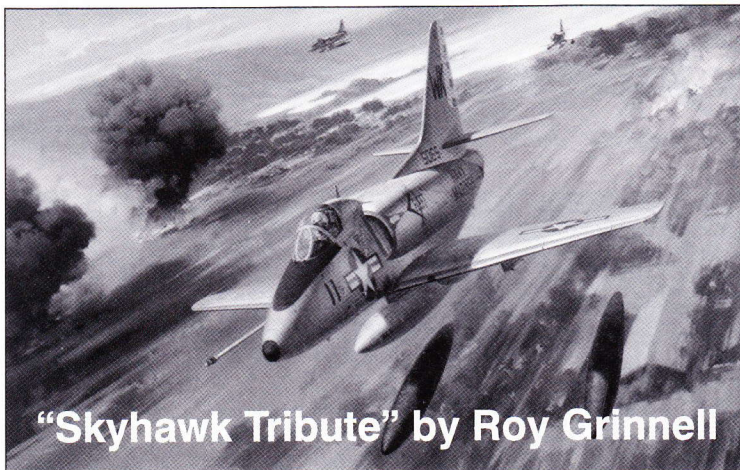
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