



Skyhawk

Association, Inc.

NEWSLETTER

Volume 2, Number 3

"A-4s FOREVER"

October 1996

EXPORT SKYHAWKS

by Harry Gann

With fine combat records in Viet Nam and the Middle East, in roles both as carrier-based attack and as land-based close air support vehicles operating from forward airfields, the A-4 Skyhawk proved itself an effective weapons system. It was *the* major Navy and Marine Corps air combat vehicle early in the Vietnam War. For example, sixty percent of the Navy-Marine Corps combat sorties during the first year (1965) of that war were flown in the A-4. Under grueling operating conditions, the Skyhawk was highly cost-effective with a



THE ARGENTINE NAVY air arm (Commando de Aviacion Naval Argentina) operated 16 A-4Qs (refurbished A4D-2/A-4Bs) on board the aircraft carrier Veintino De Mayo. Three Argentine Navy Skyhawks were lost in combat during the 1982 Falklands War between Argentina and Great Britain in the South Atlantic. Only a few A-4Qs remained operational after that war. (Photo courtesy of Harry Gann)



THE ARGENTINE AIR FORCE (Fuerza Aerea) flew 75 A-4P Skyhawks. Fifty A4D-2/A-4Bs reworked by Douglas Aircraft Company were delivered in the 1966-1970 time frame. The remaining 25, A4D-2N/A-4Cs reworked by Lockheed Aircraft Service, were delivered beginning in 1975. In the 1982 Falklands War, Fuerza Aerea Skyhawks, although forced to operate at the maximum limit of their combat range, were credited with the sinking of three British ships. However, in the process Fuerza Aerea lost 19 A-4Ps to enemy action and operational accidents. (Photo courtesy of Harry Gann)

remarkable 86-95% range of availability, and an enviable ruggedness and ability to survive hits from enemy anti-aircraft fire.

No wonder, then, that the venerable old A-4 was an attractive and cost-effective candidate in the foreign export market. Both new aircraft, tailored to the customer's specific requirements, and refurbished older versions surplus to American needs, were (and still are being) purchased by friendly countries around the world. Availability of A-4s for export seldom has been a problem, but foreign contracts were subject to diplomatic policy of the U.S. government.



KUWAIT purchased 30 new A-4KU Skyhawks in 1975, which were similar to the USMC A-4M. The order also included six TA-4KU dual-seaters for training. Initial Kuwaiti pilot training took place at MCAS Yuma, Arizona, and at NAS Lemoore, California. (Photo courtesy of Harry Gann)

More than one proposed export *Skyhawk* sale was killed because the State Department did not want to upset the balance of power between neighboring countries. (That policy, of course, merely prompted the rebuffed foreign customer to turn to aircraft manufacturers of other nations with less restrictive policies on sales of military equipment.)

Countries that purchased new *Skyhawks* from the United States were Australia (A-4G), Israel (A-4H, A-4N), Kuwait (A-4KU), and New Zealand (A-4K). Reworked versions from US surplus went to Argentina (A-4Q for the navy; A-4P and A-4M for the air force), Malaysia (A-4PTM), and Singapore (A-4S). Israel also

received reworked A-4E's to supplement their new A-4H and A-4N aircraft. Later, refurbished Israeli A-4Es were sold to Indonesia. Stateside refurbishment and upgrading of the aircraft was accomplished by the Douglas, Lockheed, and Grumman corporations, with overseas work provided in Singapore and Argentina. As noted in the July issue of this newsletter, the Argentine Air Force currently is in the process of re-equipping itself with 36 A-4Ms to replace an aging earlier inventory and losses sustained during the 1982 Falklands War. The latest Argentine Skyhawks, formerly flown by USMC Reserve squadrons, are being reworked under contract by the Lockheed Martin company at US and Argentina sites.

The Heyl Ha'Avir (Israeli Air Force) successful use of the Skyhawk, particularly during the 1973 Yom Kippur War, was a major selling point for that aircraft in the foreign market. The largest operator of the A-4 outside the United States, Israel received almost 300 Skyhawks (A-4E, A-4H, TA-4H and A-4N models) between 1967 and 1973. The Skyhawk remained in service with the Hayl Ha'Avir until the mid-1990s.



NEW ZEALAND received the ten A-4Ks (foreground, shown with an Israeli A-4H) and four TA-4Ks in early 1970, on purchase from Australia. The RNZAF did a major rework-upgrading of the A-4Ks in the late 1980s, adding sophisticated radar, head-up cockpit display, HOTAS (hands-on throttle and stick) control, radar warning gear, and chaff dispenser. (Photo courtesy of Harry Gann)



Singapore has continued to nurse the long-in-the-tooth basic A-4S *Skyhawk* (converted A-4Bs and Cs) in continued service at minimum expense. With the help of Lockheed, the Southeast Asia republic created a unique TA-4S trainer version (highlighted in the July issue) with individual cockpit canopies rather than the characteristic long single canopy of other "T" models. That "shoehorn" configuration of the Singapore trainer allowed them to keep the A-4S engine — the 8,400 pound thrust Wright J-65 — in the two-place *Skyhawk*. Later, the A-4S-1 was created by replacing the J-65 with the General Electric F404-GE-100D engine with 10,800 pounds of static thrust. The replacement also increased the A-4S electrical capacity, satisfying the demand for added avionics. With a "Phase II" addition of the GEC-Marconi HUD (Head-Up-Display), a laser inertial navigation system, and a *Maverick* missile capability, the A-4S-1 was redesignated the A-4SU.

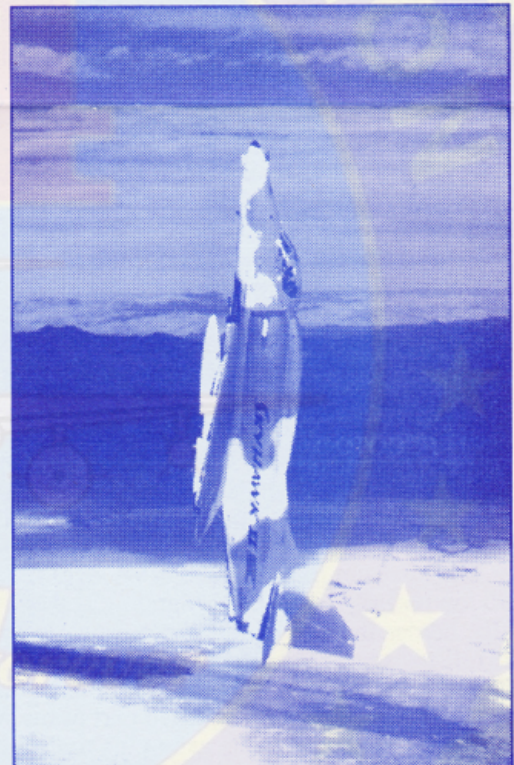
With foreign upgrades still in progress in the mid-1990s, it appears certain that the now 41-year-old *Skyhawk* operational legacy will continue into the 21st century.



THE SINGAPORE AIR DEFENSE COMMAND received 40 A-4S aircraft (ex-A4D-2/A-4Bs) between 1974 and 1982. The aircraft were overhauled by the Lockheed Aircraft Service Company, the first eight in the U.S. and the remainder by LAS-Singapore. Overhaul included improved electronics, drag chutes, and 30mm cannons. Initial SADC pilots were trained at NAS Lemoore. In the late 1980s, Singapore undertook an ambitious program to upgrade Skyhawks to the A-4S-1 status. (Photo courtesy of Harry Gann)



THE AUSTRALIAN FLEET AIR ARM received 20 Skyhawks between 1967 and 1971, which were divided between two squadrons. Shown being readied for a "cat shot" is an RAN A-4G of squadron VF-805, which regularly operated from the carrier HMAS Melbourne. VC-724, the training squadron, was based at RANAS Nowra in New South Wales. Shortly after Melbourne was withdrawn from service in mid-1982, the Australian A-4 assets were sold to New Zealand. (Photo courtesy of Harry Gann)



ISRAEL A-4H in a vertical climb during a proving flight near Palmdale, California. Similar to the "E" version of the Skyhawk, the A-4H was equipped with a 9,300 pound thrust engine, a drag chute, and 30mm cannons. (Photo courtesy of Harry Gann)



FROM THE PRESIDENT

M. D. "Whizzer" White

First things first. I'm not quite ready for the Make-a-Wish Foundation, but thanks to all of you who checked on a tender, catheterized, post-operative Whiz. Who thinks he will ever hear "...the biopsy showed you have some cancer in your prostate..."? Its not a line you want to stand in more than once. And, as I learned, if you should be on the positive end of a biopsy, don't expect too much sympathy from this *Skyhawk* group. Jeez! I'd be right in the middle of telling MY tale of woe when the caller would interrupt with "Hey, Whiz, I had that surgery in 1988 (or 1992, or last April, or whatever)." Sigh! I was floored at how many of "us" have had a turn in the barrel — and survived! Since surgery, I greet every bud with "When was the last time you had your PSA checked?" And, if any of you are about to go through this s*** and want a sympathetic ear to bend, holler on my toll-free business number (800-300-2487) or call me at home (318-865-4264). Thanks again to all who were so interested in my post-Pensacola "adventure."

Speaking of P'cola, the fright surgeon took me off the flight schedule before I could pencil my comments about that AOM in time the last issue of our newsletter. Thanks to Captain Hook who covered for me while I was checking for light leaks.

Before the first member of our group checked in at the PNS Grand Hotel, Les Jackson and crew — Chuck Tinker, Tony Martin, Lee Reavis, Chet Carroll, J.B. and Nancy McKamey, Bob Brooks, Boom Powell, and Becky White — had our hospitality suite situation well in hand, stocked, beer iced down, and the watch bill posted. Thanks to all!

The Museum folks and the ANA Staff did a superb job putting the week's program together. With all the heroes there and I felt like a crow roosting in a tree full of eagles. Being one of President Bush's 2800 closest friends was a hoot. He spoke of his time in the Navy as a jealously guarded part of his American experience. Like us, he values his time in the military, freely given, as being crucial to his character development. Admiral Borda introduced Bush and, recalling the admiral's comments, there may have been a hint about what he would do the following week.

The POWs were honored during a panel moderated by the *Skyhawk Association's* honorary member,

GMA's David "Highrise" Hartman. By Fuller was our guy on the POW panel. The follow-on issue of the Museum magazine, *Foundation*, featured By and, when all's said and done, he's a winner. He's had the most toys (boats, airplanes) and is the only *Scooter* driver with his A-4 in the Smithsonian. (He had to promise to keep it clean.) Each panel member went into some detail about his experiences in Hanoi and you could feel the anger and frustration rising in the room as each took his turn. The uncomfortable feelings from another time, another place, for the most part have gone underground. Their stories of remembrance brought to the surface all the emotion and rancor we hold for their treatment. In an earlier newsletter I commented on the second leg of the POW triangle — the wives. The Pensacola panel reminded us of the third and possibly longest leg — those of us who departed the war zone leaving our buds behind. It's a real story heretofore told among our own and it should stay there. To let the POW's know that we have always been there for them has to be enough for both of us.

The silent auction went well. A special thanks to auction chairman Ray Sinwell and all the vendors and friends who donated items — AeroShirts (tote bag, baseball hat), Joel Knapp (a flight in his T-28 *Trojan*), Alex Durr (one of his prints), Gene Zeiner (T-6/SNJ ride and sketch of A-4 models), Wings, Inc. (pilot wings, license plates), Leading Edge (T-shirts), Bob VanWagner (*Blue Angels* in echelon picture), CDR Tom Trotter (*Top Gun* simulator time at Miramar), and Skyhawk Reproductions (First Trap plaque). If you'd like more information on any of the items, call me at 800-300-2487.

As always, the *Skyhawk* luncheon was the centerpiece of our AOM. Heroes were a particular treat this year, and my A-4 heros were at the luncheon — Bob Rahn, the pilot for our little lady's very first flight, and Admiral Jim Holloway, CO of the first A-4 squadron. Also present were a scattering of both old and new buds that make up A-4's *Forever* bunch. Brian Hartman, David's son, was in on the pre-AOM arrangements to embarrass his dad, David "Highrise" Hartman, the screen and television persona. Highrise has long been a supporter of Naval Aviation and has TA-4 time. We appreciated the fact that both he and son Brian delayed their flight home to be with us at our luncheon. We fed'em and, to cement the new friendship, presented David with a copy of R.G. Smith's *Enterprise On Yankee Station*. All of the Association members who were in Pensacola and veterans of the '65-'66 *Enterprise* WestPac cruise signed the print. (For those of you who aren't familiar with the Smith painting, it portrays Big E at flight quarters in a sea state of at least 6, with two divisions of A-4's in the break for trapping. At the time R.G.





painted the scene, my generation was at the knotted end of the blue and gold line.)

At every get together I can't help but notice that whenever two or three of the *Scooter* faithful gather, you will find an *A-4's Forever!* spirit and, as in Pensacola, IT IS GOOD!

New Business: Your *Skyhawk Association* Board of Directors met in Reno during Tailhook '96 to conduct some Scooter Club business. Included was preliminary planning for our 1997 AOM, which will piggy-back with Tailhook '97 at the Nugget Hotel in Reno. Mark your calendars — 4-7 September 1997. We appointed three new Board members: **Tom Brown, Otto Krueger, and Jay Hubbard** — to fill Board vacancies. Additionally, we need some volunteers from among you folks out there, to fill some fun jobs: regional membership recruiting, con-

vention planning, tailhook art (**Milt Jines** is chairman for this one), and vendor relations ("**Slink**" **Sinwell**, chairman). We also need a **MONEY GUY** to replace "**Boom**" **Powell** in the Treasurer job. Volunteers: Communicate willingness to me (Tel. 800-300-2487; e-mail A4PILOT@AOL.COM) or to Captain Hook (619-435-2335; e-mail CAPTHOOK11@AOL.COM). More about this in the next Newsletter.

An idea put forth during the September Board meeting was to encourage *Skyhawk* squadron reunions — individual or en masse — to be scheduled and planned in conjunction with the annual Tailhook conventions. That way, we'd take advantage of the Tailhook drawing card and minimize the expectation of multiple reunion trips during a given year. Think on it and let us know your thoughts.

20 QUESTIONS (Being a silly *Skyhawk* trivia quiz, dreamed up by Barrett Tillman)

INSTRUCTIONS: Each question has two possible answers: TA (True Answer) and AR (Acceptable Response). Score 5 points for each TA. Max possible CEP is 100. ARs don't count toward final score, but will be reflected in your next fitness report. (Answers on back page.)

1. When was the *Skyhawk* first flown, and who was the pilot?
2. Who was/is the greatest *Skyhawk* driver of all times?
3. What was the first Navy fleet squadron to fly the Scooter?
4. What was the first Marine squadron to fly the Scooter?
5. Who was the youngest individual to qualify as an A-4 driver?
6. How many times have A-4s appeared on the covers of *The Hook* magazine?
7. How many countries have gone to war with the *Skyhawk*?
8. How many A-4 squadrons gained membership in the Tonkin Gulf Yacht Club?
9. What A-4 squadron made the most combat cruises during the Vietnam War?
10. The last A-4E produced was BuNo 152100. Who was the last pilot to fly that bird?
11. What pilot name is painted on the A-4E suspended from the overhead at the National Museum of Naval Aviation in Pensacola?
12. What squadrons made the last *Skyhawk* deployment, and in what ship?
13. What nations, other than the United States, have flown the A-4 operationally?
14. What was the last USMC squadron to fly the *Skyhawk*, and when?
15. How do you spell "Heinemann," as in "Heinemann's hot rod"?
16. How many ships were sunk by A-4s during the Falklands War?
17. Name two movies in which the A-4 *Skyhawk* was featured.
18. What in hell does A-4PTM mean?
19. Will you attend the 1997 *Skyhawk Association* reunion at Tailhook '97 in Reno?
20. Are you a card-carrying member of the Tailhook Association? If not, why not?



FROM THE TREASURER

R.R. "Boom" Powell

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(Ed. Note: At press time, Boom was our man in Argentina, but fear not. He didn't abscond with our megabucks. His job took him there for a month or so of TAD, and he submitted the following via e-mail.)

I called the American Embassy Defense Air Attaché and learned that all Argentine *Skyhawks* are now Air Force assets. I was provided with the name and telephone number of a Comodoro, an A4 type who speaks English. Unfortunately, his secretary doesn't, so I'm still working on making contact.

I paid a visit to the National Aviation Museum at the downtown airport, located in an outdoor park, with Rio de Plata on one side and the "domestic/corporate" airport runway on the other. Beautiful day for it too. My locating technique was to hop a bus headed in what seemed to be the right direction, follow the route on a map, and get off if the bus changed direction. In my case, the technique resulted in my having to walk half way around the airport.

Immediately recognizable were a *Lancaster*, a Ju52, a *Mirage III*, a T-28A, a *Beaver*, a C-47, and *Glouster Meteor*. Others were challenging recognition exercises: an *Avro Lincoln*, a *Vickers Viking* (transport), a French *Broussard*, an Argentine *Pucara "COIN"* aircraft, a *Percival Prentice*, and a *Bristol Belvedere*. Puzzlers were an IA-35 *Huanquero* (a twin radial engine, twin tail, tricycle gear attack aircraft with a plexiglass nose, used in the 1953-1973 time frame), a *Pulqui II* (early jet, *Kurt Tank* of Fock-Wulf fame, very much a MiG-15 lookalike), and a small, four place *Paris Jet*.

Last, but not least, was our beloved *Skyhawk* — dark green with a grey belly, the Argentine Air Force paint scheme. Nothing resembling a USN BuNo was visible and the display sign gave only specs. Three ship silhouettes painted below the cockpit rail, with dates, represented the three Brit ships sunk during the "Malvinas conflict."

On the return trip, the bus passed Navy headquarters where another *Skyhawk* is on display. I went back later and, with the help of lovely Victoria, a gal at the hotel desk, produced a translation of the

plaque in front of the Navy A-4: "LA AVIACION NAVAL In recognition of aircraft A-4Q 3-A-304 which was assigned to the Third Naval Air Squadron as a fighter and attack flyer in 1971. It operated from the aircraft carrier *ARA 25 de Mayo*, participating in the Malvinas Conflict, attacking British ships in the San Carlos Straits. Removed from service in 1986." The Navy *Skyhawk* is painted an overall light grey with pale blue and white rudder stripes. (See photo, p.1.)

FIRST LIAR DEPARTMENT

In the June '96 issue, we published a "record" claim submitted by **Bob Hodson** of Thousand Oaks, California. Bob, in a combination of A-4 instrument RAG and Reserve duty, logged his first Scooter trap with only 61 hours in the bird. Two challenges have surfaced.

Ernie "Grecian Ern" Laib of Stone Mountain, Georgia, says "Pooh!" and claims to have pared the Hodson record by some 10 hours. An LSO assigned to CVG-3 in 1962, Ernie's paddle talents were needed with the group and his tenure in the VA-44 (the Least Coast RAG) *Skyhawk* training syllabus was abbreviated. He received "no ordnance training and not much else" and flew two or three times a day, weather and aircraft availability permitting. His first Scooter flight (A4D-2 BuNo 142825) was on 9 September 1962 and 21 days later he logged his first *Skyhawk* trap — on board USS *Independence* (CVA-62). Laib's total time in the bird on that day: 50.4 hours.

Then, along came another Ernie -- **Ernie Thabet**, of Rancho Mirage, California. This Ernie was Ops officer of CVG-11 in the early 1960s and, without RAG training, checked out in the A4D-1 and -2 by bagging hops with VA-112 and VA-113. He made his first *Skyhawk* trap on board USS *Hancock* (CVA-19) in February 1960. Total time in type: 48.2 hours.

Any other claimants?

(Ed. Note: Aircraft designations were changed in October 1962. The A4D-1 became the A-4A, the A4D-2 became the A-4B, etc. Carrier air groups (CVG) were redesignated as wings (CVW) in December 1963.)



WELCOME ABOARD!

(Additions to the Skyhawk Association June 1996 member roster, as of 30 September 1996.)

ANDREW V CHURNEY	200 W LIVINGSTON RD	STREATOR	IL	61364
WILLIAM B (JR) DAVIS	14509 SE 275TH PLACE	KENT	WA	98042-4349
PETER K DAVIS	5 MESERVE ROAD	DURHAM	NH	03824
HARRY L DEVOE	RT 1 BOX 38	NEW ZION	SC	29111
JAMES F DYK	4239 SHIRLEY ROAD	RICHMOND	VA	23225-1050
THOMAS L ELSE	1176 S. HILDA STREET	ANAHEIM	CA	92806
GERALD G GREENNAMYER	3219 HIGH VALLEY DRIVE	KINGWOOD	TX	77345
ROBERT P GUAY	138 RUSSET DRIVE	GUILFORD	CT	06437-1847
BRAD S K HAYES	2133 ALUKA LOOP	PEARL CITY	HI	96782
KENNETH D HOLLAND	5835 N GENEMATAS	TUCSON	AZ	85704
NORMAN S JUSTESIN	PO BOX 2949	TRUCKEE	CA	96160
RAYMOND V KULPER	593 SW WAUBISH STREET	WHITE SALMON	WA	98672
W A LEBERT	1375 FAIRWAY DRIVE	CAMARILLO	CA	93010
JAMES M LOUGHMILLER	300 OAK TRAIL DRIVE	LEWISVILLE	TX	75067
TOMMY L MAUER	2924 SUNNYBROOK DR	TYLER	TX	75701
J B MCKAMEY	5640 GRANDE LAGOON BLVD	PENSACOLA	FL	32507-9007
DOUGLAS F MOW	3107 WATERSIDE LANE	ALEXANDRIA	VA	22309
HOWARD C (JR) NICKERSON	2472 SW RACQUET CLUB DR	PALM CITY	FL	34990
KENNETH A OLSEN	1827 PACHECO STREET	SAN FRANCISCO	CA	94116
RAYMOND PETT	1542 TIFFANY PLACE	SANTA ANA	CA	92705
WILLIAM J QUINN	35 S HIGH STREET	WEST CHESTER	PA	19382-3262
WILLIAM C SAMMONS	4060 VINKEMULDER ROAD	COCONUT CREEK	FL	33073
WILLIAM H SHAWCROSS	712 WINDSWEEP PLACE	WILMINGTON	NC	28405
GEORGE E (JR) SHELDON	611 RED SAIL LANE	ALTAMONTE SPRINGS	FL	32701
LOYD C SHOWMAN	3009 N ST CHARLES ST	JOPLIN	MO	64801
RAY C SHUBERT	31 S CROSSED BIRCH PLACE	THE WOODLANDS	TX	77381-6026
ROBERT VANWAGNER	3727 ARDILLA DRIVE	SANTA BARBARA	CA	93105
JOHN W WARREN	216 OAK GROVE ROAD	NORFOLK	VA	23505
MICHAEL J WEBBER	12302B PASEO LUCIDO	SAN DIEGO	CA	92128
HOWARD C (JR) WOLF	530 HEYWARD CIRCLE	MARIETTA	GA	30064
GENE ZEINER	8300 FORDHAM STREET	LOS ANGELES	CA	90045

COMING ATTRACTIONS:

The PTM Story
A-4 Differences
Dramatic Skyhawks



Original Skyhawk patch, designed by DAC
(Black on white with red lettering, beak, & claws)

ANSWERS TO TWENTY QUESTIONS

1. TA: 22 June 1954, by Bob Rahn.
AR: I don't know, but I'll ask Bob Rahn.
2. TA: "You mean besides me?"
AR: See TA.
3. TA: The VA-72 *Blue Hawks*, October 1956.
AR: Gee, man, I oughta know that!
4. TA: The VMA-224 *Bengals*, 1956.
AR: Grrrah!! . . . Snarl!!
5. TA: (To be determined)
AR: "Are you nuts? Don't you know that contests like that can get you into trouble?"
6. TA: Three
AR: "Definitely not enough!"
7. TA: Three — USA, Israel, and Argentina.
AR: Four — North Vietnam, Egypt, Syria, Great Britain.
8. TA: 34, including VSF-3 and two USMC ASW det.
AR: See AR, question #3.
9. TA: Your pick: VA-55, VA-164, or VA-212 (eight each).
RA: "Don't know, don't care...I came back from *mine*!"
10. TA: Wynn Foster (aka Captain Hook). Aircraft deposited in Tonkin Gulf, 23 July 1966.
AR: Not me, thank you!
11. TA: Mine!
AR: OK, OK, Wynn Foster (aka Captain Hook).
12. TA: See TA, question #9.
AR: USS Hancock (CVA-19), 1975.
13. TA: (Hey! You haven't been paying attention. Please go back and read the lead article, this issue!!)
AR: Don't know, but my passport is valid and I'm ready!

14. TA: VMA-211, 1989-90.
AR: Grrrah!! . . . Snarl!!
15. TA: G-E-N-I-U-S.
RA: See TA.
16. TA: Three (HMS *Antelope*, *Ardent*, and *Coventry*).
AR: Dunno, but I have a call in to Buenos Aires.
17. TA: *Top Gun* and *In Love and War*.
AR: The one where the other guy's callsign was *Viper*, and the one where the guy who played Stockdale looked emaciated *before* he checked in at the Hanoi Hilton.
18. TA: Peculiar To Malaysia. (See lead article.)
AR: "Pretty Terrific Machine!"
19. TA: But, of course!
RA: Certainly, if my husband doesn't wimp out!
20. TA: That's A-affirmative, tower.
AR: I'm signing up today, man!

Scoring:

- | | |
|-------------|---|
| 100 points. | Congrats, you're the next President of the Skyhawk Association! |
| 99 - 90 | Master bagger. You live and breathe A-4s! |
| 89 - 80 | High timer. You've been there, done that! |
| 79 - 70 | Safe for solo, but you need a little work. |
| 69 - 60 | BOLTER! BOLTER! Try harder next time. |
| 59 or ↓ | Signal is "Bingo." Proceed to nearest divert field. |

SKYHAWK ASSOCIATION, Inc.

Wynn Foster, Secretary
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Coronado, CA 92118-2130

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