

The Skyhawk Association

Quarterly Summer 2005



Blue Angels, March 1975

THE A-4 EVER

SUMMER 2005

Skyhawk Association

VOLUME 11 • NUMBER 3

Features:

*September 9
Annual Skyhawk Association
Meeting*

Skyhawks in the Falklands • TINS • Puresome Unplugged • The Dumbest Contest
A Case of the CLAB • Slow-Breaking News • No Warm Breakfast • Take No Prisoners
Prez Sez • Boom-Boom Room
Attic Attacks • Size Does Matter



www.skyhawk.org



THE PREZ SEZ

• Raven's Report •

By Bob "Raven" Hickerson

Hard to believe, but the *Skyhawk* Association Annual Meeting for 2005 is just around the corner. As you will see in the scheduling section, our Annual Meeting is once again being held at Tailhook – this year on Friday, September 9th. The Board of Directors meeting will be first thing in the morning at 8:30 a.m., and we'd love to see a good turnout of members for that. The luncheon will be held at noon, and our very special guest speaker will be Admiral James Holloway. We're still waiting for Tailhook to confirm our rooms, so stop by the *Skyhawk* Association booth to find out where to go for lunch. Be sure to R.S.V.P. for the luncheon early by sending your check for \$30 to Treasurer Steve Richmond at P.O. Box 514, Alameda, CA 94501.

As you've probably noticed in previous issues of the *A-4Ever*, we've been conducting a survey of members to find out what you want from your association. We've had a very good response – 5% of the membership took the time to fill out and return the survey form. We had replies from members who joined back in 1995, as well as those who just joined this year. The information gleaned from these is unambiguous. The membership is absolutely committed to the mission of Skyhawk Association: Preserving the legend, history, traditions, and camaraderie associated with the greatest attack aircraft ever built.

Here are some of the things learned from the survey:

- Both the printed newsletter and the website are highly valued, but at this point in time, members prefer the hard-copy newsletter as a way of communicating.
- By a margin of 3 to 1, our members want to see more articles and pictures which provide first-hand historical accounts of the A-4 aircraft and the people/squadrons that operated it.
- Most of our members are not ready to rely exclusively on electronic communications, and less than 20% visit www.skyhawk.org once a month or more frequently.
- Most of our members would like to see more reunions, and many would value the help of our association in planning them.
- 4 out of 5 members would like to see regional meetings of *Skyhawk* Association, and about 1/2 of those indicated a willingness to help in planning and conducting such a meeting.
- When we asked if the annual meeting should always be held in conjunction with Tailhook, or alternated between Tailhook and the Marine Corps Aviation Association Annual Symposium, more members responded in favor of alternating the venue.

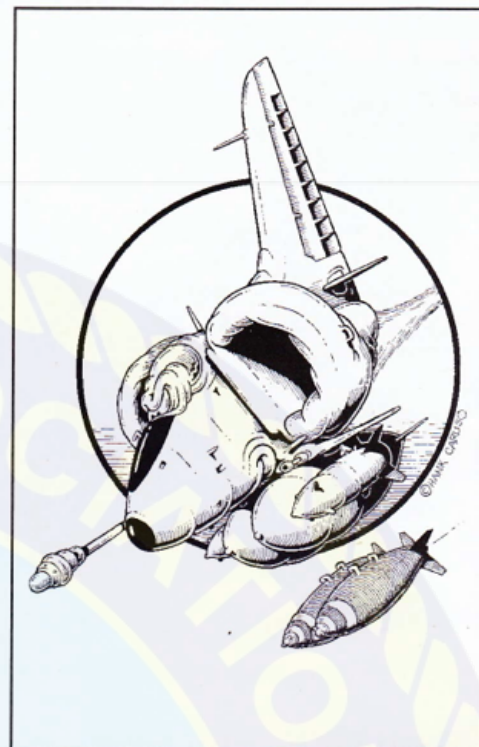
What does all this mean?

First, it means that our plans to hold a regional mini-symposium next February in conjunction with our winter Board of Directors meeting is something that will appeal to the membership. Secondly, it means our plan to hold the 2006 Annual Meeting in October 2006 in the Washington, DC, area in connection with the MCAA symposium isn't such a wild idea. Watch the website and future editions of the *A-4Ever* for more information on these events.

What else does the survey reveal? The fact that only one-fifth of our members

regularly visit the website means that most of us are missing one of the truly great benefits of membership. Last issue, we ran an article on how to gain entry into the Association Ready Room, which permits viewing of the "Private Pages." Those web pages contain a plethora of information, and our research and technical team is adding more everyday. Our technical team reports that our article on the Ready Room had a positive effect, with over 50 members making the effort to join the Ready Room since the last issue was published. If you weren't one

ADM James Holloway — Guest Speaker —



of them, pull out the Spring edition of the *A-4Ever*, turn to page 19, and follow the instructions given. You'll be glad you did it – I guarantee it!

In the last several columns, I've commented on the need to increase our membership. Many members have responded to that call, and I'm pleased to report that our efforts are paying off. After five years of declining membership, we've reversed that trend since September 2004 and are very close to a record level of members today. We're not out of the woods yet. We need to double today's 800 members to have an organization with the resources, both cash and human, to meet the needs of our members as articulated in the survey. Keep reaching out to your shipmates/squadronmates and let them know that *Skyhawk* Association is on the move and needs them to be a part of *preserving the legend, history, traditions, and camaraderie associated with the greatest attack aircraft ever built.*

See you in Reno – A-4s forever.
Raven





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BOMBS AWAY!

• Summer 2005 •



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Contributions

We actively seek contributions from members, including news, photos, historical documents, anecdotes and other items of interest. Submissions may be edited due to space limitations in the newsletter. Contributions may be emailed to the Newsletter Editor at newsletter-editor@a4skyhawk.org or mailed to Bob Hickerson, 1222 Balcones Drive, Fredericksburg, TX 78624.

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Cover: Blue Angels 5 and 6 in dirty back-to-back maneuver captured by Harry Gann during winter training at El Centro in March 1975. Photo courtesy of Denny Sapp (Blue Angel 6) and Gary Verver.

TAKE NO PRISONERS

• Letters to the Editor •

newsletter-editor@a4skyhawk.org

To the Editor:

Wynn: Just an update on the condition of the two A-4s at WAM (Western Aerospace Museum). The TA-4 is in pretty good shape, but the "M" needs work. We only have a limited number of workers to do stuff on the planes, because we're working to get our EKA-3 painted and moved.

Is there any way we can contact A-4 people here in the Bay Area that would like to come out and help restore the planes? We have parts, and some money, but we're lacking the people (sounds like every other museum 'eh!). I can take some pictures of the restored cockpit and send them to you if you wish. ALSO, go to the home page of www.oaklandwam.org and check out the time that Admiral Tom Mercer came by for our Speaker Series and signed his name to the TA-4... cool stuff...

You guys have a great set-up....good luck to you all!

Greg Ely, Restoration
Western Aerospace Museum
Greg.Ely@mvla.net

(Ed. note: Any Bay Area members willing to help?)

♦ ♦ ♦

To the Editor:

Bryan Remer wrote in about "humped" Echoes in the Spring Quarterly. My first squadron was VA-216. We had A-4Es with the hump, but we called them "Super Echoes." They had all the ECM gear like a Fox but with Echo radios/nav. We had 'em for just one cruise (69-'70). I joined in mid-69 when they were converting from Super Charlies (with W-20s) to the Super Echoes. We were disestablished in 1970, and I have no idea about what happened to the aircraft. (I can check BuNo's from my log book in case someone wants to do more digging.)

I do have a bit of A-4 history that you might like to use. (I joined last year, so you might've already covered this.) The aforementioned VA-216 had the first A-4s with the bent probe that became standard on the Mike. In '69, Douglas installed a



Proof of the bent probe, NAS Alameda.

radar-detection system (TIAS) in lieu of the radar in 3 or 4 of our planes. The standard probe interfered with that system, so Douglas fitted the "bent" probe. I have an 8 X 10 glossy of this if you'd like a picture. If you don't believe me, ask Admiral Jim Busey who was our CO.

Mike Farmer
Sacramento CA

P.S. Official Navy photo is attached. Note that the NAS Alameda ramp actually had aircraft on it in the Fall of 1969. Now, it's just concrete and weeds.

I don't know the Bu No's of the three TIAS A/C. I did pull all of my VA 216 Bu No's from my log book. The ones at the top are the most likely to be a TIAS bird. 151156; 151164; 152019; 152035; 152058; 152080; 152089; 152097; 151120; 150037; 151163; 152050; 152083; 152090.

VA-216 disestablished after our 69-70 cruise on *Forrestal* (CVA-59). I have no idea of what happened to any of the A-4s. Note that we were a West Coast squadron in an East Coast Air Wing (CVW-17). Wow, what a difference between the two!

(Ed. note: Reference Mike's comment that he has no idea what happened to any of the A-4s listed above, Skyhawk Association members can research A-4 aircraft history by bureau number by consulting our website at www.skyhawk.org. See the private pages in the Association Ready Room.)

♦ ♦ ♦



A sad sight: A-4M 158182 is broken into pieces for shipping to Nellis AFB to be used as a target.

To the Editor:

Fellow Skyhawk Brethren,

This just breaks my heart: A-4M Buno 158182 (Marines). This old horse survived the Vietnam War and years of bouncing in the pattern, to end up like this. It gave us a hell of a fight when we broke it into three pieces. It is going to be trucked out to Nellis Air Force Base, NV to be reassembled on a range, so an A-10 can have a little fun blowing it to pieces. If you ever wanted to know how it feels to destroy something that means a lot to you, it was awful! To make things worse, there were three of us A-4 Bubbas on the project, AO1 T. J. Jost, and AMEC Karen Bello (VFC-12), AOC Ed Hudson (VFC-13). We share this with you.

Edward Hudson

(Ed. note: 158182 wasn't old enough to see action in Viet Nam, but it survived a few encounters with me while it was assigned to the reserves at Alameda in the early 1990s.)

♦ ♦ ♦

To the Editor:

Gentlemen- thank you for your dedication to the Skyhawk Association and for your quick response to my email concerning the project to place an A-4 display in Orange County, California.

Dan McCoy and Tom Elser were both very active in the effort that I wrote to you about. Unfortunately, they both have passed away. Since their deaths, Col Steve Mugg, USMC (Ret) has picked up where they left off and is dedicated to seeing this project through to completion.

To update you, the concept has been presented and approved by the county, and the site has been selected. An A-4M has been secured and is in storage, awaiting final preparations. A donor has stepped up and offered to match our donations, provided that our organization first raises \$100,000. We are currently ➡ ➡

SCHEDULING STUFF

• Reunions & Requests •

2005 Annual Meeting of the Skyhawk Association - MARK YOUR CALENDARS!!!

The annual meeting and luncheon of the Skyhawk Association will be held in conjunction with Tailhook 05 on Friday, September 9, 2005, at the Nugget, Reno, NV. The luncheon speaker will be former CNO Admiral James L. Holloway III, USN (ret). All members are invited to attend the Board of Directors meeting to be held at 8:30 a.m. the same morning. The luncheon will be at noon and is \$30 per person in advance.

Mail reservations and check to:

Skyhawk Association, P.O. Box 514, Alameda, CA 94501. (Must be received by Friday, 2 September)

As of the date of publication, Skyhawk Association is negotiating with other attack associations to have a combined admin room at the Nugget for the enjoyment of our members. Room assignments are not yet firm, so check in at the Skyhawk Association booth (No. 629) at Tailhook to see about the admin, and to find out the location of the board meeting and luncheon. We will also post this information on the website home page (www.skyhawk.org) when available.

Tailhook 2005 runs from 8-11 September, 2005, at the Nugget. Registration details can be found at http://www.tailhook.org/TH05_Reg.pdf.

All Marine Skyhawk Reunion planned for April 27-30, 2006 - PLAN TO ATTEND!!!

Plans are being made for an all-squadron, all-years Marine Skyhawk reunion at Hilton Head/Beaufort, SC, April 27-30, 2006, to celebrate the 50th anniversary of the Marine Corps introduction of the Skyhawk. The reunion will coincide with the MCAS Beaufort Airshow and will have something for everyone (including golf, shopping in Savannah, etc.). Plenty of time will be provided for squadron activities.

Details will be posted to the USMC Skyhawker (www.usmcskyhawker.org) website as they become available. Please check the database listing on that website to make sure your address (including email) is correct. **HELP US INFORM ALL MARINE SKY-HAWK ENTHUSIASTS ABOUT THE REUNION.** Please provide additions to the

mailing list by sending them to Mike Green (agreen@crcwnet.com) or Bob Hickerson (hickers@beecreek.net).

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Marine Corps Aviation Association 2005 Convention: 13-16 October at the Reno Hilton, Reno, NV. www.flymcaa.org, or call 1-800-280-3001.

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HellRazor's Reunion planned. Hell-Razors will "re-unite" 4-6 November 2005, in Jacksonville, Florida Check in with Red Skelton (msrs1@bellsouth.net), 904 781-8427 or Bob Beasley (bob_beas@bellsouth.net), 904 781-1904. Great weekend for all you Scooter drivers who went on to fly the venerable A-7.

...

"Who Said Sunliners 50th Anniversary Reunion?" We did, and here is the "gouge." July 22nd and 23, 2005, the current Skipper, CDR "Doc" Scholl and his band of steely-eyed killers are hosting a reunion for all former VA, VF and VFA Sunliners on NAS Oceana. Good times, Golf, Grog and more will be on tap. POC is LCDR Sean "Flopper" Cushing at (757)-433-9726 or email:

CushingST@VFA81.navy.mil or Flopper@cushings.net.

...



Take No Prisoners cont...

➡➡➡ \$20,000 short of that goal. It would of great benefit to pass the word on this project to the members of your organization. The main points of contact are Steve Mugg, (949) 581-4172, stephenmugg@sbcglobal.net, or Anne Gallegos at (714) 245-8711. Though dated, the basic information on the project and the airplane can be seen at www.a4project.org.

Feel free to contact me as a liaison: (714) 926-2844. I look forward to your response and to getting the Skyhawk Association involved in this most worthwhile tribute.

Semper Fi,
Bill McMillan
mcmillan5@sbcglobal.net

◆ ◆ ◆

To the Editor:

All, this news report was in the Australian Aviation Magazine, April 2005.

BROKER CONFIDENT OF
NZ SKYHAWK SALE

Ernst & Young, the accountancy firm engaged by the New Zealand Government to sell off its fleet of former RNZAF A-4K Skyhawks and Aermacchi MB-339 jet trainers, says it is confident of securing a sale in the near future.

"We are very close and there is a great deal of interest from all parties," spokesman Gareth Morgan told NZ media on February 1. "All the players are in the room and we know who all the people are. We are very happy with it but it is taking so much time. It is driving us nuts."

One of the major stumbling blocks to the sale which has been dragging on for over three years is believed to have been a reluctance by the US Government to give permission for the upgraded Skyhawks to be sold due to the capability of their APG-66 radars and other systems. US based private training firm Advanced Training Systems International, which already operates a fleet of A-4s acquired from Israeli and US Navy stocks, is believed to be the

front runner for the aircraft.

The Malaysian Government has publicly disclosed that it is interested in acquiring the Macchis, however it is believed the price is causing the hold up in this case.

Phil Thompson

◆ ◆ ◆

To the Editor:

Just wanted to let you know I had the folks at www.military-graphics.com work up an A4 Skyhawk vinyl decal. It is really nice, in a 12-inch or smaller 10-inch size. They also have an A4 silhouette in a Vietnam ribbon decal, and most all of the A4 squadron patch decals. Thought I would share my find, and work with the association as I am sure others like me were looking for them to place on their trucks, trailers, planes and autos.

Regards from an old Saint from VA-163,

W.J Tomko
Tomkowj@aol.com



SKYHAWKS IN THE FALKLANDS

The Crash Site of A-4B (C-215)

By Adam Coleman

The A-4 has given valuable service all over the world, and the Falklands War between Britain and Argentina was no exception. Much has been written about that conflict, and in particular the unique events which occurred during the 74 days between April and June 1982. For *Skyhawk* enthusiasts, the Falklands War offers the chance to look at how the 1960s configuration A-4B/C *Skyhawks*, then in the sunset of their careers, performed against a modern defense force. For the *Skyhawks*, the results were arguably effective, but were achieved at a very high cost of aircraft and pilots. Over 100 Argentine aircraft were lost in the conflict, including approximately 22 *Skyhawks*.

The basic role of the Argentine Navy and Air Force *Skyhawks* was anti-shipping & attack – with a combination armament of bombs and 20 mm cannon. In executing this mission, some *Skyhawks* fell to ground-based fire. One of these was A-4B (Argentine C-215) of Air Force Grupo 5 de Caza, piloted by Lt. Velasco, which was hit by 40mm Bofors AA fire from HMAS *Fearless* on May 27, 1982. C-215 now lays in pieces on West Falkland,

north-west of the small settlement of Port Howard. Lt. Velasco was part of a two aircraft flight that had successfully attacked the British equipment dump near the amphibious landing area at San Carlos Water that afternoon.

C-215 was purchased by the Argentine Air Force (Fuerza Aerea Argentina) in 1965 as part of the initial export batch of 25 aircraft. Originally configured as an A-4P, and initially unpainted, C-215 was later re-designated an A-4B and painted with a green and brown paint scheme, with an underside of light blue. For the Falklands conflict, it and the other aircraft in the batch were also painted for a very short while with yellow theater markings on the tail and wings. Close examination of the wreckage revealed the yellow tactical stripes had been brush painted over with green paint to match the standard camouflage scheme.

The exploits of the Grupo 5 *Skyhawks* can be found in most Falklands books and web sites, but little is printed in detail about loss locations. The wreck-

age of C-215 is located on a flat area on the central plain of West Falkland. The site is a collection of parts, most created from the impact, with the rest resulting from over 20 years of curious visitation. A tail, starboard wing (with burn marks), starboard leading edge slat, engine, 20mm cannons and tailplane are the larger pieces that can be seen. Landing gear (nose and port-side) are in the fully deployed position which suggests that the pilot had been looking for a landing location nearby, recognizing that the aircraft was not going to make the 300 mile trip to the Argentine mainland.



The yellow tactical markings on the vertical stabilizer.

The aircraft hit the ground heading southeast and with a trajectory of about 45 degrees nose down. The nose cone still resides in the large hole made from the impact. Many of the parts show the metal stress of the impact, and the nose cone is still embedded in the impact hole. Reports state that after C-215 was hit, Velasco managed to fly across Falkland Sound; however, with the aircraft on fire, he ejected and landed west of Port Howard with a sprained ankle. Afterward he walked for several days, spending several nights exposed and one night in an isolated hut, until locating friendly Argentine forces.

In the Falklands, the *Skyhawk* suffered heavy losses from enemy (and friendly) AA fire. *Skyhawk* pilots had to deal with the harsh weather, flying in extreme operating conditions, while at the same time facing in combat the Royal Navy Sea *Harrier* FRS.1 (arguably the best small interceptor in the world at that time). Yet the aircraft was responsible for significant British losses and strategic



The crash site on West Falkland remains littered with aircraft parts.



SIZE DOES MATTER

• Modeling News •

By Joe Turpen

— News from the International Modelers Society —

Although it is true that individuals who flew the A-4 founded the *Skyhawk* Association, the association understands that there are other people who have an ardent interest in this great aircraft. That is why, in contrast to some other aircraft associations, *Skyhawk* Association welcomes as members anyone interested in the A-4. Since one of the ways in which the *Skyhawk* and her memory can be preserved is through modeling, the association has decided to actively support the modeling community. The first step was to appoint me to the *Skyhawk* Association Board of Directors, with specific responsibility for developing a relationship with and supporting modelers.

In May, the association sponsored a Best *Skyhawk* Award at the Region 4 International Plastic Modelers Society meeting (see photos), and will give a category and a Best *Skyhawk* Award at the 2005 National Convention of IPMS, which will be held in Atlanta in July. When feasible, the association will sponsor seminars of interest to *Skyhawk* modelers in conjunction with modeling events. Since this will be a great opportunity to attract new members, the association will sponsor a recruiting table when possible.

This regular column is another example of the support the association is providing to modeling enthusiasts. It will be a regular feature in every issue and will

feature kit reviews, news on aftermarket kits, and other items of interest to the modeler. Also, to the extent possible, the association will provide assistance to members in researching *Skyhawk* modeling projects.

Finally, the association website has a Modeler's Hangar Bay which is available for members only. The use of that resource is only limited by the imagination of our members with interest in *Skyhawk* models.



Joe Driver's Best *Skyhawk*, 1/48th scale *Blue Angel*, is a thing of beauty that also won the Best in Category award.

This column will benefit if members provide input. I encourage anyone interested in doing so, to submit items for use here, or to pass on to me ideas for articles for consideration.



Association Director and A-4Ever Contributing Columnist Joe Turpen and Secretary Terry Cooney man the *Skyhawk* Association booth at IPMS Region 4 Annual Modeling contest in Shepherdsville, KY, May 21-21. (photo by Jerry Davis, President, Military Modeler's Club of Louisville, KY)



Skyhawk Secretary Terry Cooney, in long pants, presents Best *Skyhawk* Award to Joe Driver at IPMS Region 4 contest. (photo by Jerry Davis).

FALKLANDS cont...

➔➔ concern. Today, with its reputation once again proven in battle, the Fuerza Aerea Argentina continues the legacy of the *Skyhawk*, with the current use of the A-4AR *Fighting Hawk* (ex. USMC A-4M) which carries the flag for its now legendary ancestors.

(Ed. Note: Adam Coleman is a fan of the *Skyhawk*, and is an avid modeler of the A-4. He visited the Falkland Islands in November, 2004, to research stories about the Falklands War.)

A4-B Model Data

For those interested in modeling the *Skyhawk*, there are several kits available that will enable exact replication of the A-4B from Grupo 5, including the 1:48 scale Hobby Craft and Hasegawa A-4B, and the earlier Fujimi 1:72 A-4B. Decals for Falkland A-4Bs are available with the kits, and an excellent set of Argentine aircraft markings from the "Malvinas" are available from Condor Decals in Argentina. One detail point regarding the tactical yellow markings – information suggests that these were added during the war, but clearly upper wing markings were painted out; however, the tail markings on C-215 show no sign of having once been painted over. Contact the author for details:

Adam Coleman
Raleigh, North Carolina.
Email: adam@carolina.net



A CASE OF THE CLAB!

Chu Lai Air Base

By Mark Williams



I was in complete denial when they told me I had the CLAB. I had only been in Viet Nam a few weeks. But then it happened. I was sent TAD for the month of October 1968 to be the Chu Lai Air Base (CLAB) Operations Duty Officer (ODO). I had to live in the operations shack, suffering through hours of boredom, and at least four *very* memorable events.

The Longest Day. (#1 & #2) It was my first day. As usual, we had great NCOs. My Operations NCO had driven me in our jeep out to the departure end of the runway to do a runway inspection when the first event occurred. We were awaiting the departure of a Hellborne A-4 from my squadron, VMA-121, when over our radio I heard the pilot, 1/Lt Bob Coop, call aborting. We watched incredulously as his hook skipped the MOREST wire, and he continued toward us, now committed to riding it out, due to the A-4C's 90-knot seat.

The aircraft passed us at about 30 knots, inertia carrying it into the overrun sand. My NCO gunned the jeep to follow

it. We saw, as if in slow-motion, the nose gear collapse and the centerline external fuel tank rupture, the fuel bursting into flame, following the rapidly slowing A-4C. When the aircraft slid to a stop, the burning wave overtook it and bloomed into a fireball.

"An aluminum suit flew through the air and hit the ground right outside the fireball. To our amazement, and to my ever-loving pilot's respect for the crash crew, he picked himself up and ran right back into the fire."

As we slammed to a stop outside the fireball, I saw the canopy pop open and Bob frantically egressing through the fire. He came directly out to where we were, with everything charred or singed black. His oxygen mask cup was still clipped to his helmet, but the mask had been burned away. Fire burned on his arms and elsewhere, which we quickly patted out. Hearing the 20mm HEI rounds cooking off like popcorn, we quickly threw him

into the back of our jeep with the assistance of a Marine from the Group Guard, who unhesitatingly came to his aid (he later received a Navy-Marine Corps Medal). Expecting the aircraft's six 500-pound bombs to cook off next, we withdrew further into the sand a safe distance from the fireball, while I frantically called the tower on our radio, to advise them that we had the pilot. I didn't want the crash crew risking their lives for nothing.

As is often the case during an emergency, communications were hectic. I had difficulty cutting through all the chatter to get the tower to call off the crash crew. We watched in awe and trepidation, as aluminum-clad figures ran into the fireball

to get to the cockpit. Almost immediately, one of the bombs cooked off. Luckily, it was a low order explosion, concussion only. An aluminum suit flew through the air and hit the ground right outside the fireball. To our amazement, and to my ever-loving pilot's respect for the crash crew, he picked himself up and ran right back into the fire.

Eventually, I succeeded in getting the tower's attention to give them our position, so that the SAR chopper could come in and pick up Bob. That's the last I ever saw Bob, but I understand that he made the Corps a career. Mark one down for operations getting to a crash first.

Incredibly, the events of the day were not over. A couple hours later, after night had fallen, I keyed the squawk box to ask the tower if they had finished their statements concerning the accident. In response, I heard a boom and the words: "A-4 has exploded in the MOREST." We dashed for the jeep.

As our jeep rounded the turn onto the departure end of the runway, I could see the burning skeleton of an A-4 lying on its belly near the left side of the runway. 500-pound bombs were scattered along the concrete. As we approached yet another inferno, I saw the ejection seat and near it, a rolled up parachute. I thought another A-4 had aborted, successfully taking the gear, then inexplicably exploding.



VMA-121 A-4E departing Chu Lai with load of 250 lb bombs. (Photo by Bill Egen)



VMA-121 prepares to taxi from MAG-12 revetment in Chu Lai.
(Photo courtesy Mike Green)

I thought that the pilot must have punched out, in spite of knowing he had a 90-knot seat.

As it turned out, Captain Dee Habermacher was taking off when his left main tire blew. As his aircraft swerved towards the MOREST spool, he ejected, getting one swing from the chute before hitting the runway and severely breaking an ankle. The crash crew had already taken him away. Mark one down for the crash crew.

It was a Milk Run. (#3) Well, a soda run, actually. Later that month, after days of a severe crosswind that had finally died down, the squawk box erupted with: "A-4 off the side of the runway!" I quickly noted that my own squadron planes would have returned earlier from their off-day run to Ubon (Thailand) for a little relaxation and to pick up soda for the coffee mess. That's what blivets (baggage tanks) were for. As we rounded the turn onto the departure end of the runway, in the dim light of dusk I could see an A-4 off the edge of the runway, almost upside down, and smoldering.. Suddenly, we saw a can of coke about every square foot for a thousand feet or so. It was one of ours, and late.

Oddly, we came upon the aircraft without the crash crew in sight. The left wing of the plane had dug in and the aircraft body continued to roll off the wing, breaking itself into two halves. The tail was nearly upside down, and the engine was smoldering. But the front had just enough room so that the pilot could open the canopy. I crawled under the cockpit where the woozy pilot was struggling to free himself. I reached in and pulled down

the head-knocker, helped him to unstrap, then dragged Captain Don Wellman out. I quickly searched the cockpit for any jewels he may have bought and stored in the map case, then arose to look around as the crash crew sprayed the smoldering engine.

Just then, a big Marine came running around

the nose of the aircraft yelling, "I know what happened. I know what happened!" Of course as ODO, I needed to find out. It turns out that this Marine had been sitting on the MOREST spool when the plane veered toward him and clipped the revetment that guarded it. In response to my question, "What happened?" he responded, "He hit that case of Coke!" Considering the hail of Coke cans, I'm sure I would have believed the same. Mark down another first for operations.

Piece of Cake. (#4) If you've come aboard the ship on a dark night with a pitching deck, belly landing ashore must be a piece of cake, even at night. On almost my last night as the CLAB ODO, I was awakened by the announcement that a Navy A-4 was inbound and couldn't get all it's landing gear down. We were to foam the runway and light it up as bright as possible. I was immensely impressed as I saw that pilot make a perfect approach, on centerline, and quickly slide to a stop in 700 feet. And he did it at night.

This served me well, when I had to do it myself 3 1/2 years later at MCAS Beaufort in broad daylight. I was cussing because it was my last flight

in an A-4 before heading again to Viet Nam, this time as an AH-1J *Cobra* driver. They tried to get an LSO to talk to me as I approached, but our VMA-324 LSO, now the intrepid *Skyhawk* Association President, Bob Hickerson, was over at my house with his wife having coffee. But, Bob had taught me well. *Piece of cake.* Except the quick egress part where I discovered that when a plane is laying on the runway, the ground is a couple more inches away than one's leg is long. I squarely hit the canopy rail with the family jewels. THAT, I told the awaiting flight surgeon, is what made me look so green.

(Ed. note: The author, ret. Major Mark Williams, flew A-4C/Es with MAG-12 and TA-4s with the Playboys in RVN in 1968-69. He also served as a Forward Air Controller with 1st Battalion, 5th Marines SW of Danang. On a second tour to Viet Nam in 1972, he flew AH-1Js on the MARHUK (Marine Hunter-Killer) mission in North Viet Nam. He topped off his career flying the AV-8A Harrier with VMA-231. Now retired from Boeing, he and his wife live in Seattle.)



VMA-311 A-4E over Chu Lai, RVN, circa 1969.
(Photo by Ron Merrihew)



Steely-eyed ODO Mark Williams ready for action at Chu Lai Air Base, October 1968.

R.G.'s ART

• Sandblower 2 •



R. G. Smith, (1914-2001)
Named Honorary Naval
Aviator Number 10.

R. G. Smith's update of his original *Sandblower* shows A-4Ms loaded for bear on a low-level ingress. Following publication of the original *Sandblower* on the cover of the *A-4Ever*, Spring 2005, *Skyhawk* Association received numerous inquiries about the availability of R.G. Smith art. We're pleased to report that R.G.'s daughter, Sharlyn Marsh, manages his extensive portfolio and can be contacted by those interested in obtaining one of his prints. She can be reached at SharlynMarsh@aol.com.

HARRY GANN'S GALLERY

• A Group Gaggle from 1977 •



The location is flying by the "duty rock" near Yuma, Arizona. Picacho Mountain is located just out of MCAS Yuma and is frequently used as the background for photo hops. Shown are an F-4N from VMFAT-101; a TA-4J and an A-4M from VMAT-102, and an AV-8A from VMA-513. VMFAT-101 and VMAT-102 were the replacement training squadrons for the *Phantom II* and *Skyhawks* for the USMC. While the *Harrier* unit, VMA-513, was not a replacement training unit (that organization was at Cherry Point), it was located at Yuma to help support the grunt training at Pendleton.

There have been many changes at MCAS Yuma since this photo was taken. The training group (MCCRTG-10) has disbanded, as well as VMAT-102. VMFAT-101 was moved to El Toro and has recently been relocated to MCAS Miramar. They are now an F/A-18 Hornet training squadron for both the USN and the USMC. MAG-13, which was an A-4 group, has moved into Yuma from El Toro and changed to AV-8B aircraft.

(Harry Gann's photograph and writing.)

The Strafer:

(A Poem by Puresome.)

Diving down through monsoon rain
gunsight centered on the train
cannons firing, red tracers find
the locomotive and the cars behind

Clouds of smoke, clouds of steam
Hateful, hellish midnight dream
floating fireballs searching back
seek to stop the swift attack.

Pulling up and zooming clear
jinking because the flak is near
But rolling over and coming round
to finish killing what he's found.

Rending metal, burning cars
bursts of bullets like flying stars
flare and flash like little suns
against a train that no longer runs.

Then the firing comes to an end
no more ordnance to expend
cursing now because it's done
with more to do before he's won.

He beckons others who have the taste
to pick iron bones, and not to waste
the leavings of a strafers skill
airborne vultures to the kill.

Beneath the flares on another night
he knows he'll find another fight
certain to win, perhaps to lose
his to do, fate's to choose.

ATTIC ATTACKS

• Sent in by Members •

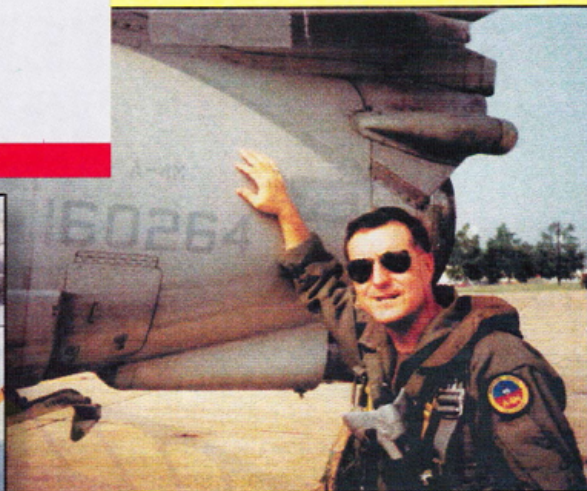


A remarkable photo from 1992, with Medal of Honor recipient Ken Walsh. VMA-124 squadron mates join to observe the 50th anniversary of the commissioning of the Whistling Death. Pictured with the VMA-124 pilots are some VMF-124 Corsair pilots from WWII, including Ken Walsh, the first USMC Corsair Ace of WWII, who recorded 21 kills (standing center, white jacket with tie). This photo is from the attic of CWO-5 Owl Rome.

VA-152 ↓



An excellent shot of "over the rounddown" from VA-152 A-4E WestPac Cruise of March 1970 to December 1970 aboard USS Shangri-La (CVS-38). It looks like AJ-502 returning from a tanking mission, and is contributed from the attic of Ernie Shuldhieiss.



The last production A-4: MAG-42 Det B Commanding Officer, LtCol Randy Cheston poses with A-4M bureau number 160264, the last production A-4, when he delivered it to the Flying Leatherneck Museum at El Toro, for display. Watch for Randy's account of that mission, Heading West, coming in a future issue of the A-4Ever. Yep, this is from CWO-5 Rome's attic as well.

◀ VMA-124 ↑

USMC ↓



This photo ran in the September 1968 issue of *Naval Aviation News* with the caption:

"Rumpled Skyhawk. Suddenly in trouble, the A-4E failed to clear the trees as it approached MCAS Beaufort, S.C. Despite its badly torn wings caused by the A-4 cutting off some 59 trees 30 to 40 feet above the ground, the Marine pilot managed to touch down safely."

Skyhawk Association is looking for identifying information, such as squadron, BuNo/side number, pilot and any other info that pertains. It's a pretty good testament to the Skyhawk's rugged construction, but we're not sure about the pilot... suspect there may have been some collateral laundry damage.

THE MYSTERY OF THE MYSTERY FOD

By Gary Verver

Intake Mistake



I was enjoying my umpteenth cup of coffee and smoking a Camel, when I heard what sounded like a 55-gallon drum full of scrap metal being rolled down the taxiway. I looked out the line shack door, and saw one of my A-4s about 1/2 mile away, headed for the line. As I was the A-4 line P.O., I figured I'd better put out my smoke, find my Mickey Mouse ears and get my butt out there.

I got to the far end of the line where the source of the noise had parked, just in time to see the plane captain disappear down the port intake. I greeted the pilot, who was standing at the bottom of the

it was. Did he see anyone by the plane during that time? He said he didn't, but wasn't in the vicinity the whole time.

About that time, the line chief materialized, skidding to a halt on his one-each Navy bicycle with the back wheel locked-up, the front wheel turning and one foot skittering across the ramp, while uttering *Chief-isms*, i.e. What the "bleep," Who the "bleep," How the "bleep"..... He got the same answers and finished with "Just how in the 'bleep, bleep, bleep' did all those tools get in the intake?"

I told him it beat the "bleep" out of me, but looking down the intakes was also

Sure enough, the plane captain wiggled his butt back out of the intake, handed the pilot a 3/8" drive ratchet with a 6" extension and a socket still attached, saying something like "Bleep - you're lucky you ain't dead, Sir."

ladder, observing that the "engine seemed noisier than usual." I was thinking that was an understatement, and that this situation was headed south in a hurry.

Sure enough, the plane captain wiggled his butt back out of the intake, handed the pilot a 3/8" drive ratchet with a 6" extension and a socket still attached, saying something like "Bleep - you're lucky you ain't dead, Sir." Well, the same thought had already occurred to the wide-eyed pilot who began to hotfoot it in the direction of the maintenance officer with his new found tool set in hand. Didn't take "Carnac" to predict that we had better get this figured out in a hurry, as the line chief was going to materialize any second.

I initiated the CYA by asking my plane captain if he had preflighted the plane. He said "Of course." Did he look down the intakes? He said he did. When did he pre-flight the plane? Several hours before it took off. Was the plane parked in the same spot all of that time? He said

part of the pilot's pre-flight. I was guessing that the pilot hadn't seen any tools, or he wouldn't have climbed in and taken off. Well, the chief looked as if he had just gotten a "get out of jail free" card, and he beat feet for the maintenance office where the "bleep" had already hit the proverbial fan.

By the time he arrived, the "who's who" in maintenance were all milling smartly about the maintenance office - and the place was in more pandemonium than normal. During all of the pontificating, peeing and moaning, it became clear that

the tools weren't ours, and were in fact from 3 different tool boxes that belonged to the power plant and *Twidget* shops. The line chief rolled his eyes heavenward as gravity immediately took over, and the "bleep" began rolling downhill at a high rate of speed, headed for the guilty and non-guilty shops alike. Shop chiefs and POIs were yelled at, and all tool-boxes were inventoried. As you would expect if you were at China Lake, none of the tool boxes were missing any tools. None of them had any tools that didn't belong in them, either. All of this all further confounded the maintenance officer and the chief.

Epilogue:

- The "bleep" eventually rolled to a stop.
- The shop guys all went to Remedial Tool Management School.
- The pilots began giving the intakes more than a cursory look on pre-flight.
- The *Scooter* involved got a new J-65 because there wasn't one salvageable compressor blade left in the one that ate the socket set.

Where did the tools come from? I never found out, which was very unusual as I was pretty well plugged into the Bluejacket-level scuttlebutt on things like that. However, in this case, none of the Bluejackets knew, or at least they never talked.



Trouble afoot--inspecting the intake.

WHAT THE HECK WERE BULLWINDER & BOMBWINDER?

By Ernie Mares (with help from Gary Verver)

I arrived at China Lake in January of 1966, following the 11-month *Coral Sea* cruise and was the first aviator to arrive with Vietnam combat experience. My arrival was preceded by fleet feedback citing a need for more accurate air-to-ground weapons. In particular, the Navy and Air Force lost a batch of planes going after the Thanh Hoa Bridge with dumb bombs. We were lucky just to hit somewhere on the bridge, but could not get to the vital parts.

The Sidewinder guidance and control (G&C) unit was designed to guide against IR emitting targets, but by changing the detector crystal to selenium, it could be made to home on a strong optical contrast—like lights with a night background.

Bullwinder was an experiment to test the Sidewinder G&C's ability to steer a Bullpup. The larger canards of the radar-guided AIM-C (SARAH) provided more control authority, and that was the only change from the IR AIM-9D version.

For testing purposes, the target was a 25-pound bag of charcoal that was ignited on the Baker Range impact area. To deliver, the A-4 was pointed toward the target to acquire a guidance tone, and the missile was launched with the bomb button. Release altitude could be above 20,000 feet.



China Lake engineers provided pilot Ernie Mares with a vivid reminder about the lack of clearance between the MK-118 bomb and the runway when the bomb was on the A-4 centerline station. (Official U.S. Navy photograph.)

According to my logbook, the first launch of Bullwinder was just after dawn on April 8, 1967. On this first test, the missile flew a big corkscrew path and missed the target. Within a couple of minutes, it was determined that a scaling error created the failure, and this was quickly fixed.

Five days later on April 13th, we tried again, and Bullwinder drilled through the center of the charcoal fire. No question about it, the Sidewinder G&C worked perfectly to control the missile.

We next turned our attention to testing the guidance unit strapped to a dumb bomb. A low drag 500 lb. MK-82 was the China Lake civilian scientists' first choice, but NWC's Technical Officer, Captain Bob Moore, USN (former CAG-2) and I felt that a bigger bomb would get more attention, particularly if we wanted to go against the Thanh Hoa Bridge using release altitudes in the neighborhood of 20K.

We found out that the Air Force had the M-118 3,000 lb. low drag bomb, and with a little imagination, it would fit on an A-4. As I recall, it had about 75-lbs of HBX as a spotting charge. The civilians felt that if we were crazy enough to fly it, they would acquiesce to our juvenile fantasy and go along with the M-118.

It turned out that the bomb was about a quarter of the size of an A-4 and with



The Bullwinder missile loaded and ready for testing.

the large tail fins required for additional lift, ground clearance was a major concern. Takeoff was no flaps and rotation was delayed until the weight was off the main gear oleos (which occurred at about 150 kts). Once airborne, the bomb needed to be dropped or jettisoned because the A-4 could not land safely with the store on board.

On September 21st, I flew the "Built-In Guided M-118 Under Terminal Homing for Accuracy" or BIG MUTHA for short. The drop was conducted on Baker Range, and again, the weapon drilled through the center of the hot charcoal target.

Bombwinder and Bullwinder were inspired by Dr. Tom Amilee and Captain Bob Moore. These two visionaries knew that laser guidance was just a short time away from reality, and the proven compatible weapon platforms were available and waiting.

I guess it's not fair to single out just Tom Amilee and Bob Moore, because China Lake's Mike Lab was crowded with dedicated scientists who worked tirelessly to develop the weapons technology we see being used today. *My only regret is that we didn't have this standoff stuff available in time for Vietnam.*



A-4C 148437 enroute to China Lake's Baker Range for a Bombwinder test.

PURESOME UNPLUGGED

• YP's Excellent Adventures •

By Jack "Puresome" Woodul

The Great Firepower FRABBUP

Burners belched fire, and mighty jets slipped the surly bonds as the "Foxtrot" flag flapped in the thirty-knot breeze that Momma Nature and the captain of the carrier had arranged for the 1300 launch. Clouds of steam boiled out of catapult tracks as chaps in gaily colored jerseys carefully choreographed the dance of the jets on the big flight deck. The ship's engineers took the opportunity to blow stacks, and a huge, noxious cloud of black gas roiled aft out of the funnels, raining cinders into the eyes of a group of distinguished looking, gray-haired, and binocular-draped old farts crowded all around the ship's island and especially in Vulture's Row, the best seats in the house for today's show.

For today's mission was not merely dancing the skies on laughter's silvered wings, but a performance of great subtlety and symbolism loosely titled, "Blowing Holes in the Ocean--A Great Many of Your Defense Dollars at Work." For these observers were Congress Persons, out to observe the handiwork of their industrial constituents and "our brave, Americun boys." Spending the day being sucked up to on a *Forrestal*-class yacht, eating "chow," and watching a major-league fireworks display wasn't too bad, either.

Puresome didn't care if they were the Bayonne Bowling Club or the Minions of Zoroaster – happiness was a warm gun and an audience, and he was going to be a shooter!

The firepower demonstration was to

be awesome. A *Phantom* jet would fire a Sidewinder missile at a paraflare dropped by an A-4. A *Scooter* would do an over-the-shoulder bomb-drop on a smoke light. Two *Phantoms* would make simultaneous,

For today's mission was not merely dancing the skies on laughter's silvered wings, but a performance of great subtlety and symbolism loosely titled, "Blowing Holes in the Ocean--A Great Many of Your Defense Dollars at Work."

low-altitude supersonic runs on either side of the ship, guaranteed to cause organisms minor losses of control, and possible pacemaker interference. A daisy-chain of some questionable propriety would fly by, consisting of consenting adult tanker aircraft--an A-3 *Whale*, plugged by an A-6, plugged by an A-4, plugged by another A-4. And so on.



One of the *Phantoms* from VX-5 loaded to the gills with Zuni rocket pods, circa 1964.

But the best part was when four *Phantoms* in diamond formation would drop a great many 250 pound Snake-Eye bombs from a low altitude pass just aft of the ship, followed sixty seconds later by Puresome firing 5 nineteen-shot rocket

packs from his *Scooter* at the same spot of steaming ocean!

Since timing was everything in air shows, a great deal of practice had gone on prior to the real thing. Clocks got hacked and potatoes were counted, and everybody honed up for the big day. Puresome had to arrive at a seven thousand foot roll-in point, ready to start his forty-five degree dive as the *Phantom* formation crossed the wake of the ship in its bomb run.

Of course, everybody was reasonably serious. It would be bad form to punch some kind of hole in the ship, and there

was a long tradition of interesting frabbups at air shows with ample opportunity to repeat. Like the photo F-8 that had done a half Cuban-eight, popping out flash bombs instead of on the straight and level. Or like numerous aircraft that smacked each other or the water. It was one thing to be dead, but quite another to look bad.

But the big day was going like divine clockwork. Puresome orbited at a safe distance on the starboard side of the ship, watching the rest of the airwing do their thing, monitoring the radio, and waiting his turn.

Finally, the flight of four *Phantoms* below him

moved out of orbit and started moving towards the ship, their flight lead shifting them into diamond formation and losing altitude for their low-level delivery. Puresome eased into high trail behind them.

The *Phantom* leader called



NO WARM BREAKFAST FOR ME

By John Gabbard



Or, how a landing gear can make you cry.

It was a dark and stormy night. *No, wait! That's another tale.*

I was playing the part of a plane captain in early 1961, as part of a detachment of support personnel and aviators going through the A-4 RAG syllabus with VA-43. We were up long before the roosters that beautiful day at NAS Jacksonville for a dawn, six-plane launch to meet the "boat" sailing out of Mayport for carquals.

A fellow plane captain and I were the last to leave the flight line to walk the nearly half mile to the mess hall for a warm breakfast. Just as we neared the mess hall, we heard the familiar roar of

A-4s overhead. We looked up to seeing the six blue-tailed VA-43 *Skyhawks* breaking into the pattern. We looked at each other with a rather horrified expression, knowing there was no one on the flight line to greet these returning aircraft. In unison we uttered, "Oh s__t!" and began to sprint away from the inviting aromas of the mess hall.

Good timing. As we reached the line, huffing and puffing, there they were. Single file – heading straight for us. No choice. His, mine, his, mine, his and mine. Direct to a parking spot, insert a chock, grab and insert the safety pins.

Nose gear, starboard main, starboard hard point, center hardpoint, port main and port hardpoint. Exit the underside, grab the boarding ladder and insert same. Ditto, three times. No time to spare. They were waiting to be parked.

On my third bird, as I inserted the final pin in the port hardpoint and turned to exit the underside, **BAM!** Let me tell you, when your upper lip makes sudden contact with the trailing edge of a landing gear door, **it smarts!** I had just blown it! I staggered to the boarding ladder and somehow got it in place. Ears ringing, woozy stomach and lip swelling, I made it up the ladder. The pilot looked at me and had to be wondering "What the 'bleep'?"

After making sure all was secure, it was off to sick bay for me. You never, ever want to have needles inserted near your nostrils. That has to be one of the most sensitive areas of the body. I cried. Five stitches later, I managed to make it back to the flight line.

There was no warm breakfast for me.

PURESOME UNPLUGGED cont...

➔➔ the ship inbound, switches "hot," and Puresome triple-checked his ordinance station switches on, mode switch to "rockets," gunsight and mil-lead, and turned his master armament switch "on," being real careful to stay away from the trigger, not being anxious to send many, many 2.75" folding-fin rockets whoostling out before their time. Puresome hung in the air, almost at roll-in, and watched the four *Phantoms* approach the ship. Their diamond formation was impeccable. Ace lead was flying the bomb run steady and level, his wingmen glued to his airplane in Sunday-best-Blue-Angel diamond formation.

"Standby, standby..." Ace lead called, prepping his wingies to drop their bombs on his call, and Puresome rolled into his rocket run, still lagging his nose behind the *Phantom* flight slightly.

"Pickle! Pickle! hollered Ace lead, and an impressive number of Snake-Eyes fell off the four planes.

Unfortunately, a couple of them had the bad manners to blow up almost immediately, and Puresome, screaming down in his dive, watched fuel immediately start



A Phantom from VF-154 leaking fuel prior to being de-fueled, CVA-43, September '66.

streaming in copious amounts from the wings of two *Phantoms!*

"Yaaaaa! Ace Two is hit!"

"Yaaaaa! Ace Three is hit! Losing fuel! Yaaaaa!"

"Hey, neat!" thought Puresome, just like the Big War! as his eyes went all squinty, guiding his pipper to just the right part of the ship's wake.

And as the once impeccable diamond formation deteriorated somewhat, and disappeared in a haze of JP-5 and frantic radio calls, Puresome squeeze the trigger

and punched 95 perfect holes in the ocean blue.

Such is life that the Congress Persons had cheered wildly. It seemed so real! And the two *Phantoms* had made it to nearby NAS Oceana all right, but with just enough gas to leak on the runway some. And Puresome had pulled off his rocket run and done exuberant aileron rolls off into the blue, to what he hoped was thunderous applause.

The next time Puresome saw Ace Lead, he told him how thankful he was to have *Phantoms* around to give tone to what otherwise would have been a disgusting display of military might, and that impressed Congress Persons would probably buy them a couple of new *Phantoms*...

Ace Lead had adjusted his ascot, and considered shifting his weapons systems to the ground-to-Puresome smack mode.

"You dirty, lousy, stinky, cheaty rat!" he snarled.

"Yes," answered Puresome, well and truly adjusting his orange and black Attack Puke ball cap. "Isn't it pretty to think so..."

TWIDGET GOES CYBER

• www.skyhawk.org •

By Guest Geek Gary Verver

SEARCHING FOR SKYHAWK INFO ON THE INTERNET

Those of you that have used Google, Yahoo, or a similar search engines to search the world over for *Skyhawk* information have no doubt found plenty. Google alone will return over a million hits on a web search for *Skyhawk*, and if you're familiar with the other search areas located above the search criteria box you'll find 19,000 plus hits on images and over 30,000 hits on groups. Although many of us are retired, we don't have that kind of time, and right off, you'll notice that Buick makes a Skyhawk, Cessna makes a Skyhawk, Citizen makes a Skyhawk watch and Kasea makes an off-road Skyhawk. If you have safe search turned off, you will probably find a website with a naked lady with a *Skyhawk* tattoo...

By default, most search engines try to locate pages which have exact matches for the word(s) entered in your search query; however, they also can default to stemming, which means the search will return any words that stem from *Skyhawk*. This however, can be avoided as the major search engines such as Google and Yahoo have an advanced search function that allows you to tailor your search. Advanced Search will let you enter all of the words that must be present, an exact phrase

that must be present such as "china lake" (searching for the inexact china lake will return every page that has the word china or lake on it) and words that must not be present, etc.

So words to exclude are Cessna, Buick, Citizen etc., and words to include can be your squadron name, squadron number (although this can be a problem as many of the VA-numbers are also state roads in Virginia), a country if you're looking for Australian *Skyhawks* and/or the BuNo. Other terms that can be helpful are A-4, A4D, A-4A, A-4B, A-4C, TA-4, etc. You also can use the wild card function of Sky* which will return hits on any page that contains anything that starts with Sky or *hawk which will return hits on any page that contains any thing ending in hawk (this will not generally reduce the number of pages found.)

Scooter is another term that isn't helpful. So an example of an effective search for all single-seater *Skyhawk* related photos/sites is to go to advanced search and set related to all the words = *Skyhawk*, exact phrase = A-4, related to any of the words = A-4A A-4B A-4C A-4E A-4F and not related to the words = Cessna Buick Citizen Kasea. An example

of an effective search for VA-163 *Skyhawk* related photos is to go to advanced search and set related to all the words = *Skyhawk*, exact phrase = VA-163, related to any of the words = Saints and not related to the words = Virginia.

Now for the housekeeping part: If you are a Windows user every image/photo/graphic and the text from the search engines, and from every website you visited, is on your hard drive. In other words, everything you saw on your computer screen while on the web is on your hard drive and there it will stay until the specified disk space limit is reached, or you delete it. If you don't know how much disk space is set aside for Temporary Internet Files, you can find the internet options on the control panel. Once clicked, the amount of disk space can be found under settings and there also should be a delete files button in the same area. Also present is the History Folder options, which keep track of every website you've visited. Deleting the Temporary Internet Files is safe to do and should be done regularly, if you have a large space set aside for this information. Deleting the History folder also is harmless, although it doesn't take that much hard disk space. However, if you've spent the last hour searching for the naked lady with the *Skyhawk* tattoo and the grandkids are coming over, it might be prudent. BTW, she's at... Oops! we've exceeded our allotted space! Gary Verver, sitting in for the Twidget.

Plane History About the Cover:

On April 24, 1946, ADM Chester W. Nimitz ordered the establishment of a flight demonstration team to showcase naval aviation. On June 15, the newly-named Blue Angels and their **Grumman F-6F Hellcats** delivered the team's first public performance at Craig Field in Jacksonville, Florida. The Blue Angels transitioned to the **Grumman F-8F Bearcat**, on August 25, only two months after the first performance.

The team was flying its first jet aircraft, the **Grumman F9F-2 Panther** at the end of the 1940s.

In 1951, the team began flying the F9F-5, a faster version of the *Panther*. In 1955, they changed to the swept-wing **Grumman F9F-8 Cougar**.

The ensuing 20 years saw the Blue Angels step up into successively advanced aircraft. In 1957, the team began flying the **Grumman F11F-1 Tiger**; by 1969 the team was performing in its first dual-engine jet, the **McDonnell-Douglas F-4J Phantom II**.

The Blue Angels acquired a new aircraft in 1974, the **McDonnell Douglas A-4F Skyhawk II**.

On November 8, 1986, they transitioned to the **Boeing F/A-18 Hornet**.



Air starting the A-4s, prior to showtime.

SLOW BREAKING NEWS

A Fast Paced Feature



Update on Skyhawk Activities at the San Diego, Aircraft Carrier Museum, USS Midway.

✓ **Aircraft News:** As can be seen on the attached photograph, A4F BuNo 154977, is now essentially complete and will be hoisted aboard *Midway* in late July. The airplane was assigned to VA-23 during the 1968-1970 combat cruises. CDR Mo Peelle's name is shown on the port side, and LCDR Larry Gosen (USNA 1959 - KIA during the *Ticonderoga* cruise), and LT Stan Smiley (USNA 1963 - KIA during the *Oriskany* cruise) are on the starboard side. A dedication ceremony will be held aboard *Midway*, and it currently appears that USNA classmates, and squadron mates as well as next-of-kin for both officers, will attend. While only the names of these two individuals appear on the airplane, it will be dedicated to all A4 pilots who flew in combat or were KIA during the Vietnam conflict.

Light Attack Ready Room News:

✓ The Light Attack ready room is coming into shape. Current plans call for a special place to honor VADM Jim

Stockdale and CAPT (then LCDR) Mike Estocin, the two A4 pilots who received the Medal of Honor for action in Vietnam. On the forward bulkhead, we intend to honor all A4 pilots who were KIA during the Vietnam conflict, with a listing of their names and squadrons. On the aft bulkhead, we hope to display plaques from all fleet A4 VA and VMA squadrons, as well as composite, utility, training and other squadrons. We intend to arrange these plaques around a large replica of the Skyhawk Association emblem. SDOs from all squadrons listed in the *Skyhawk* Association database are requested to talk it up with their squadron mates, and donate a squadron plaque for use in this ready room display.

We currently have plaques from VA-23, VA-125 and VC-7. The ready room restoration project needs your help with A4 memorabilia that you would like to donate and more importantly, monetary contributions that are sorely needed to finance this most desirable project. The lease fee to be paid to the ship is \$10K and we now have \$2500. These contributions are tax deductible and checks should

be made payable to USS *Midway* (be sure and write in VA/VMA Ready Room Fund on the For line). Send all donated items including money to: Bill Gilchrist, 15150 Andorra Way, San Diego, CA 92129. Hopefully, we will be able to present much improved pictures of the ready room, depicting how the decorations are progressing for the Fall 2005 A-4Ever.

Respect to all,
Bill Gilchrist

(Ed. note: information on the USS *Midway* Museum can be found at www.midway.org.)

Final Flight of Super Skyhawk

By David Boey,
Singapore Straits Times

✓ The Super *Skyhawk*, once the sharp end of the Republic of Singapore Air Force's (RSAF) sword, made its final flight over the island yesterday. A dozen of the fighter jets took part in the ceremonial flight to mark the retirement of the aircraft from active duty. The warplanes have been in service for more than 30 years, in various guises. They saw duty beginning in 1973, when 70 A-4 *Skyhawks* were brought second-hand from the United States Navy. About 30 of these were reconditioned for RSAF service, while the rest of the airframes were kept as spares.

In the mid-1980's, many of these planes were upgraded and equipped with a new engine and improved navigation and weapons-delivery systems, and were then christened Super *Skyhawks*. In their prime, about 50 *Skyhawks* flew with three RSAF squadrons. The beginning of the end for the jets came in the 1990s, when the more advanced F-16C/Ds entered the RSAF's arsenal, and the *Skyhawks* began to be phased out. The last 12 planes formed the RSAF's 142 "Gryphon" squadron - named after a mythical winged creature with a lion's body and eagle's head.

The *Straits Times* understands that the squadron's new punch will come from the F-16C/D. In addition to serving as the mainstay of the RSAF's attack aircraft fleet, the *Skyhawks* have also been a crowd-pleaser at National Day parade for decades.

The jets will not be consigned to the scrap heap just yet, though. The RSAF will still continue to use them for pilot



Three supporters of the USS *Midway* Museum pose in front of restored A-4F 154977, shown in markings of Lawcase 301. (L-R) Bill Gilchrist, CAPT Jim Cartwright and RADM Rich Wilson.

- training at Cazaux Air Force Base, in southwest France, for a few more years, after which they will be disposed of there.

The Ministry of Defence declined to comment on yesterday's ceremony, which took place in the skies above Tengah Air Base, at Lim Chu Kang. The ceremonial flight began at 9am, when the planes thundered off the run-way in quick succession and flew towards Jurong. At 10.30am, the Super *Skyhawks* returned to base in "diamond" formation. Sources at the event said the last plane to land had an important passenger on board. He was Major-General Lim Kim Choon, the Chief of Air Force-a *Skyhawk* pilot in his younger days.

(Ed. note: this article was received April 1, 2005.)

Brazil Selects Lockheed Martin To Provide Maintenance For A-4 Aircraft, J52 Engines

✓ Cordoba, Argentina, May 9, 2005. The government of Brazil has selected Lockheed Martin to provide comprehensive logistics support services for six navy A-4 aircraft and ten J52-P408 engines. The four-year contract will begin in July

and is valued at \$6.5 million. Under the contract, Lockheed Martin will provide maintenance services such as engine overhaul, flight line and depot level maintenance for the A-4s, and on the job training for technicians from the Brazilian Navy. The maintenance will be performed at the Brazilian Navy base in São Pedro da Aldeia. Engine overhaul will be performed at Lockheed Martin's Aircraft Argentina facility in Córdoba.

"This program fits the core business of our company, and can be performed due to the expertise we gained with the Argentine Air Force A-4 upgrade program," said Alberto Buthet, president of Aircraft Argentina "We look forward to this opportunity to expand our experience with the A-4 aircraft and to begin supporting our new Brazilian military customer."

Lockheed Martin Aircraft Argentina, S.A., is a major industry leader in the province of Cordoba. A member of Lockheed Martin Aircraft & Logistics Centers, the company has the ability to offer services for both military customers and commercial airlines, including extensive maintenance, modification and state-of-the-art upgrades to the C-130 Hercules, F-

27 and F-28 Fokker aircraft, and Boeing 737-200 jets.

Another Collings Foundation Update

✓ Collings Foundation TA-4 Bureau Number 153524 arrives at its new home in Ellington Field in Houston, displaying a new paint job provided by AvSource West in Midland, Texas. The aircraft, restored in the paint scheme of the H&MS-11 Playboys, circa 1969-1970, will be home-based at Collings West in Houston.



Landing at Ellington Field, the new Collings Foundation TA-4 lights up the sky.

TINS

By Boom Powell

NOSE GEAR SQUASH

An early *Skyhawk* had an accident where the nosegear was hit and the actuating strut driven back into the fuselage fuel cell, with ensuing fire and explosion. The Douglas engineers figured a solution was to make the bolt between the actuating and main strut into a shear-pin and picked a stress value for the machined part.

They got it wrong.



Aboard the USS Kitty Hawk, an A-4C from VA-113 in January of '63 demonstrates another thing that happens when the nosegear collapses.

LTjg Dave Harden (now the director of operations at L3-Flight International at Newport News Airport) was in VA-216 on *Connie* and made what he swears was an OK pass to an arrestment in an A-4C, when the bolt sheared and the nose gear collapsed on the rollout.

Stunned, he sat in the cockpit with the throttle at full power. Over the 5MC came the voice of the Boss, "You can shut it down. You're not going anywhere."

Dave says, "Do you know how easy it is to step out of an A-4 when the nose is laying on the deck?"



Harken back if you will, to the Spring '05 issue, which contained arguably one of our dumbest ideas, that being The Dumbest Contest. Oh, not to worry--we did not come up short, unfortunately...There were so many dumb submissions, about so many dummies, that your A-4 Ever International Editorial Staff was struck dumber than usual. Hence, in yet another dumb move, they have extended the contest for another 3 months. Keep those cards, letters and emails comin' in, confession is good for the soul, plus you might win the 3 year membership! Send to newsletter-editor@a4skyhawk.org or fax to 830-990-2515. The staff's favorite selections so far are pretty dumb. Judge for yourself, Einstein...

Dumbest from Soupy Campbell: The 88% Solution.

Okay, you asked for a nomination for the dumbest A4 trick ever. While I managed to pull a few myself, I'll keep them to myself and give you the one I consider of prize winning capacity.

In 1969 and 1970, I was the chief repair dude in VMA-214 flying some rather tired and well used A4Cs. We had 27 aircraft in the squadron, and due to good luck and lots of extra hours on the part of the troops, we had managed to get them all flying. One of our missions at the time was to train helo guys to fly fixed wing, and we had, as I recall, four guys in the transition program. Three were doing well but one lieutenant was experiencing some problems getting the hang of it. He was making progress, though slowly, and was in the weapons training phase.

On the date in question, he was on a live ordnance flight out of El Toro, number two in a section flight. The duty was an uphill, east facing runway. Returning to base, lead landed first as normal. Number two was late in breaking, so by the time he reached the 180, number one had landed and was rolling out. Lead turned off the duty just as two landed. Alas, two neglected to retard the throttle and left it at about 88 percent. Realizing he wasn't slowing, he jumped on the brakes with both feet, blowing the mains at about the 4,000 foot marker.

Undaunted by flinging bits of rubber, our stalwart continued east, remaining close to flying speed. Nearing the end of the runway, lead saw what was happen-

ing and yelled for him to drop the hook to take the overrun chain gear. As he crossed the upwind end of the runway with lead still yelling to drop the hook, dash two appeared to have heard "EJECT," which he did as the aircraft left hard surface. The aircraft, now in soft dirt sans round wheels, quickly came to a stop, with the engine still smoking at 88 percent.

The seat worked as advertised, and while our ace was descending, the crash crew shut the engine down and welcomed the group commander who was on his way to explain to the CG why the group's accident rate (up to now -214 had not been included) was so high. To say that he was a tad upset would be a masterful understatement. As the pilot landed unhurt, the crash crew chief was heard to say, "Well, Lieutenant, *they can't pave the whole World!*"

The aircraft sustained a foddied engine and substantial metal damage in the cockpit area, but could be repaired at the group level. The biggest problem in the repair was getting a new ejection seat for this relatively old aircraft, because when one departed through the top, the aircraft was usually a goner. We finally found a seat at Lemoore that was being used for seat training and worked out some sort of swap.

The aircraft was back in the air before I left the squadron. I don't know what happened to the pilot.

Semper Fi,
James R. "Soupy" Campbell

Dumbest from Gerit Fenenga: A Centerline Score!

You asked for it. This is the dumbest thing I ever saw a Skyhawk pilot do.

It was midsummer in 1967, and we were flying A4-Es out of Chu Lai during the unpleasanties with North Vietnam. We had roamed the I Corps area of SVN for some years by then, and targets were getting harder to come by every month. There wasn't a spot of ground that hadn't been gone over many, many times. Actually seeing an individual VC or NVA out in the open was almost unheard of.

My OpsO, Major Bill Becker, felt the absence of any "real" bodies as deeply as the rest of us. So one day after expending his heavy stuff on some "trees in the open," he was stunned to see an NVA soldier dinking out of the area and on to some open beach just south of the DMZ. He wheeled his bird about and with only his limited number of 20mm shells remaining, he rolled in and severely startled the fleeing enemy. The first pass only got the target hiyako-ing at an even more rapid pace and dodging artfully.

On his second run, he ran out of ammo halfway down, but became so intrigued with the elusive target he pressed on... and on. Now well below minimums, he pulled back on the stick. The aircraft's nose rose, but the sink rate continued until he felt a thump and bounced back into the air. Recovering at eight thou he could no longer see the target area and sheepishly returned to Chu Lai to see what damage had been done.

As it turned out, the airframe was undamaged, but the 300 gallon centerline had a sizeable dent and sufficient human remains to give him a BDA of "100% on target and one NVA KIA, confirmed."

Gerit Fenenga

Dumbest from Bob O'Neal: Retirement Security.

The dumbest thing I recall an A-4 pilot doing happened back in 1971, while I was stationed at Glynco NAS in Brunswick, Georgia. I was assigned to VT-86 training squadron. I was an ADJ-3 mechanic. Pilots were shooting touch and goes as normal. An A-4 was dropping onto the runway when the pilot ejected. The pilot-less plane did a perfect touch and go, and then went down. I later learned that the

EVEN MORE DUMB..

pilot reported engine failure. He must have felt the ground coming up too fast and panicked. You probably know that the old J65 model took about eight seconds from idle to military power. We never saw that pilot fly again.

He probably works for Fed-Ex or Southwest now!!!!

Robert F. O'Neal
Rogers, Arkansas

Dumbest from Tony Tambini: Train your Scooter Well.

Here's one that is short on detail and long on stupid. After all, we sometimes have to protect the guilty. An A4 was landing at a desert facility. After touch-down, and farther down the runway than he could safely get airborne, our trusty pilot decides that the crosswind is more than he can handle and exits the aircraft via the ejection seat. Floating down in his parachute, he has a perfect view of the *Skyhawk* coasting to a stop on the runway, on centerline. A change of seats, a change of canopy and most importantly, a change of drivers, and the *Scooter* is good to go.

Tony Tambini

Dumbest from Jim Binger: Gripped by Vice, Name Included.

The dumbest thing I ever saw in a *Skyhawk* is something I did, so maybe I'd like my name withheld.

In 1961 I was a relatively new A4 pilot just out of the RAG and based at NAS Miramar. We were flying the new A4D-2N, and the nuclear weapons school at NAS North Island was using one of our aircraft for a week or so of loading and unloading training.

When they were done with it, I volunteered to pick it up at North Island and bring it back to Miramar. When I arrived they had already towed it back to the flight line and had it ready to go. It had 1500 pounds of fuel, and after a brief pre-flight I was ready to go on the 10 minute flight to Miramar.

Everything was normal 'til half way down the takeoff roll, when I started to get what felt like a severe cross wind. I first thought a brake was dragging, then thought maybe I had lost a panel. Know-

ing where our maintenance was, I lifted it off at a relatively low airspeed. As

I was cleaning up to head to Miramar, the plane got better, to the point it was flying normal. I elected to make a normal landing, and on final it started to get worse again. I struggled, but got it on the ground ok.

Taxiing in, I called to have the maintenance chief meet me to talk about the plane. As I was getting out he said, "What are you doing flying around with vice-grip pliers on your right flap?" The flaps had started to droop while the plane was used for the weapons training, so they put the vice grips on it. After that, I made much more thorough pre-flights.

The factory rep told me the plane was not supposed to do that and passed it on to the company. He said I was probably the only pilot to fly an A4 with one trailing flap up and one down.

CDR Jim Binger Ret.

(Ed. note: Jim, most of us have worse skeletons in our closet, so I included your name to encourage others to share their "you won't believe this, but..." stories.)

Dumbest from Gary Verver: The Breakfast of Champions.

See from the last Newsletter that you are looking for dumb *Scooter* pilot stories... Most of my dumb pilot stories have to do with *Crusaders*, but my two cents' worth follows:

It was early evening at China Lake, and I had just made sure my line duty section was accounted for. I checked the flight schedule and had sent most of the crew to the chow hall when the phone rang. It was the tower informing me we had a visiting *Skyhawk* inbound for a landing on 32. Pretty unusual as 21 was the duty runway, several thousand feet longer than the others, and had the field arresting gear. Although 32 was used occasionally for takeoffs by the *Crusaders* and *Phantoms*, I had never seen anyone land on it.

Nonetheless, I got in the Follow-Me Truck, picked up a *Scooter* ladder and some chocks, and called the tower to see where my inbound *Skyhawk* was. I let

them know that I'd pick him up at the intersection of 3/21 & 14/32 which was about 6,000 feet down 32. Tower told me he was on final, so figured he'd be at my location in a few minutes... Instead, he was there PDQ and blew by me at about 90 knots with the engine turning in the 8's. Smoke was poring off both main gear tires, and the front strut was compressed about 12"-18" from the braking action that wasn't doing much, besides smoking the tires and burning the brakes due to the high throttle setting.

I called the tower and told them he wasn't going to get it stopped and asked for clearance across 21. Once I had the okay, I took off after my errant *Scooter* which had just gone off the end of the runway in a cloud of dust. The dust had cleared by the time I caught up to him, and he had stopped several hundred feet off the end of the runway in the gravel overrun. The brakes were white hot (which comes after red and blue), and the nose wheel and the main gear tires were shredded. I chocked the nose gear tire (not that it was going anywhere on what was left of the tires), retrieved the gear pins from the aft hell-hole, pinned the mains and nose gear and gave the pilot the okay to shut it down. I got the boarding ladder out of the Follow-Me and climbed up to help the pilot unsnap his harness and safety the seat and canopy.

The pilot already had his helmet off, handed it to me and informed me the brakes had failed. I replied that that would explain why it smelled like we were in the middle of a fire at a tire dump. Well... he wasn't amused and basically said that he was an officer and knew more about *Skyhawk* stuff than I did or ever would. I had a strong urge to climb down the ladder and take it with me to see if the fount of all knowledge also knew how to come down to earth without assistance; however, the crash crew and ODO had arrived by then, so thought better of it.

The pilot climbed down with his helmet as I held the ladder for him, and we made our way over to the ODO who was one of my *Skyhawk* pilots. The ODO asked the pilot what happened, and he stuck to his failed brakes story. The ODO asked me what happened, and I told him what I saw, after which our visitor replied that I was full of it. He then informed the ODO that he was in a big hurry (like that was "breaking" news) and needed →→



BOOM-BOOM ROOM

• Powell's Puzzlers •

Oh sure, you might think these are elementary questions, Watson, but be advised they come from none other than Boom Powell, who sits up at night thinking about how to challenge, yet not insult, our distinguished readers with his puzzlers. Try these.

Question 1: The *Blue Angels* flew A-4Fs with the hump removed and a drag chute from the A-4M added. What other unique equipment was added?

Question 2: There was a two-position switch in the cockpit labeled CARRIER and FIELD. What did it do?

Question 3: All *Scooters* had RATs. Some also had mice. What were they?



Here's a RAT



Here's a Mighty Mouse pod.



The *Blue Angels* used a special boarding ladder that could be collapsed and carried with them. The guns were removed from their Skyhawks and the ladder tube was installed where the port 20mm was removed, and the ladder was stowed in it during flight. It's the pointy thing poking out of the leading edge of the port wing where it meets the fuselage.

Answers:

Question 1: A foldable boarding ladder that slipped into the space formerly holding the port 20mm cannon was made to replace the bulky and awkward standard A-4 ladder.

Question 2: In the CARRIER position, the external approach light would blink if the tailhook was not down. The FIELD position allowed the approach light to remain steady for field carrier landing practice (FCLP).

Question 3: RATs were the drop-out Ram Air Turbines (emergency generators) used to restore essential electrical power in the event of a main generator failure. Mice were metal wedges placed at the end of the tailpipe to increase temperature and thrust.

THE DUMBEST...

CONT...

→ → a ride to Ops to do whatever he was there for. He then said he needed to depart immediately and expected two new brake assemblies and three new tires on his *Scooter* ASAP.

The ODO looked at me, and I said it wasn't safe to go anywhere near the bleeping brakes, and given that the air temp was still in the low 100s, they weren't going to be cool enough to touch for a darn long time. That didn't go over very well with our visitor, but the ODO told him that I would be the judge of

when it was safe to change his brakes, and that from the looks of things he might want to head for the BOQ.

The moral of this story... forgetting to roll off the throttle friction lock was a mistake that could happen to anyone. Deciding to P in my Wheaties... now, that was just dumb.

Gary Verver

Dumbest from Don Phillips: Low Level Training Tip.

When I was at China Lake (1966 to 1968), I was an E-6 AT and had flown with this pilot in the TA-4 during the testing of the TIAS system. But on this flight, he was in an A4 by himself. This LT was

a good pilot, but considered himself indestructible and liked to fly low and fast. One of his favorite things to do was to chase the train that ran from Inyokern to Ridgecrest, and he liked to be at a height that allowed him to look at the engineer as he flew by the engine. On this particular day, he was a little low and a little too close to the train. He hit a telephone pole guy-wire with his wing tip, thus removing about 6 - 8 inches of wing tip. Probably the best thing that happened to him that day was that he made it back to the field and landed safely.

Donald Phillip



SKYHAWK

Contacts & Information Resources



Need	Contact	Name
Skyhawk Association Website	www.skyhawk.org	David "Twidget" Weber, Association Webmaster
For General Information (Check this page first)	webmaster@a4skyhawk.org www.a4skyhawk.org/2F/research.htm	David "Twidget" Weber
Membership Information	skyhawkasn@woh.rr.com	Terry Cooney, Skyhawk Association Secretary
Newsletter Submissions	newsletter-editor@a4skyhawk.org	R.R. "Boom" Powell/Bob Hickerson
Research Skyhawk Information	sa-research@a4skyhawk.org	David "Twidget" Weber + SA research team
To Locate a Squadron SDO (complete list of SDOs)	sdo-coordinator@a4skyhawk.org http://www.a4skyhawk.org/2A/sdo.htm	Stan Martin
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Morehead City, NC 28557



Long-Range Schedule of Events



Mark Your Long-Range Calendar

The Board of Directors has approved:

- ☐ 2005 Annual Meeting of Members and Skyhawk Association Luncheon – September 9, 2005, Reno, in conjunction with Tailhook 05.
Note: luncheon speaker will be Admiral James L. Holloway III, USN (ret), CNO 1974-1978.
- ☐ Skyhawk Association Regional Symposium & regular meeting of the Board of Directors – February 2006, TBA.
- ☐ All-Marine Skyhawk Reunion – April 27-30, 2006, Beaufort/Hilton Head, S.C.
- ☐ 2006 Annual Meeting of Members – October 2006, Washington, DC, in conjunction with MCAA Symposium 2006.
- ☐ Skyhawk Association Regional Symposium & regular meeting of the Board of Directors – February 2007, location TBA.

NEW MEMBERS

• Welcome •

Alwell, Gene, Doylestown, PA
Andersen, Donald, Conway, SC
Beardsley, Robert, Riverside, NJ
Beavis, Robert, Sea Girt, NJ
Bertrand, J., Newport Beach, CA
Biniasz, Albert, Land o' Lakes, FL
Borgardt, Gilbert, Burlingame, CA
Brooks, Sadie, Myrtle Beach, SC
Burg, William, Whitefish, MT
Bushnell, LT Jillene, FPO
Cater, Allen, Sanibel, FL
Cavanaugh, L. Dawsonville, GA
Cerniglia, James, Lavonia, GA
Chaffin, Tom, Silver Creek, CO
Claybourn, Randy, Scottsdale, AZ
Cooke, Dick, Vista, CA
Curry, Kenneth, Pensacola, FL
Danner, David, Ponte Verde Beach, FL
Delahanty, Frank, Apply Valley, MN
DeNinno, Ralph, Allison Park, PA
Donaghy, Rich, Irvine, CA
Donovan, Mike, Marietta, GA
Driver, Joe, Suwanee, GA
Durst, Jerry, Lyons, CO
Ellis, Gerald, San Antonio, TX
Falkenberg, Charles, Lake Lotawana, MD
Fischer, John, Dallas, TX
Fix, Herbert, Ponce Inlet, FL
Fornet, Michael, Portland, OR
Freedman, Terry, Claremont, CA
Gaddis, Christopher, Mercer Is., LA
Garner, J., Winchester, VA

Gilchrist, Bill, San Diego, CA
Giuliani, Leonard, Hanford, CA
Goodwin, Thomas, Canton, CT
Halstead, Jay, Las Vegas, CA
Hamm, Norm, San Diego, CA
Harris, Jack, Santa Barbara, CA
Henn, Edward, Davis, CA
Hieb, Ross, Yuma, AZ
Hill, Terry, Louisville, KY
Holmes, Don, Poughquag, NY
Hughes, Dan, Lee's Summit, MO
Huss, Ted, Colfax, CA
Jewell, Jack, Mission Viejo, CA
Kallelis, Bernie, Peabody, ME
Koch, John, Rockford, WA
Krueger, Pete, Pine, CO
Lathrop, Robert, Sutherling, OR
Leaird, Charles, Sumter, SC
LeBlanc, Georges, Jacksonville, NC
Lorence, Terry, Santa Rosa, CA
Maas, John, Fredericksburg, VA
MacDonnell, Kevin, Irvine, CA
Mankowski, Pawel, Oldmar, FL
Marshall, Norman, Memphis, TN
Martin, Bruce, Ogunquit, ME
Massey, Robert, Temecula, CA
McLaughlin, John, San Clemente, CA
Menning, Frederick, Ogden, UT
Miller, George, Erwin, TX
Moxley, Pat, Trabuco Canyon, CA
Nguyen, Mike, Torrance, CA
Norton, Jerome, Southern Pines, NC

Novickis, Andy, Monument, CO
O'Mahoney, Terry, Dallas, TX
Omps, Lloyd, Onancock, VA
Palmer, B., Virginia Beach, VA
Panter, Rodney, Orlando, FL
Pollock, Stephen, Tallahassee, FL
Pratt, Richard, Jacksonville, FL
Rader, John, Springfield, VA
Rauenhorst, Raymond, Easton, MN
Ray, Revedy, Cordova, TN
Reed, John, Berlin, MD
Rezeau, Gary, Melbourne, FL
Rooke, John, Coupeville, WA
Sable, Daniel, Newport, NC
Sandberg, James, Brushwood, MD
Schuele, Alan, Austin, TX
Shannon, Phillip, Bath, ME
Silard, Con, Crownsville, MD
Sites, David, Jefferson City, TN
Smith, Ron, Las Vegas, NV
Snyder, Raymond, Nunda, NY
Souders, John, Marietta, GA
Spilleth, Norman, Minneapolis, MN
Steel, James, Pensacola, FL
Stocking, Roy, Rockford, AL
Stokes, James, Wellesley, MA
Switzer, Jeffery, Fairfax, VA
Terry, David, Rockville, IN
Thompson, Michael, Montrose, CO
Thompson, James, Knoxville, TN
Thompson, Phil, Winmalle, Australia
Tipps, David, Juniper, FL
Vincent, Hal, San Juan Capistrano, CA
Wardlaw, Robert, Smyrna, GA
Watkins, Michael, Baker, FL
Wehrung, Bill, New Bern, NC
Williams, James, Beaufort, SC

TAPS

**Gerald Bishop
of Seattle, WA
Member # 704**

TAPS notices may be sent to
Bob Hickerson, Newsletter Editor at
newsletter-editor@a4skyhawk.org

or mail to

Bob Hickerson,
1222 Balcones Drive,
Fredericksburg, TX 78624.

For TAPS lists,
members may

access these links:

www.a4skyhawk.org/2D/KIA.htm
www.a4skyhawk.org/2E/ops_losses.htm

Click on these

<http://www.communityzero.com/skyhawks>

<http://www.a4skyhawk.org/2G/ready.htm>

Skyhawk Websites

www.skyhawk.org

webmaster@a4skyhawk.org

readyroomcoor@a4skyhawk.org

More is Better—the Membership Contest.

In a startling burst of brilliance, your Board has come up with a win-win scheme to increase our membership by offering certain inducements calculated to get members-in-good-standing, motivated. Here are the rules, and remember, *real men* will step up...

Membership Contest - January to July 2005

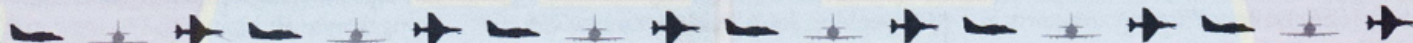
- Any member that recruits **5** new members gets a **one-year** renewal free.
- Any member that recruits **10** new members gets a **three-year** renewal free.
- Any member that recruits **30** new members gets a **life** renewal free.

(Are you getting the drift here?)

The member that recruits the most new members over 30 (we're talking numbers here as well as age, I suppose...) wins—are you sitting down?—*not only* the R.G. Smith print *and* a coveted **Life Membership** in the Skyhawk Association, but also—a free lunch at the Fall AOM in Reno! (Is this a class group or what?)

Note: All members who recruit more than 5 new members will receive public recognition in the *A-4 Ever*, suitable for framing...

And the Powerball: (Attention, SDOs) The squadron whose members recruit the most new members (over 100 total) wins a free two-night admin suite at the Reno Nugget for the Fall 2005 Skyhawk Association AOM! Organize and Strategize!



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) plus \$1 postage, 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:

Skyhawk Patch
6213 Glen Abbey Ln
Bradenton, FL 34202-9265

Join the Skyhawk Association and get a free patch

One of these outstanding patches will be included with each new membership. Want more than one patch? (Who doesn't?) See ordering info at left.

Memberships are **1 year - \$30** (\$35 Foreign)
3 Years - \$75 (\$90 Foreign) in US funds.

☐ New _____ Years
☐ Renewal \$ _____ Total Enclosed

YES, Sign me up! Send my patch and membership materials to:

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Call sign/nickname _____ A-4 hours _____ A-4 Traps _____

Skyhawk Squadrons: _____

Referred By _____

Credit Card Payments may be made by calling toll-free **877-944-4295** from 8 am to 4 pm Pacific time. (This number is for dues payments only and cannot accept patch orders or other Association messages.)

Join by mail: Send payment in US funds to:
Skyhawk Association
2421 Clubside Dr.
Beavercreek, OH 45431-2503