

Skyhawk NEWS

The Quarterly Journal of the Skyhawk Association

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www.skyhawk.org

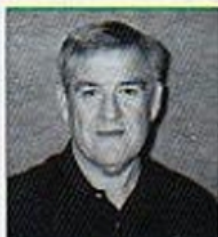
A-4s Forever!



R. G. Smith
1914 - 2001

A legend of Douglas Aircraft, Naval Aviation and aviation art passed from our midst on Memorial Day, May 28, 2001. R. G. Smith was instrumental in getting the Skyhawk off the drawing board and into the air. And because he kept the Skyhawk on his drawing board for over four decades in his hundreds of drawings and paintings, there will be 'A-4s Forever.'





On the 1MC

President James "Jim-Bob" Moriarty

wrapped into one. I also vividly remember men such as John Caldas and Barney Pappas sitting around the ready room, bragging about their beloved "tinker toys" as if they were the greatest aircraft in the world. I dreamed that someday, somehow, I would be able to do what my heroes were getting to do every day - fly the A-4.

Fast-forward 35 years. Hoss Pearson calls me and asks if I want to backseat one of the two TA-4s he is bringing back from Israel. Is he kidding? I'd crawl a mile over ground glass to hear one in the start sequence over a sound powered phone!! I immediately locate all my flight gear, take it to the nearest S&S shop, throw most of it out and talk myself into some real flight gear, jump on a flight to Tel Aviv, and start my dreams anew. Well, you guessed it. Murphy's Law strikes, and I arrive in the Middle East only to find that it will be another week or ten days before the aircraft are actually ready to transit the Atlantic. My schedule won't allow me to stay, and I have to head home while the TA-4s are still on the ground. I did, though, get to help resolve some business issues, and I still have my flight gear at the ready!! As I write this, the aircraft are in flight, and they will likely be in the U. S. before this newsletter gets to you. The two TA-4s will join a pair of A-4Ns that Hoss has already success-

It was the best of times, it was the worst of times.

In 1966, as a very young man, I stood on the side of the Marsden matting at Chu Lai watching the A-4s of VMA-211 lumber by, loaded to the gills with MK-82, about to launch. I remember not being able to conceive how that little bitty aircraft could fly with such a monstrous load, even using two JATO bottles. Watching a JATO launch was enormously cool; it was like the 4th of July and New Year's

fully restored to flight and returned to the U. S., where they're conducting flight ops.

If you come to the Skyhawk Association Luncheon at Tailhook, Friday, August 17, 2001, at 11:30 a.m., you can meet Hoss Pearson and Jon McBride, the men who had the desire, vision, and persistence to achieve the goal of successfully returning these great aircraft to flight and to create a brilliant business plan around them. With a little luck, perhaps they will bring one of the aircraft with them!!

As is always true, not all news is good news. As I'm sure you've already learned, our community has lost two more giants. The famous aviation artist Robert G. ("R. G.") Smith, truly one of our own - he was Honorary Naval Aviator Number 10 as well as a Skyhawk Association member - succumbed to disease on Memorial Day. An engineer for Douglas Aircraft Corporation in the 1930s, R. G. designed tactical aircraft before he began painting them. That intimate knowledge gave his artwork an unmatched depth. None of us can ever forget his passion for flight, and his talent for capturing that passion on canvas in a vision so vibrant and real that it brings back the smell of JP-5 and hot tarmac.

Adding to our losses, just a week after I heard of R. G.'s passing I received a note that Tom Elser had died suddenly. Many of you had not yet met Tom, a former Marine Col. A-4 guy to the core. He was a great pilot, a hardworking SA board member, and perhaps most important, a true personal friend to many of us. He was the type of man who was so full of life that it's hard to think of him any other way, or to even believe that he's gone, and I'm having a hard time with his loss. Tom was one of those guys you could always depend on, whatever the mission, whatever the schedule. When he was involved things got done well, they got done on time, and they got done on budget, with no complaints. He also told good jokes. Tom, R.G., we miss you greatly and we will remember you always.

Semper Fi
Jim-Bob

Tom Elser 1936 - 2001

Skyhawk Association Board member Tom Elser passed away suddenly June 18 while vacationing with his family near Carlsbad, NM. He is survived by his wife, three children, four grandchildren and a brother. He was 64.

Born November 23, 1936 in North Lima, Ohio, he graduated from the University of Redlands in 1958. During his twenty year career in the Marine Corps, Tom flew F-8s and A-4s, served two tours in Viet Nam, and retired as Lt. Colonel in 1979.

He then worked for McDonnell-Douglas (Boeing) until he retired in 1998.

Tom was involved in many civic and service organizations including Toastmasters and Meals on Wheels. He was a volunteer with the Anaheim Police Department, and also tutored seniors in the City of Brea. Tom was on the Skyhawk Association Board of Directors, and was also working on the Orange County, California Skyhawk memorial project to honor 50 years of USMC presence at now-closed MCAS El Toro.

Memorial services were held July 17 at Riverside National Cemetery.

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Tom Elser remembered

By John Caldas
Skyhawk Association
Vice President



Tom Elser

I first met Tom Elser in 1959 at Atsugi where he was a ground officer (flunked eye exam) with HqSq-11. I was a pilot in the fighter squadron in the Group so we just passed each other occasionally in the mess (O'club). I came in contact with him again in 1969 at MCAS Beaufort when I joined VMA-331. He was already a member and the squadron Admin Officer. He had retaken the eye exam (he was then and always was a little color blind). We stayed together for almost three years. I was the Ops Officer and later XO for work up and through a 9 month Med cruise. We were with CAG 7 aboard Independence.

Tom was one of the better pilots in the Squadron and a favorite of the junior officers, probably because he had a sense of humor and could get a laugh out of almost any situation. He probably defused more tense situations on the carrier than any

other officer. Being a Marine squadron (the only one) aboard a carrier isn't always a laugh a minute (for the Marines). I can remember Tom having a one-on-one with (Adm) Moose Myers. Tom in an A-4E and Moose in an F-4. The best Moose could say was that it was a stand off.

Once, in Barcelona, Tom had a dead bird which he held sticking out of the fly of his trousers. We were staying in a large downtown hotel with a very public foyer and large winding staircase. Tom transited the public area with this bird sticking out of his trousers. Needless to say, the troops loved it. The hotel employees did not think too highly of the escapade.

During the almost three years we were together, Tom kept things in perspective, never losing his love for flying, the Corps or just getting the most out of life.

I again came in contact with Tom when I joined VMA-311 at Bien Hoa, RVN to replace the CO who was relieved for cause. Tom was the XO and he provided me the luxury of his advice and counsel during those trying first few weeks. We stayed together for several months until he went home for his father's funeral. We maintained contact with Christmas cards and occasional letters from 1973 until a few years ago. I did not see him again until we got together for the Skyhawk Association meetings.

Few people have provided me with as close a friendship and as many bright moments as has Tom. Our wives came to visit us in the Med., we've met in mid country (Ft. Worth) in 1999 and we were last together in Corpus Christi in January. I have never been around Tom when I didn't feel uplifted in his presence. I've lost a great friend and he is missed already.

"I was so shocked I e-mailed COL John for verification... can't be our Tom Elser! He was a doer as well as a great guy. I hate this mortality crap."
"Youthful Puresome" Jack Woodul

"When I first met Tom, I immediately knew he was an extraordinary fellow. I only knew him for a little more than a year, but it feels like I've known him all my life. I can't believe he's gone."

Jim Ritchie
Editor, Skyhawk News



Never one to miss an opportunity for a bit of fun and levity, Tom Elser mans a 40mm antiaircraft gun while touring the USS Lexington prior to the January Board of Directors meeting in Corpus Christi, Texas.

WINGS

By C. David Hay

Oh, to catch the winds of flight
And soar where eagles go,
To leave the woe of troubled souls
Behind me far below.
I'd listen to the song of birds
And sail in endless flight,
Chase the sun through cloudy paths
And play with the stars at night.
The boundless heavens for my home,
The breeze to lift me high
To rise above my mortal bonds
And never have to die.
Knowing I had found the way
To trails where angels trod,
And when my wings could
Fly no more
I'd take the hand of
GOD!

"He was one of the nicest gentlemen I've met. He was very interesting and supportive of the alliances being made at WebCon. If you spoke with him for a couple of minutes, you would know that he was a good man."

Wally Beddoe
POFASMOKE Webmaster



How do you say goodbye to a legend?

By M. Davis "Whizzer" White
Skyhawk Association Founder

How do you say goodbye to a legend? You don't.

To view R. G. Smith's art is to understand why. No matter what the subject, there is a connection and understanding on every canvas. Nuances of anger in the untrusting eyes of "The Old Cheyenne." In "Sketch of a Comanche" the deep wrinkles and scars in his face might be from battles with "white-eyes," or frowns of disappointment from treaties and promises broken and long forgotten in Washington.

Even in the world of gold mining and ghost towns, he tells the story for those of us who will never swirl a pan of grit in search of fortune. Long shadows of late afternoon reach across an abandoned mine shaft in "Mojave Sunset." The mind's ear hears squeaking pulleys and creaking timbers as another load is brought to the surface. And the mind's eye can almost see ghosts of miners and camp workers scurrying to see if they've

found riches or just more ship ballast.

His drawings and paintings invite observers to project their own lives and dreams into them. One never comes away from R. G. Smith's art unaffected.

The power in his aviation art transports the viewer to familiar scenes of their own experience. The only difference between canvas and memory is the name of the ship. Every naval aviator has lived "Enterprise On Yankee Station", be it from Enterprise, Intrepid, Coral Sea America or Nimitz.

For anyone that has served aboard a carrier, "Launch," thick with urgent tension, brings memories flooding back. Nostrils suddenly remember oily sea air heavy with jet exhaust. Skyhawks roar overhead on their way to do their duty, and wisps of steam swirl around the crew as a Phantom starts its launch. This is the image of naval air power in the 1960s, but it is still repeated hundreds of times every day, albeit with different ships and planes.

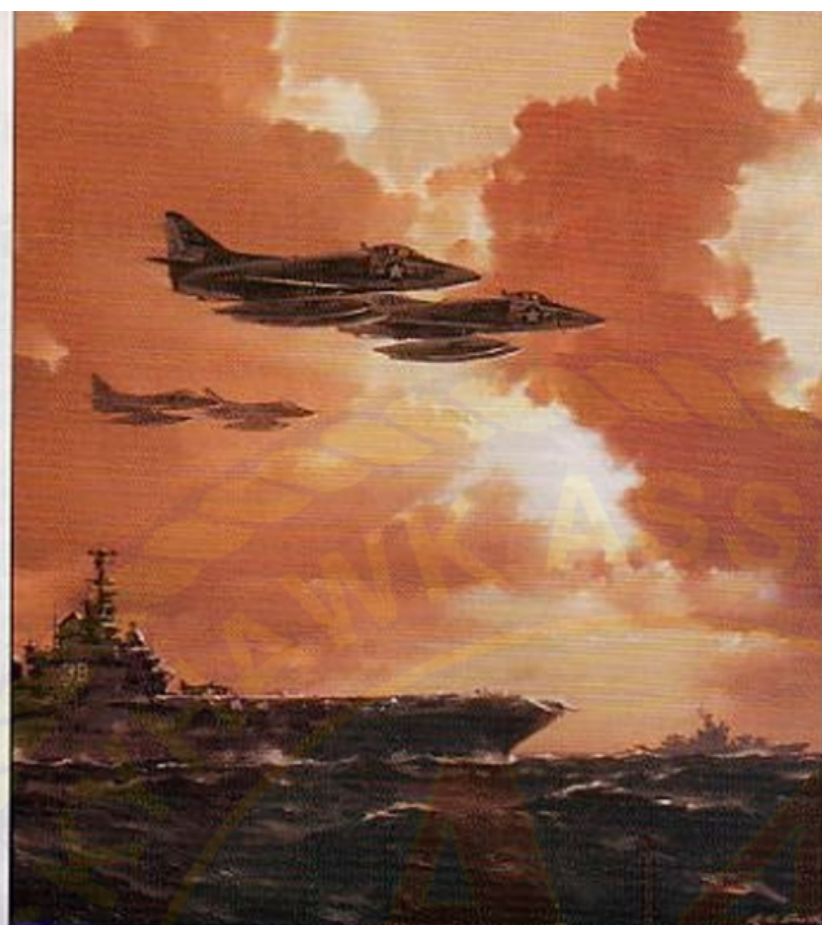
We know him best for his love affair with naval aviation in general, and the

A-4 Skyhawk in particular. He was principal part of the small group responsible for the concept, design and launch of our little lady. His engineering background and artistic appreciation of spatial relations cut months off development time and delivered her into the hands of another of "ours," Bob Rahn, in June 1954 for her first flight.

R. G. Smith painted what he loved, and every sketch and painting is an experience he lived or dreamed. He was trained to observe with his gift from God, but even as a seasoned artist he was eager to learn from those whom he thought could help him improve his craft.

He never thought himself a legend as we do, and was embarrassed by the attention he received. The humility of R.G., despite his work being the benchmark of aviation art, is a measure of this remarkable man.

Say goodbye to R. G. Smith? No. He will live on through the ages with his masterful, enduring art teaching and inspiring the generations to come.



Artwork reproduced with the generous permission of the R. G. Smith family.

R. G. Smith: Patriot, artist and friend

By Rosario "Zip" Rausa
Association of Naval Aviation

From a personal standpoint, having known R.G. for many years, what I remember most about him was his humility. He was one of the kindest, most unpretentious people I was ever honored to know. Yet he was a genius with brush and palette. His works will last for ages.

His attention to detail was always impressive. I remember he delayed finishing a painting of an aircraft once because he could not determine the exact dimensions of the fins on one of the bombs the plane was carrying. He finally found someone who could give him an authoritative answer—and this allowed him to finish the job.

His non-aviation paintings of the west-Indian scenes, ghost towns, etc. are beautiful and demonstrate his broad range of artistic talent.

He was a Civil War buff. Once, back in the 1970s, he visited Washington and asked if I would drive him to Gettysburg so he

could visit the battlefield. What a pleasure to be with the man.

As we drove along through the rolling countryside where many perished, R.G. would point out a boulder here, a ridge there, and give a detailed account of precisely what transpired at these sites during the fighting. I asked him, "R.G., I thought you'd never been to Gettysburg before. You know this place like the back of your hand."

He answered, "I've never been to Gettysburg before this day, but I've read a lot about the battle."

This mastery of detail is reflected in his work. R. G. Smith was, simply, a wonderful human being, a great friend, a superb patriot, an artist of immense and enduring talent, and a lover of U. S. Naval Aviation and the people who populate this exciting and invaluable branch of the military service.

"Zip" Rausa is editor of *Wings of Gold*, former editor of *Naval Aviation News*, and he co-authored R. G. Smith's autobiography.



Top: "Spotting on the Waist Cat"

Center: "Launch"

Above: "USS Intrepid"

Below: (L-R) R. G. Smith, Leo Devlin, and Ed Heinemann pose with the last Skyhawk in a ceremony at McDonnell-Douglas' Long Beach hangars on February 27, 1979.



NZ air defense-less after PM Clark shoots down Skyhawks

New Zealand



More than 700 personnel to lose their jobs when Skyhawks, air defense ops cease December 1st.

8 May 2001

The New Zealand Herald and the Sydney (Australia) Morning Herald reported the most significant change in defense policy since the 1980s. All of the Royal New Zealand Air Force fighter jets will be decommissioned by the end of 2001 at a cost of more than 700 jobs.

Prime Minister Helen Clark said her government would improve the armed forces with increased spending by SNZ 2 billion over the next ten years for equipment and plans to upgrade the army.

An official RNZAF statement outlined the disposition of the combat squadrons, aircraft and operations:

- The seventeen A-4 Skyhawks and seventeen Macechi jet trainers will continue flight operations until 1 Dec 2001, although live weapon usage will cease after 1 July 2001.
- At that time, No.2 Squadron will be withdrawn from Nowra, Australia and Nos. 2, 14 and 75 Squadrons will be disbanded by 21 Dec 2001.
- It is expected that the Skyhawks will be stored until they can be sold on an "as-is" basis in 2002.
- The Macechi jets "are a more modern and attractive item" and will be maintained for sale in flying condition.

The government made the decision despite warnings it would leave the country with no air defense capability.

The plan, which would make New Zealand the first developed nation in the world to almost render itself defenseless in the air, has brought strong protests and warnings from opposition groups and some allies - including Australia.

Up to 700 air force personnel will lose their jobs by the end of the year after all of the RNZAF Skyhawks and Aermacchi jet trainers are grounded.

More than half the New Zealand Navy's large warships will also be cut. The new objective will be to use small patrol boats to provide more coastal and fisheries protection. It will retain two frigates for international operations, while the air force will be reduced to mainly transport and patrol duty.

According to Prime Minister Clark, Asian and Western allies understand that New Zealand is a small country that can not afford large, conventional armed forces. She said the reforms would create a small, but effective force capable of playing a full role in regional security.

"I think there is an understanding New Zealand is a small country and it cannot afford to do a wide range of capabilities well. I would not expect there to be significant comment from any of those (allied) governments," she told a press conference.

The New Zealand Opposition and former defense leaders have accused the government of crippling the New Zealand's

ability to defend itself by stripping the air force and the navy of much of their combat capability.

The main opposition National Party said if it wins elections due in 2002, it would seek to reverse the cuts and retain a combat air force.

Ron Mark, defense spokesman for the New Zealand First party said, "To diminish our air force and navy to what is merely a fisheries monitoring role, ignores the lessons taught to us throughout our short history and serves to signal to others that... we are ripe for the taking" and leaves the country vulnerable to foreign threat.

Clark accused previous conservative governments of neglecting the military by not replacing outdated equipment, leaving her government with hard choices. She insisted the government was not trying to strip the country of its defenses or avoid its international security commitments.

"This defense strategy is the very opposite of being isolationist," she said.

New Zealand has developed a reputation for going its own way on defense issues in recent years.

In 1984 it was excluded from the ANZUS (Australia, New Zealand, United States) alliance after refusing to allow nuclear-capable allied warships to visit its ports.

Despite pressure from the United States and other allies to change the policy, New Zealand has been steadfast.

Clark said the army would be upgraded so that it could contribute up to 1,200 personnel to international peacekeeping operations. It currently has about 800 troops deployed with the United Nations in East Timor.



RNZAF No 75 Squadron Skyhawks on the flight line.

KIA dog tags recovered

By Otto Krueger

On a recent *Today Show*, there was a story about two men who went to Hanoi on a business trip. The men encountered a guy selling old GI dog tags from US servicemen who were killed during the Viet Nam War. They were disgusted by the thought of this man profiting from the sale of these tags. Upon returning to the United States, they decided to go back to Viet Nam and purchase ALL the dog tags. They did so, paying 19 cents per tag! They brought home several hundred tags.

Their plan is to return the tags to surviving family members, when they can find them. There has already been one set turned over to a grieving mom on July 4th, which coincidentally, was her birthday!

These two chaps have set up a web site listing the names of all those whose tags they purchased. If you lost friends, family, or know of someone who lost a loved one in Viet Nam, I suggest you check out this web site. If you recognize a name, there's an e-mail address to contact these two men and to help in their efforts to return the dog tag to its rightful survivor. I'm sure a family member would be eternally grateful to have such an important item returned.

Please send the web address to everyone you know. The more people who see the lists, the greater the chance of returning ALL the tags to those who lost loved ones in Viet Nam!

<http://www.founddogtags.com>

AOM and luncheon Friday, August 17

The Skyhawk Association reunion will be at John Ascuaga's Nugget Hotel in Reno (Sparks), Nevada, in conjunction with Tailhook, August 16 - 19, 2001.

The Annual Organizational Meeting (AOM) and luncheon will be Friday, August 17 at 11:30 am. Luncheon reservations are \$25 per person in advance. Send payment payable to Skyhawk Association to:

Skyhawk Luncheon
1482 Corn Crib Ct.
Stone Mountain, GA 30088

Guest speakers will be (Skyhawk) Blue Angels CO "Hoss" Pearson and Shuttle astronaut Jon McBride.

Be sure to visit the hospitality suite in the Genoa Room, and booth 508 on the Tailhook exhibit floor.

Orange County USMC Memorial Skyhawk update

By Dan McCoy
Project Manager

Progress on the memorial featuring an A-4E Skyhawk paying tribute to the Marine Corps for over 50 years of presence in Orange County, California continues. The project team had asked the Pentagon to waive the aircraft release fees, but after almost 6 months of trying, and being told "no" six times, the team pretty much figured the answer was "no." In early May 2001 the project team paid the Air Force \$9,525 for the release of A-4E 160031 from the bone yard at Davis-Monthan AFB. Our aircraft has arrived at Chino Airport, the war bird capital of the west coast, where it is scheduled to be restored and repainted in August. Site construction will start soon after.

The Skyhawk will then be transported to the Civic Center in downtown Santa Ana, where it will be displayed on a pedestal surrounded by a park-like setting.

Of special interest is the fact that project team member and Skyhawk Association Director, the late Tom Elser flew our A-4E 160031 out of El Toro in December 1976. His name will be put on the aircraft in his honor.

This aircraft served in VMA-311 and VMA-211 after September 1976. Anyone that might have flown or worked on 160031 during their careers is asked to contact the team at: a4project@aol.com

The project team expresses our appreciation to the Skyhawk Association for their support.

For more info, visit the web site at:
www.geocities.com/a4project



Artist's rendering of the Orange County memorial



A-4M 160031 awaits restoration at Chino Airport.

Skyhawk NEWS

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Back Issues

A limited number of copies of the Summer & Fall 1999, and 2000 & 2001 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.

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James C. Ritchie, Editor
A4News@aol.com

Mail Call



While browsing through some old photo slides a few days ago (a long overdue cull, in fact), I came upon the enclosed shots of a USN A-4 which may be of interest.

They were taken by me from the deck of HMAS Melbourne (CVS-21) in May 1965 somewhere in Southeast Asian waters. The occasion was the first, ever, A-4 deck landing and cat shot from Melbourne. It was a very significant event for the Royal Australian Navy as it was the final word to the doubters in the Australian defense arena that the Skyhawk could operate from our small (20,000 ton) carrier. The Navy had researched the options then available for a light attack/fighter type aircraft to replace the aging DeHavilland Sea Venom two-crew night-fighter. The Skyhawk was the clear winner, but there were those in Defense who (for various reasons) were making life difficult, so a demonstration of fact was arranged with the U. S. Navy.

Melbourne was exercising with USS Bennington (CVS-20) at the time and a cross-deck operation was arranged. The aircrew, engineers and catapult teams of both ships got their heads together and many computations of gross weight and

steam pressure to ensure adequate end-speed off the cat were made, checked and re-checked. Any suggestion of it having been a marginal operation would have been a major setback to the re-equipment program, so you will appreciate that everybody involved added a few extra knots of end-speed, just to be sure. I do not recall the name of the A-4 driver, nor just what end-speed was achieved, but his short statement after he had recovered from the cat shot acceleration (:Holy Sh**!) says it all and has gone down in RAN aviation folklore.

I regret that I could not find a shot of the aircraft at the end of the cat stroke in my photographs. Perhaps I was too overwhelmed to remember to press the shutter release! Little did I know at the time that I would subsequently land the first RAN Skyhawk (A-4G) on Melbourne.

John R. Da Costa
Woolloomooloo, New South Wales,
Australia

The name on the side of A-4B 144874 is LCDR Charles Ward, but it is unlikely that he was flying "his own" bird that day. If you can identify this VA-113 Stingers pilot, please notify Skyhawk News at:

A4News@aol.com - Ed.



Below left: A-4B 144874 of VA-113 was the first Skyhawk ever to land on HMAS Melbourne in May 1965. **Below right:** The crew gathers to welcome the pilot aboard Melbourne and get a close look at a Skyhawk. **Bottom left:** Preparing to turn up for departure. **Bottom right:** The first Skyhawk cat shot from Melbourne.



Air & Space

June/July 2001



UH-34 photos by J. C. Ritchie

This issue of Air & Space magazine has an article of interest to Skyhawk Association members. It isn't about Skyhawks, but an ugly old helo that looks like it could have been designed by Jimmy Durante. Mixmasters on the pages of Skyhawk News might ordinarily be blasphemous, but this one is noteworthy because it belongs to our own president, JimBob Moriarty.

The UH-34D, YL-42, wears the colors of Marine helo squadron HMM-362 "Ugly Angels" just as she would have looked at Soc Trang, Viet Nam in 1966.

I had the pleasure and privilege of flying in it with Jim a couple of times earlier this year. It instantly attracts a crowd everywhere it goes. Dogs bark and dance in circles, and kids want to

climb in, on, under and around it. The sight of it immediately throws veterans back in time, and they come away misty-eyed after revisiting buddies from long ago.

Jim says he flies and displays his chopper at air shows around the country not to relive the Viet Nam war, but "because we lost 58,177 people over there. All of their mothers and fathers, sons and daughters, brothers and sisters, wives and husbands still think about them all the time, and it's important that they never be forgotten."

Flying Cover Skyhawks in print

- J. C. Ritchie



World Air Power Journal

Volume 43, Winter 2000



When the U. S. Navy started to phase out Skyhawks in favor of newer aircraft, the A-4 began a second life in foreign services, and proved its mettle (and metal) again and again. Skyhawks have been defending freedom somewhere in the world continuously since 1954.

There is only one squadron in the United States Navy still flying Skyhawks. The Royal New Zealand Air Force will retire their A-4s after more than 31 years of service. Skyhawks have been retired from duty in Israel and Kuwait. Scores of them bask in the Tucson sun. Is it finally the end of the line? Will A-4s only be seen in museums or stuffed and mounted at freeway rest areas?

Not quite. The rugged little scooter began yet another life, making aviation history in the Brazilian Navy earlier this year (*Skyhawk News*, Winter 2001), and they still have a long future in the

Argentine Air Force (Fuerza Aerea Argentina-FAA).

The first A-4B Skyhawks were delivered to the FAA in 1966, and they were updated and reworked a number of times. In the early 1990s they were to be replaced by F-16s or F/A-18s, but the sale was prohibited by a U. S. embargo still in effect since the 1982 Malvinas/Falklands war.

But who needs F-16s when you can have Skyhawks? Cees-Jan van der Ende, Juan Carlos Cicalosi and Santiago Rivas describe how the FAA transitioned from A-4Bs to A-4Ms, to the latest incarnation, the A-4AR "Fightinghawk."

Fitted with updated avionics and weapons systems, the young men flying these birds would surely say that these "are not their fathers' Skyhawks."

- J. C. Ritchie



Can you identify these mystery patches?

Mike Trout is trying to identify two of Doug Mayfield's patches. He was in flight training in 1956-57, on a tour with the VA-113 Stingers, followed by USNPGS. He then reported to China Lake where he was killed in 1965. If you can help Mike, please e-mail him at:

sdcoordinator@juno.com

WELCOME ABOARD

New Members

01 March 2001 - 30 June 2001

Francis E. Babineau -- Norfolk, VA
Sherman Bailey -- Houston, TX
Bob G. Bulcher -- Coronado, CA
Tom Caldwell -- Rome, GA
Ted Childers -- Houston, TX
Glen Christensen -- Santa Rosa, CA
Michael D. Cingiano -- Glen Mills, PA

Adam K. Coleman -- Lumberton, NC
James C. Delesio -- Palm, FL
Hal Diep -- Malibu, CA
James R. Dowd -- Atkinson, NH
Michael F. Falcon -- New Orleans, LA
Ronald E. Hix -- Colleyville, TX
John T. Gabbard -- Keller, TX

Logan S. Garner -- Arcadia, CA
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Darryl C. Hair -- New York, NY
Edward J. Heise -- Danbury, CT
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Robert N. Marcabelli -- Wellington, NV
Lance B. Massey -- Colorado, CA

Jackson H. Mayes -- Seattle, WA
Stephen E. McCarty -- Napa, CA
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Thomas J. Murphy -- Jacksonville, FL
James M. Payne -- Denton, TX
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Charles F. Stender -- Newbury Park, CA
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John Trodi -- Ojai, CA
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- Retired LDCR (1525)USNR (1958-93)
- P&W J52 Technical Representative, NAS Oceana, VA (1979-82)
- Maintenance Material Control Officer, VC-12, NAS Oceana, VA (TA-4J) (1980-82)
- P&W J52-P408 Representative, Kuwait (1982-83)
- Power Plant Project Engineer, Grumman St. Augustine Corp., St. Augustine, FL on the Royal Malaysian Air Force A-4L program (U65W-420) (1983-89)
- USN Civil Service (NATEC) J52-P408A Representative, MAG-14, MCAS Cherry Point, NC (1993-99)
- J52-P408 Engine Manager, Brazilian Navy (1999-2000)
- Consultant to Sunrise Helicopter Inc. Spring TX, J52 parts supplier
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