

THE A-4 EVER

SKYHAWK ASSOCIATION JOURNAL VOL 24-4



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Top Aces A-4N Skyhawks Support German Air Force

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Skyhawk Association Board Meeting
March 29-31, 2019
Tucson, AZ

Winter 2018/2019

<http://a4skyhawk.info>



THE PREZ SEZ

By Steve Linder

Greeting Skyhawk Association Members:

Welcome to our annual digital issue. Thanks to our editorial staff lead by Bob “Raven” Hickerson for their diligent efforts in putting this together. It takes a lot of work, so let them know how much you appreciate their time.

New President Background

My name is Steve Linder, your new 2018-2020 president of the Skyhawk Association. I am a Marine who attended the U.S. Naval Academy, then The Basic School in Quantico, VA. At this time (1970), the Navy could not train enough Marine aviators, so the Marine Corps contracted with the Air Force to provide basic Undergraduate Pilot Training (UPT) for some Marines. I was part of this group and was assigned to Reese AFB in Lubbock, Texas, for the 53-week program. I received Air Force wings in February 1971 and was then sent to VMT-103 at MCAS Yuma, AZ, for air-to-ground, air-to-air, and carrier quals, receiving my wings of gold in August 1971. From there I transferred to the A-4 training syllabus through VMAT-102 for my 7501 MOS.

My next assignment was VMA-214 at MCAS El Toro, CA, for special weapons training and aviation safety officer’s school in Monterey, CA, while in the pipeline for WESTPAC. We flew the venerable A-4E and A-4F and eventually received brand new A-4Ms directly from the Douglas factory in Long Beach. Wow, these new planes smelled like a new car instead of smelling like oil, grease and sweat! By April 1973, no orders to WESTPAC were forthcoming and the pipeline to Viet Nam was closed, so I was transferred to H&MS-13 flying the TA-4F and awaiting the pleasure of the Marine Corps. Not wanting to be stuck in some future non-flying job, I requested, and was granted, a transfer to the Advanced Training Command flying students in the TA-4J in VT-24 at NAS Chase Field in Beeville, Texas, for a three-year tour.

After two of my three years in Beeville, I saw a message requesting applicants for the Harrier program, flying the single-seat AV-8A. So, I transitioned out of the Skyhawk in August 1975, went to MCAS Cherry Point for training (VMAT-203 and VMA-542). I then went overseas to Iwakuni (VMA-513) and formed Det Bravo when the main body returned stateside in November 1976. After our tour, we did a TRANSPAC to bring our six birds home to Yuma, and I went on to be an instructor back in VMAT-203 at MCAS Cherry Point. I left active duty in March 1978, moved to Chicago and began a civilian career in banking.

I retired from my civilian career in 2012, having moved from Chicago to Des Moines, to Salinas, CA, to Las Vegas, where I have resided for the last 25 years. Along the way, I received a master’s degree from Northwestern in Chicago, joined the Reserves at NAS Glenview and fought for Reserve billets in California. Eventually, I retired as the OIC of the Marine Corps Mobilization Station in Hayward, CA. Not a glamorous career, but, looking back, a successful one (Tricare for Life is worth all the hassle).

I married the love of my life, Janet, and now have time to travel and enjoy our retirement. We live in Sun City Summerlin in Las Vegas, and I belong to the Model Builders Club, where I can pursue my lifelong hobby.

USMC Skyhawkers Reunion

The Marine Skyhawkers (led by Todd “The Hun” Frommelt) held a fabulous reunion 1-4 November in Pensacola on the Blue Angels homecoming weekend. The attendance was over 400, making for a great chance to reconnect with old (?) squadron mates. Read all about it in a separate article in this issue.

Skyhawk Association Board Meeting

Your Skyhawk Association held its semi-annual board meeting on 7 September 2018 at the Tailhook reunion in Reno, Nevada. Membership is holding steady at 780 with about a 75% retention rate. **If you know any A-4 lovers, have them sign up for membership (see last page of this issue).** It’s a bargain! We also have association logo shirts and back issues of *The A-4Ever* for sale.

The new slate of officers (approved at the annual meeting luncheon) is: Yours Truly (president), Terry Wolf (VP Navy), Bill Ravgiala (VP Marines), Mark Williams (Treasurer), and Terry Cooney (Secretary). Also, the following directors were approved for a three-year term: Gene Atwell, George Blosser, Pete Cole, Mark Williams, Ed Jobin, and Terry Wolf. In addition, Denny Sapp was nominated to fill the remaining term of Director Eberhardt.

You may be interested to know that there are now 48 movies on the A-4 YouTube channel. Grab a drink and some snacks, sit back and reminisce! *continued on page 4...*



Steve “Dwarf” Linder



IN MEMORY OF
M. DAVIS “WHIZZER” WHITE, D.D.S.
(1939-2007)
FOUNDER OF THE SKYHAWK ASSOCIATION

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BOMBS AWAY!

• Winter 2018-2019 •

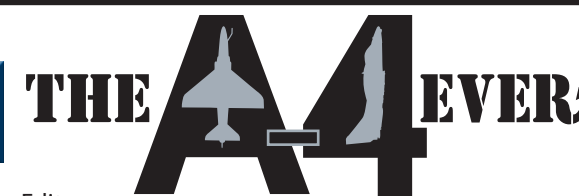
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JOURNAL STAFF



Bob “Raven” Hickerson – Chairman/Co-Editor.

Dave Dollarhide – Co-Editor.

Gene “Blade” Atwell – Webmaster.

Feature Contributors: George Blosser, Bill “Jigger” Egen, Todd “Hun” Frommelt, Peter Mersky, Boom Powell, Joe Turpen, Gary Verver, Mark “Senator” Williams, Jack “Puresome” Woodul.

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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 Journal Editor at sa-journal-editor@a4skyhawk.net or mailed to Bob Hickerson, 1222 Balcones Drive, Fredericksburg, TX 78624.

Stephanie Davis, graphics, skyhawk@ncflight.com. Printed by NCCOAST Communications, Morehead City, NC.

On the Cover: Top Aces A-4Ns over Northern Germany in January 2015.
See story on pages 18-23. Photo by Ralf Meyermann, amateur photographer.

THE PREZ SEZ continued from page 2...

Upcoming Events

- **Next meeting of the Skyhawk Association board** will be March 29, 2019 in Tucson, AZ, at the DoubleTree suites by Hilton at the Tucson airport. If you are interested in attending, please let Terry Wolf know (tairwolf@comcast.net). Here is the link for room reservations (\$119/night): <http://group.doubletree.com/SkyhawkAssociation>.

- The **Valions of VA-15** have scheduled their next reunion for May 10–13, 2019, and all Valions Veterans are invited to attend. The hotel is the Holiday Inn Resort, Pensacola Beach. Hotel reservations can be extended at the reduced group rate. Contact Will McManus, VA-15 SDO (wmcmanus@cox.net), or Mike Walker (mwalker1435@gmail.com) for further details. Full details will be posted on our Web site WWW.Valions.com after the holiday.
- **MCAA Symposium and Reunion**, May 13–17, 2019, San Diego, CA. Details at www.flymcaa.org.
- **Skyhawk Association 2019 Annual Meeting and Luncheon at Tailhook**: 12:00 noon, September 6, 2019, Nugget Hotel, Sparks, NV.

MEMBER'S MOVIES

Dave Dollarhide

Thanks to Bill Beede, Ted Langworthy and Steve Gray for providing the last three Skyhawk home movies uploaded to the Association's YouTube Channel. To preserve your historic movies, contact Dave Dollarhide at davedollarhide@msn.com.

<https://www.youtube.com/user/A4SkyhawkAssociation>



NEW MEMBERS

Bioty, John • Alexandria, VA
Bradford, David • Redlands, CA
Carey, Stephan • Salt Lake City, UT
Carpenter, Martin • Southern Pines, NC
Conger, James • Carpinteria, CA
Elliott, Bruce • New Orleans, LA
George, Bob • Windsor, CA
Haynes, Bob • Lake Havasu City, AZ
Johnson, Arnold • Spokane, WA

Kallelis, Bernie • Peabody, MA
Kasica, Edward • Oldsmar, FL
Keffer, James • Sammamish, WA
Kidd, James • Cambridge, MD
Lady, Paul • Barrington, Hills, IL
Madach, Mark • Pensacola, FL
Moore, Mitchell • Eagle, ID
Nelson, Marcus • Prospect, KY
Meumann, Richard • Helena, MT

Panasuk, George • Landrum, SC
Poe, John • Four Seasons, MO
Rowe, Doug • Cable, WI
Steel, James, Jr. • Gulf Breeze, FL
Sublett, Frank • Winchester, VA
Sullivan, Terrance • Columbia, TN
Syslo, Joe • North Richland Hills, TX
Thomas, Joseph • Lenoir, NC
Wilson, Frank • Blairstown, NJ

Join or renew, and give
someone a one-year gift
membership for \$20 more.

Contact Terry Cooney at
skyhawkasn@gmail.com or at
2421 Clubside Dr., Beavercreek, OH 45431



TRIVIA ANYONE?

from Dave Dollarhide

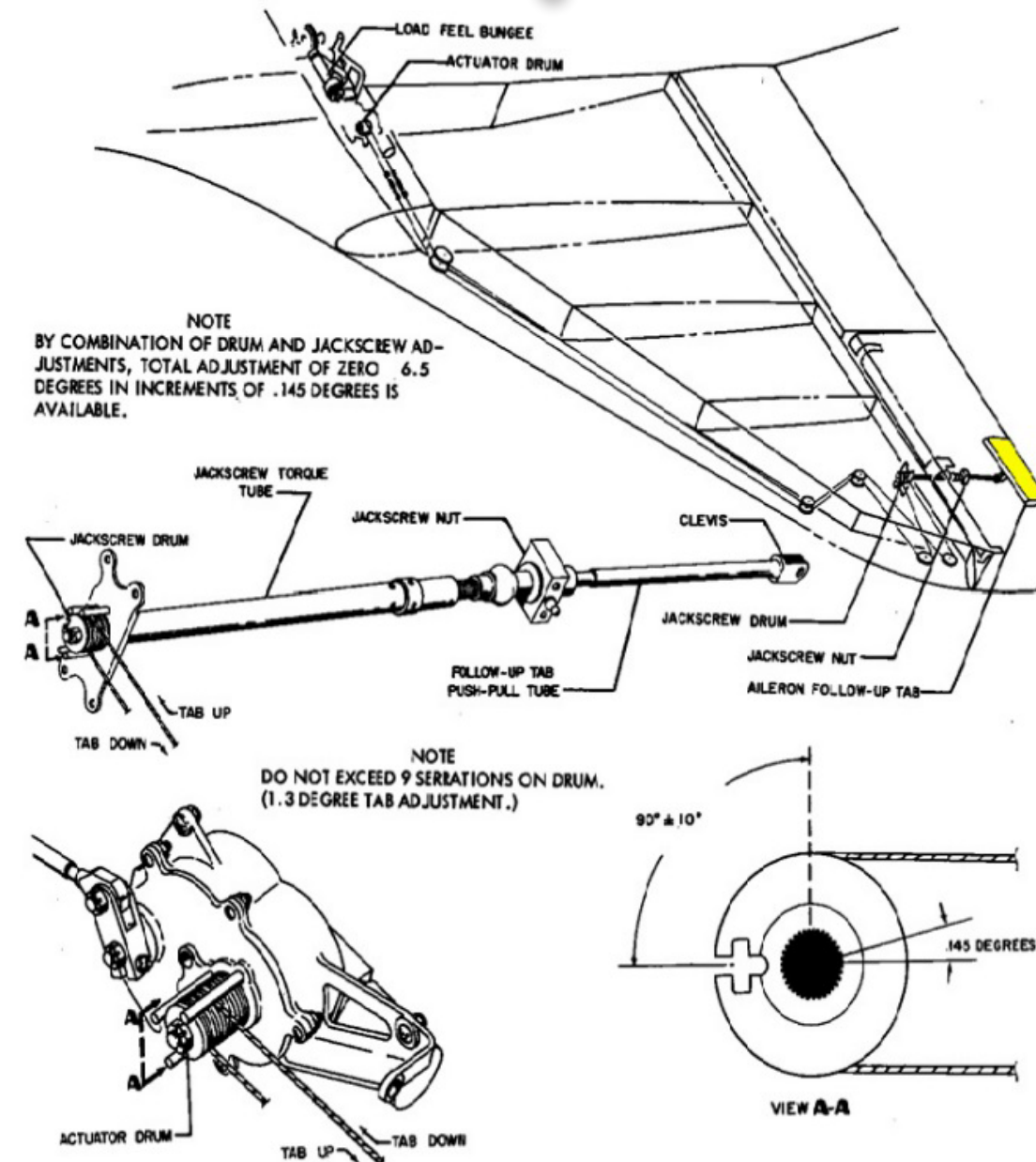
Question? What is
the function of the tab on
the A-4's left aileron?

Answer:

On the trailing edge of the left wing, there is a follow-up tab to provide trim for roll control in the event of a complete hydraulic failure and a subsequent manual disconnect of flight controls by the pilot. The pilot continues to electrically trim ailerons with the "coolie cap" switch on the stick, except that now the follow-up tab is positioning the surfaces and the aerodynamic forces on the ailerons will be felt by the pilot through the manual control system.

The in-trim angular position of the aileron follow-up tab is set at the factory and is critical in preventing uncontrollable rolling tendencies when the hydraulic power system is disconnected. It is mandatory that the in-trim position be reestablished after any re-rigging, aileron or wing change, or aircraft restoration, since these actions can change the range of action of the tab. If you are presently restoring or maintaining an A-4 it would be prudent to ensure proper rigging per the appropriate manuals. Pulling the Manual Disconnect handle in a miss-rigged condition is a disaster waiting to happen. See letters to the Editor in this issue.

Have you experienced uncontrolled flight after a manual disconnect? If so, we'd like to hear about it.



If you'd like a copy of the 1957 Douglas *Service Information Summary (SIS)* article on *Aileron and Trim Control System*, contact Dave Dollarhide at davedollarhide@msn.com.

TAKE NO PRISONERS

Letters to the Editor

sa-journal-editor@a4skyhawk.net

■ To Dave Dollarhide:

Gary Verver suggested I get in touch. You were a couple of years ahead of me. I got my wings in Beeville June of 68.

I received my orders to NAF China Lake in April of 68, a couple of months before I qualified (on *Wasp* off Jacksonville). Lex was down for several weeks. BTW, *Wasp's* Code name was Sinclair. While I was waiting for the *Wasp* and my wings I was plowed back into VT-25 as an instructor (with no wings) familiarizing Marine helicopter pilots in Navy F-9s. I still swear they were out to kill me.

I was the first Nugget to be sent to China Lake, and they didn't seem to know what to do with me. I was followed by 5 more nuggets immediately. I suspect the war was starting to slow down. They were cranking out about 3600 aviators per year when I started flight school. I wasn't due in China Lake until January so they sent me to Maintenance Officer's School in Memphis. I worked in AMD at NAF under CDR Butch Verich (F-8 combat limited) as the AMD admin officer. I got to do a lot of maintenance check flights for a lot of various planes.

I also got to fly 23 different models of Navy planes. More important was the fact that I got to meet some of the finest men in the world. My XO was Jake Roebke. John Lockard (Spider) took me under his wing and taught me how not to get killed while being a smartass (he lives in Hilton Head now). Who would have known he would become SysCom himself. Jim Maslowski and I still talk every few months. I got as much as 40 hours jet time some months. There was a certain CDR Bustard who helped me remember how to fly instruments.

I was a project pilot for five projects during that time. I learned a lot about flying bent airplanes. It was like Brere Rabbit in the Briar patch!

Thank you so very much for opening so many brain cells in my old head and for keeping the Skyhawk Assn going. It is a treasure!

Carl Cline

**From Dave Dollarhide
To Carl Cline**

Thanks for the nice compliment for the Skyhawk Assn. What a cool career, Carl! So many airplanes! A-4s and A-7s for me

Sorry, as I have no connection with the guys you mention, but it's fun to go back in time.

■ To the Editor:

My name is Donald Ricci and I am in Santa Rosa, Ca and am the proud owner of A-4C BuNo 147815. It is the front section of the A-4 and last flew with VMA-142 out of Jacksonville as an A-4L. I have had her for a little over a year now and hope to have her trailer mounted here soon to take it to air shows, veteran events, and I hope a few Skyhawk Squadron Reunions! Restoring Naval Aviation History with this beautiful warbird has been a pure honor and joy. I think of all those great Americans that flew 7815 in combat, and I work hard restoring her in their honor.

I was wondering if you might be able to post a piece in your letter to the editor about how I am looking for specifics on her history and wanting to see if there are any available information as to missions,



crews, etc she has flown. The Skyhawk Association web page has been a huge help! I know she did West Pac deployments with VA-144 Roadrunners in '65 on the *Ticonderoga*, then she did time on the *Ranger* in '67/'68 with VA-22 The RedCocks, and another West Pac deployment with VA-112 from July of '68 to Oct of '69 on the *Ticonderoga*. I have heard she may have been in VA-95 in '66 but I am not sure.

Is there any way to put a request to the Skyhawk drivers out there to check their log books? If anybody has flown her I'd love to hear from ya! I am putting together a living document that is the history of 147815. I'd love to know when and where she flew and what she did and add their story to 7815's timeline.

As always, if Skyhawk drivers are ever in Northern California, look me up. Your A-4 canopy will be open and a few cold beers will be waiting for ya.

Don Ricci

**From: Dave Dollarhide
To: Don Ricci**

Thanks for sharing your project with us. It looks cool in the photo, and we appreciate seeing it.

I was flying in VA-203, next door to VMA-142, with both squadrons flying A-4Ls from 1970 into 1974. I didn't fly 147815, but flew close numbers either side of that, 147811 and 147825. There were 200 Charlies converted to Limas, which included some very significant upgrades like an improved thrust J-68-W20, ground spoilers on the wings, a CP-841 dive bombing computer, etc. So, technically what you have was converted/redesignated as an A-4L and is no longer a Charlie. If you have original cockpit consoles and panel, you'll see the ground spoiler switch just ahead of the throttle and the Engine Performance Indicator (EPI) may show a new max RPM of 104%.

Are you a member of our Association? If not, you would benefit from joining. Members signed into the website see much more info, like the aircraft histories found in the Ready Room. There is quite a long history for your airplane. Once a member, you can cross reference the history of your cockpit below (found under Gabby's Skyhawk Images and Histories) with the image section to see any photos of the airplane. You can also go to each unit the jet was assigned to, where you might find more specific info mentioned. Some of what you're looking for is a hit or miss proposition, but it's worth nosing around the site for sure.

I see where your airplane was given an N number after it was stricken, so you may want to look up N153AT on the web.



■ To Pete Cole:

I got your email as the SDO for the VA-127.

I am a retired Argentine Navy pilot that was assigned for training as FRP at the squadron during 1971 under the command of CDR SHELDON. I am trying to find my instructor and sponsor Frank Burkhead, a LTJG at that time. He was an Annapolis Naval Academy graduate and with my wife, we established a close relationship with him and his wife. Last time we met was during 1986. He was a retired Navy officer living and working at the San Jose area, and being a "Week-end Warrior" too.

In a few months, I will visit San Jose area because one of my grandchildren and his family is going to settle there.

Many thanks in advance for your attention and help.

Jorge Troitino, Capt Retired
Argentine Navy

**From: Pete Cole
To: Jorge Troitino**

I think I remember Frank. I went through VA-127 in 1972. I am presently at an A-4 reunion in Pensacola, FL. I do not have contact info for Frank. But, when I get home next week, I will check my records and contact some instructors from that time.

Will get back to you soon.

**From: Pete Cole
To: Skyhawk Board**

Request from Jorge Troitino, Argentine Navy Captain (Ret), looking to contact Frank Burkhead.

I think I remember Frank Burkhead from '72 when I was going thru the RAG. I called Kip Burton and he remembers Jorge and Frank, but does not have Frank's contact info. I do not see Frank on the SA roster. Kip suggested that since Frank was a Naval Academy Grad, maybe he is in the alumni roster, Dwarf? Kip will follow up, and I will send out more calls to VA-127 guys from that time

**From: Jorge Troitino
To: Pete Cole**

Many, many thanks for your help, Frank already got in touch with me few hours ago.

It looks like a miracle that the SDO of a VA squadron of the USN (already deactivated or in the reserve nowadays) managed the lines so that that two former crew members from different countries meet after only 47 years!

I hope I can help you here in Argentina if needed.

TRIVIA AILERON FOLLOW-UP TAB

■ To the Editor:

Dave....too easy! The trim tab was used to trim the aircraft when it was in the manual reversion mode with no hydraulics available. An unfortunate side story related to this function: a squadron mate and friend, Mike Awood, was performing a PMCF – post maintenance check flight – on an A-4 that was coming out of a naval rework facility. Part of the test was a disconnect of the hydraulics to check the rigging of the ailerons and that trim tab. As everyone who ever did a disconnect knew, you had to have the aircraft slow and well trimmed before you disconnected, because if the aircraft got above a certain speed, it was virtually uncontrollable. Unfortunately, when Mike disconnected the controls, the aircraft started to roll so he promptly started trimming with that trim tab, but the roll continued and got worse. The aircraft continued to roll and pick up airspeed until it became uncontrollable. It turns out that the trim system had been rigged in reverse, so when he trimmed against the roll, he was actually trimming into the roll which caused the loss of control. So that's a back story about this trim tab.

Dick Shipman

**From: Dave "Hide" Dollarhide
To: Dick Shipman**

Thanks for coming back with a reply so quick, Tricky! My copy just arrived in the mail today.

Not all the trivia questions need to be tough, just a trip down memory lane. It's a scary story you relate and reason why

we were all fearful of ever pulling that T-Handle, even below the 200kt limit. Did Mike regain control?

**From: Dick Shipman
To: Dave Dollarhide**

Dave, Unfortunately no. I don't remember all the details...this was at the NARF facility in JAX after he left the squadron.....but he either ejected too late or too fast and didn't survive. I think in the history of the A-4 the manual reversion capability created more problems than it solved, but it sounded good in principal!

**From: Dave Dollarhide
To: Dick Shipman**

Dick, I agree with your assessment of the value of the manual disconnect. In my active and reserve squadrons, we never pulled the disconnect handle on PMCF flights, due to the inability to know if the airplane would remain controllable.

Can you recall the year and type airplane? Where the airplane crashed? I've copied Gary Verver, who built and continues to improve our losses list.

**From: Gary Verver
To: Dave Dollarhide and Dick Shipman**

A-4F BuNo 154979, 28 January 1983. I have the following information:

"This aircraft was on a PMCF just out of rework. The aileron trim tab was hooked up backwards and not caught on preflight. The airplane went out of control after the flight control disconnect. Pilot David Awood was killed because his ejection seat was incorrectly installed." From John Patterson.

"NARF Pensacola A-4F BuNo 154979 was destroyed at Barin Field when aircraft crashed during PMCF, 28 January 1983. Ejection attempt failed, pilot fatally injured." Naval Safety Center via Jim Winchester.

Also from The Gulf Coast News Today – *"Memorial in the works for training jet pilot Lt. Michael Awood."*

Concept design for upcoming memorial going up in honor of Lt. Michael Awood, who lost his life to a training accident while in service to his country.

continued...

Send your letters to sa-journal-editor@a4skyhawk.net

Send your letters to sa-journal-editor@a4skyhawk.net

**SUBMITTED BY THE
FOLEY POLICE DEPARTMENT**
By Jessica Vaughn / jessica@gulfcoast-media.com

FOLEY – On January 28, 1983, Lieutenant Commander Michael Awood flew a training jet out of Pensacola. It is believed that the jet had come out of repairs, and Lt. Awood was taking it up on a test run. He radioed for help around the time that he flew over the Foley area, and soon after he crashed in the wooded area south of Juniper St. and Riviera Blvd. He lost his life in the crash, and though the fine details of the accident are unknown, what is known is that Lt. Awood did not eject from his plane, as he could have done, and the plane went down in an unpopulated area. As a result, no one else came to any injury or harm in the accident.

The Foley Police Department has initiated the steps to place a memorial dedicated to Lt. Awood near the crash site, to commemorate his memory and ultimate sacrifice.

“He lost his life in service of his country,” said Deputy Chief Thurston Bullock. “Although via a trainer jet, Lt. Awood was still in performance of his duties, and we want to recognize that with a memorial.”

Prior to the planning of the memorial, the Police Department reached out to the Navy during their researching phase of the project. Following the approval from the Foley Council that they received on Monday, June 5, the department now plans to communicate with the Navy and Awood’s family about planning a date for the memorial ceremony. There are also plans to reach out to Pensacola, which was where Lt. Awood was stationed at the time of the accident.

“We had heard for years of the story of a navy jet that crashed in Foley in the 1980s,” Police Chief David Wilson said. “The area he crashed into is a swampy, heavily wooded area to this day. Lt. Awood, though he was training, still died for his country that day. We felt a memorial should be in place to commemorate his death and his duty to this great country.”

From: Dick Shipman
Gary.....thanks for the details on this accident. I’m going to forward this info to the rest of my squadron mates who knew “Abdul.” We just had a 50 year reunion of our VA-81 A-4 squadron, and while Mike joined the squadron after we transitioned to A-7s, many of us knew him and honored his memory at our dinner.

From: Dick Shipman
Dave....I forwarded the information from Gary to some of the other guys in my squadron (VA-81) who knew Mike. As you can see, they had some interesting experiences of their own related to the manual disconnect feature! Thought you might be interested.

From: Dick Shipman
To: Former Squadronmates
Hey Everybody, Mike Awood was one of the Forrestal Sunliners who was killed in an A-4 accident following his tour in VA-81. I remembered that the accident was related to a mis-rigged aileron trim tab that was used to provide lateral control of the aircraft when the manual disconnect was pulled – as was the case in this maintenance test flight. I didn’t remember all the details about the accident, but as coincidence would have it, the latest edition of the Skyhawk Association magazine had a trivia question about the function of that trim tab. I answered the question and relayed the additional info I had on Mike’s accident. That in turn led to a follow up email with the attached information, which I thought you would find interesting. Tragically, it was not only a failure of the trim rigging, but the ejection seat as well.

Sometimes I think the best way to deal with tragedy, particularly in naval aviation, is to recount something humorous about that pilot so you can at least laugh through the tears. So in that spirit, here’s a Mike Awood story.

Mike was a plowback who was going through VA-174 as a student at the same time we were going through as a squadron. There was a speaker in the ready room that monitored radio transmissions

on the squadron frequency, and we were listening in as Mike departed on a flight with a chase pilot following him on take-off. Here’s how the transmissions went: Instructor (chase) pilot: “Mike give a percent....”
Mike: “Roger”
Instructor: “Mike, give me another percent....”
Mike: “Roger”
Instructor: “Mike, give me another percent, I’m not closing on you.”
Mike: “I can’t...I’m giving you all I got!”

Mike “Abdul” Awood.....RIP

From: Denny “Stogie”
Hi Tricky, Thanks for the article about Mike Awood and the Rate of Roll check on the A-4. I remember those very clearly as I’ve done MANY of them over the years. One particular one was on a PMCF at VT-23 in about 1970. I had just rolled to shore duty from VA-81 and the squadron was transitioning from F-9’s to A-4’s. I was one of the first PMCF pilots due to my recent experience in the A-4. It was a challenging transition for the squadron and this was particularly true for the Air-frames Shop as they were responsible for the “rigging” of the flight controls. As such, we did a lot of ROR tests/DISCONNECTS. We also tried to do these with the drop tanks removed as it produced a more accurate ROR. On one such flight, I had the QC CPO in my back seat as he liked to go up on these tests, and he was also a very experienced private pilot. This was VERY fortunate as I needed his talents to get the plane back on the ground safely. We slowed the airplane down to about 200 KIAS, trimmed it up “hands off” and then pulled the handle. The ROR was so violent that I cracked my helmet on the canopy. It took both feet and both ARMS to get the plane under control again. You can just imagine what it looked like in the cockpit flying the plane like this. I immediately asked the chief to take over the throttle for me and we headed back to Kingsville. He did the dirty up for me in the back seat and I just flew the plane to a landing.

I had heard later that many squadrons quit doing the ROR check, but I believed it was important to do as proper rigging of the flight control system was impor-

tant, and would become even MORE important if the flight controls had to be disconnected in a real emergency. I was stationed at NATO Hdqrs in Belgium when Mike had his accident. I remember the story back then and have often thought about both my good times and bad times in the A-4. It’s still my favorite airplane (as my email address will confirm).

From: Mike “Nordo” Nordeen
To: Dick Shipman
Tricky, Takes me back to late 1972 when I was with the Aussies. I was the Squadron PMTF pilot and the RAN’s test pilot for QANTAS Airlines who had the contract for major O&R. I would fly up to Sydney with a RAN pilot and do the acceptance flight. If all was OK, I would buy the A-4 back for the RAN and fly it back to RANAS Nowra. By the way, QANTAS always did an excellent job and you rarely found a single gripe on the aircraft.

The repair work was done at the QANTAS facility at Sydney International Airport. I would file my flight plan with base ops and talk to the controllers about a slow straight in on my return as I would be doing a flight control disconnect last to complete the test. As I finished all the check flight items I set up for the disconnect and contacted approach control and told them I was setting up for the disconnect and I would need the straight in approach.

Then it was pull the handle and hang on for the ride! Yes, a ride I would not forget! The A/C went into a hard roll to the right, so hard it was a sinus cleaner!! Full left stick, rudder, and trimming like hell to get it to slow and then stop on the 2nd time around. Got the nose back up, slowed it down, declared an emergency with Sydney and was cleared for a straight in from over the water to RW-34. A lot of left stick, trim and rudder to land. Shut down airport traffic for about 15 minutes.

Taxied back to QANTAS, and they checked the A/C out, reset the trim tab, light loaded the fuel load and I was off to do another disconnect. When I was set up I pulled the T handle (very gingerly) and the A/C didn’t even twitch. Back to QANTAS, sign the books, buy the A/C, and fly back to RANAS Nowra.

■ To Dave Dollarhide:
Dave, it has been 35 years since I last flew the funnest airplane there was to fly. My NATOPS memory tells me that fine lateral trim was possible through this flight control with the flight controls connected. Disconnected flight controls, however, relied on this control surface exclusively for lateral control. Rate of Roll checks were conducted on PMCFs to determine if a 3 degree per second roll could be achieved with flight controls disconnected. Greater than 3 degrees per second required a trim tab adjustment and another flight. Let me know if dementia has set in.
Pete “Hawg” Hanner

From: Dave Dollarhide
To: Pete Hanner
Fun stuff, Hawg! ...digging through old brain cells.
With hydraulic pressure on either system, aileron trim moves the linkage and ailerons for roll trim. The followup tab also moves to keep the trim in proper range in the event of a disconnect, but with hydraulic pressure, the tab has negligible effect. After pulling the disconnect handle, with normal electric power, the followup tab is actuated with the coolie cap to trim the airplane and keep the rolling stick forces down. Lateral inputs to the control stick then mechanically moves the ailerons. Max speed for disconnect is 200kts.
I don’t have a PMCF card but your memory of 3 degrees per second is probably correct. I don’t recall.

From: Pete Hanner
To: Dave Dollarhide
Thanks, Dave. A max of 3 degrees per second was the limit. I flew several that exceeded that and it became a handful. I made it a practice to always set my mirrors to see the tab moving opposite the aileron trailing edge to ensure proper rigging. Jack Enke failed to do that and we lost a perfectly good airplane.

■ To the Editor:
The purpose of the aileron follow-up trim tab is to provide aerodynamic aileron trim in the event of hydraulic system failure. The aileron trim switch activates

servos that position the ailerons via the aileron hydraulic power pack during normal operation. The trim switch also simultaneously activates servos that mechanically position the aileron trim tab. The aerodynamic trim tab loads are over powered by the system hydraulics, unless there is a hydraulic failure. Then it functions as a conventional aerodynamic control surface trim tab.
Keep up the good work on The A-4 Ever Journal.
Doug Kirschke

From: Dave Dollarhide
To: Doug Kirschke
Thanks, Doug. Good answer! We should also add that the manual flight control disconnect handle needs to be pulled. We’ll publish your reply and provide our official TRIVIA answer in the next issue.
Thanks for your participation and nice comment.

■ To the Editor:
If my feeble memory serves, I think the tab on the A-4’s left aileron had something to do with trimming the aircraft in manual mode. Disconnect the hydraulics and trim the bird laterally. From that point, it was the maintenance folks’ domain. They either rigged the plane or...well, I don’t know what transpired.
Been too long since getting into the nuts and bolts.
Walt Fink

From: Dave Dollarhide
To: Walt Fink
Thanks, Walt. Your comments correctly speak to the basics of the question. It’s either rigged correctly or not, possibly leading to uncontrolled flight. I appreciate your participation.



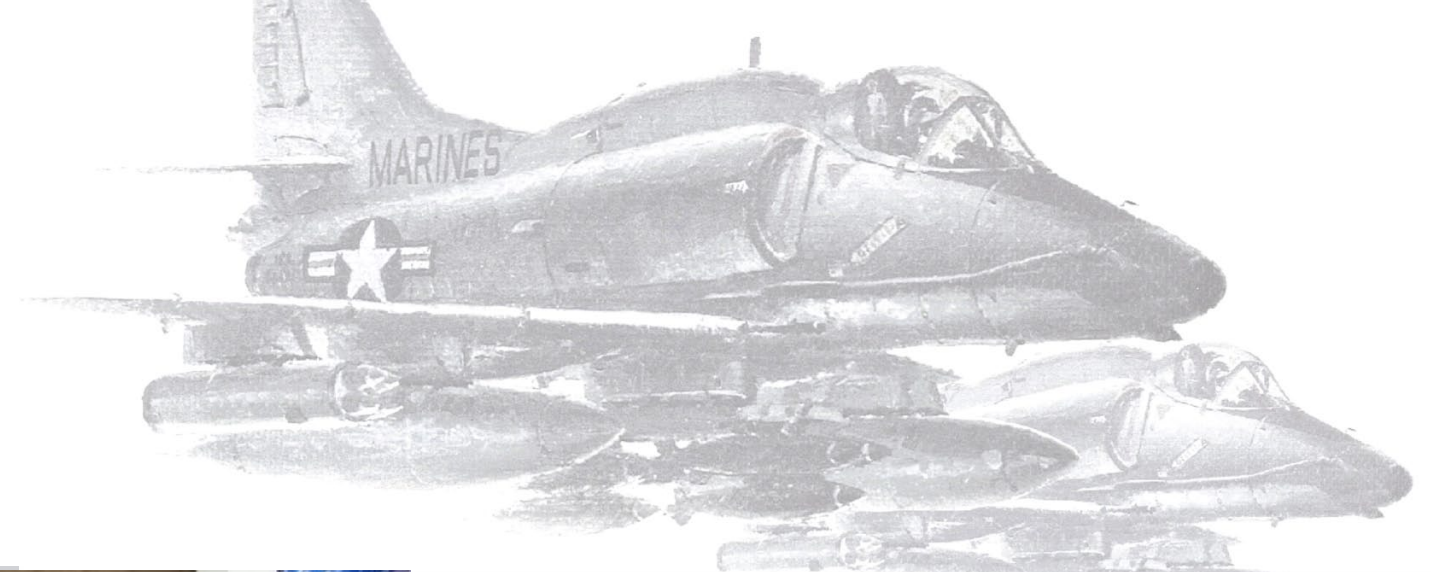
Marine Skyhawkers Reunion

1-4 Nov 2018

Pensacola Grand Hotel, Pensacola, Florida



Todd 'Hun' Frommelt Reporting



The Marine Skyhawkers are a loosely organized group of Marine A-4 lovers, mostly pilots (but all Skyhawk lovers welcome), who like to gather every 2-3 years for the up close and personal camaraderie afforded by a reunion. That seems to be the resonant theme of many “light attack” communities, but seems particularly intense with Marine Skyhawkers!

The core ‘reunion committee’ is composed mostly of Marine members serving on the larger and quasi-formal Skyhawk Association’s Board of Directors...mainly because we get together on business for the SA twice a year and can talk up reunions rather easily. Hun’s become the coordinator lately while Mark ‘Senator’ Williams is the data secretary and main manager of our reunion contact list. Each reunion, however, is a group effort by the committee of 8-10 Marines.

Our reunion this time around was in Pensacola, FL, 1-4 November, selected for a little geographic diversity and to join in on the fun at Pensacola for the Blue Angels Homecoming Show. While that made it a bit challenging logistically, we got an early planning start and managed just fine. It’s good we did as the reunion size reached a record 400 folks! We based our main elements at the Pensacola Grand Hotel, and our program ran something like this:

Thursday: Ready Room socializing into an evening Welcome Reception

Friday: Bus waves over to the NAS for Nat’l Flight Academy and NNAM touring, luncheon in the Museum atrium and movement to the flight line for the Friday afternoon Blues show. That evening we did unit mini-reunion dinners and had the Ready Room open again for socializing.

Saturday: Morning P’cola tours and a Memorial Service for our fallen Skyhawkers at the P’cola Veteran’s Memorial Park. We followed with mini-reunion lunches and dinners, more local touring and our Farewell Reception at the hotel, featuring LtGen ‘Drano’ Thiessen as speaker and the P’cola Children’s Chorus as entertainment.

Sunday: Our Ready Room was open in the morning for final farewells and pack-up.

We had the most amazing assistance by a host of supporting arms! Since we weren’t really familiar with the current P’cola environment, we enlisted the support of both local Skyhawkers and the fine services of Armed Forces Reunions, Inc. They did superior work! The selection of the Grand Hotel was a masterstroke. It’s the largest and most capable venue in the area, and their event coordinator, DJ Hutzley, is a Marine...and obviously set out to cover us each step of the way. We not only had 99% of the hotel rooms, but their main ballroom for the entire weekend. For our Friday big touring day, we got superlative support from both the NNAM and the Flight Academy. Even the caterer recommended by Diane at the Museum turned out to be a great choice! And somehow, for our group pictures, the area around the “Forever Diamond” (Blues A-4’s hanging from the ceiling) amazingly cleared out for our camera work.

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While weather limited the Blues to a 'low' show, it was a great low show! Cameras were going through batteries quickly and, while not an A-4 performance, the Blue's Hornets were still spectacular and inspirational to watch.



Marine Skyhawkers Reunion



Marine Skyhawkers Reunion

But shared camaraderie is what our reunions are all about, and we did that remarkably well. From Ready Room Happy Hours, mini-reunion squadron gatherings, to our full receptions, our close to 400 Skyhawkers and many of their ladies enjoyed lots and lots of updating and TINS galore.



continued...



Marine Skyhawkers Reunion

We also enjoyed sincerely the P'cola Veteran's Memorial Park down on the waterfront. Its fine staff, its Marine Aviation Bell Tower and the "South Wall" scale Vietnam Memorial Wall were obvious draws, but we also needed to pause to remember our fallen brothers.



With great assist from Park Foundation volunteers T-bone Trombly and G-man Glassman, our Saturday memorial service came off as both informative and respectful and was a low-key highlight of the weekend.

Our farewell event was planned as another "Reception" for this reunion, as our size precluded fitting a comfortable sit-down dinner into the venue. We think that worked out great as it provided for an even better continuation of all the updating and TINS storytelling. We had excellent short remarks by LtGen (ret) Thiessen, a very well received patriotic choral presentation by the P'cola Children's Chorus, and final farewell remarks from the Hun and team. We even squeezed in some unit photos before we were through! All and all, we're thinking we pulled off another pretty spectacular gathering of Marine Skyhawkers!



TOP ACES A-4N SKYHAWKS SUPPORT GERMAN AIR FORCE

Story and photos by Ralf Meyermann



In January 2015, Top Aces (formerly Discovery Air Defense) began a five year contract to fly A-4 Skyhawks for the German Air Force. A number of staff, including several former German Air Force pilots and mechanics, operate seven Douglas A-4N Skyhawk aircraft.

Top Aces flies in Germany only with their specially modified single seat A-4N models, which are former Israeli Air Force jets. These aircraft are based at the German Air Force Wittmund base, located in the north western corner of Germany. Wittmund is the home of the German Air Force Luftwaffengeschwader JG71 ("Richthofen"), which operates Eurofighter Typhoons.

Typical A-4N missions as flown by Top Aces for the German Air Force are: aggressor support, target tow, day and night Joint Tactical Air Controller training, electronic warfare Training for naval and fighter forces, photo/safety chase, air to air refueling, range/instrument calibration and flight test support.

(Editor's Note: These photos were taken by Ralf Meyermann, who as an amateur photographer has been taking aviation photos for more than thirty-five years. In January 2018, Ralf was involved with an air to air photo shoot of Top Aces A-4N Skyhawks and German Eurofighter Typhoons. He was kind enough to contact us and offer the use of his incredible photos. He is not affiliated with Top Aces. The centerline device on side number 367, appears to be for target towing.)

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TOP ACES



VIKING'S • VMA-311 MEMORIES

• Bien Hoa in '72-73 •

By LtCol Edward Jobin, USMC Ret., Reprinted from Skyhawk Association Journal, Summer 2004, Vol 10.3

The History

In late March 1972, the North Vietnamese Army launched *Nguyen-Hue*, a resurgence of operations in South Vietnam that came to be called the *Easter Offensive* by U.S. Forces. On 16 May 1972, two A-4E squadrons from MAG-12, commanded by Col Dean Macho and based in Iwakuni, Japan, deployed to Bien Hoa Air Base, north of Saigon. The squadrons were VMA-211, commanded by LtCol Del Ranney; and VMA-311, eventually commanded by LtCol John Caldas. This was -211's and -311's second deployment to Bien Hoa, the first commenced in May 1971, right after Bien Hoa was reactivated.

The squadrons converged from Iwakuni and Naha, Okinawa, the first flight landing at 0745 on 17 May. The air group's enlisted force included Headquarters and Maintenance Squadron 12 (H&MS-12) and Marine Air Base Squadron 12 (MABS-12). They arrived on C-130 aircraft, and combat operations commenced on 19 May, hitting targets in Southern RVN and Cambodia.

Since I hung my flight gear at -311, this account will deal with the adventures of the Tomcats. Any erroneous account of historical events can be attributed to the 31 years that have passed since 27 January 1973, and a few brain cells KIA in the interim.



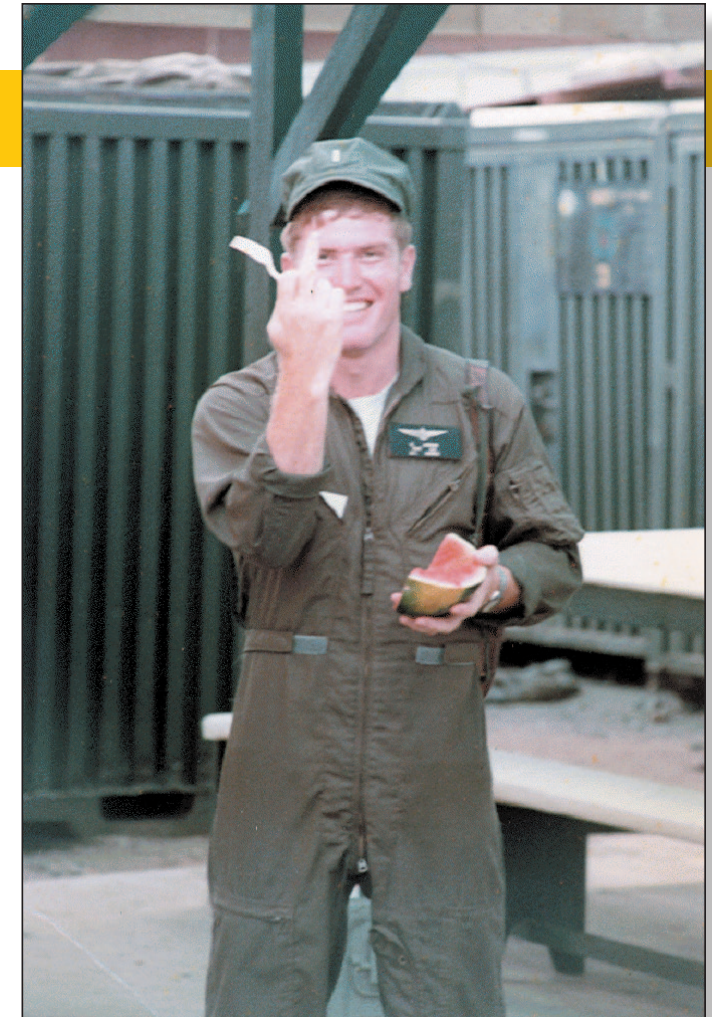
Outside the hangar, a Tomcat Skyhawk waits: ready, willing and able.

The Sorties

During the first month of combat operations, from 19-31 May 1972, VMA-311 flew 203 combat sorties. June saw daily sorties from dawn to dusk, including surge ops on 11 June, when -311 flew forty sorties in a single day. In the days when sortie length was 1.0 to 1.5 hours with a pilot change after each sortie while the aircraft was refueled and rearmed, that was a heavy day. Combat operations continued for the duration of the war, with both -211 and -311 flying about 20 sorties a day, seven days a week. A typical combat sortie started with a situation briefing from the group intelligence shop, followed by the flight leader's brief. Ordnance loads varied, but typically consisted of Mk-81s (250 pound bombs); Mk-82s (500 pounds); 5.0-inch Zuni rockets, and the Mk-4 gun pod. Eight Mk-82s or wall-to-wall Zunis were the preferred loads. After take-off, the flight checked in with one of two controlling agencies, and was assigned a Forward Air Controller (FAC). The flight might precede to the south, into IV Corps, the Mekong Delta, or into Southern Cambodia, or to the north into III Corps or Northern Cambodia near Pagoda Mountain, which bristled with AAA.

KELs and TICs

On rare occasions a flight would carry extra fuel and be sent to the central highlands in II Corps, inland from Cam Ranh Bay. In most cases the FAC was a *Covey* or *Sundog* pilot from the USAF, flying either the O-2 or the OV-10. These aircraft were armed only with 2.75-inch white phosphorus rockets to mark the target, and radios to communicate with a ground commander. The FAC kept track of enemy activity in his area, and set priorities for targets to be attacked. The target might be a Known Enemy Location (KEL) or a Troops In Contact (TIC). The TICs were the preferred targets, because you had a sense of contributing to the safety of friendly forces on the ground, and destroying enemy personnel. The KELs were sometimes caches of weapons and supplies yielding secondary explosions, but frequently were nothing more than what we referred to as "VC trees".



In Bien Hoa, the author is photographed adjusting the brim of his cover, while enjoying some local watermelon.

Things to Avoid

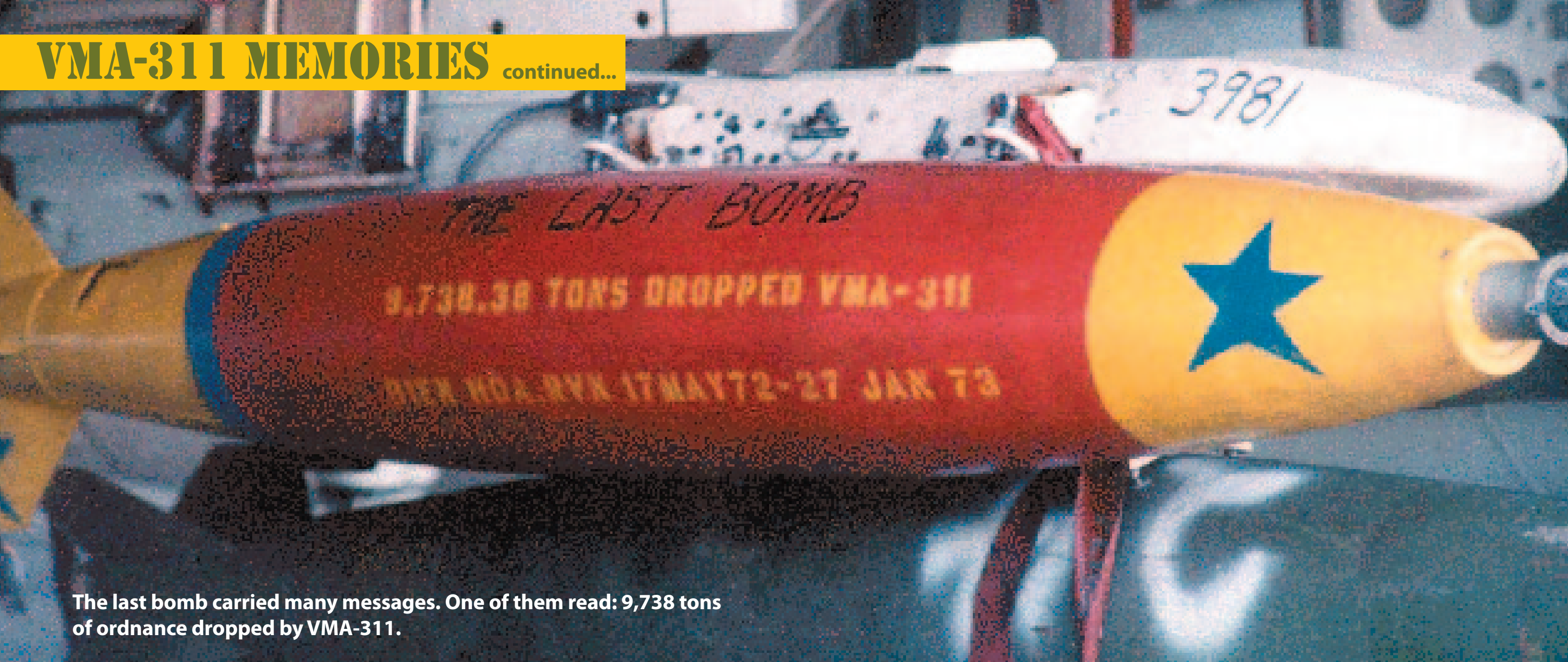
Once the FAC described the target and put the flight's eyes on it with his smoke, the attack would commence. In areas like An Loc and Quan Loi Air Field, where heavy ground fire was to be expected and aircraft had sustained damage in the past, all ordnance might be delivered on a single pass. Small arms ground fire was typically encountered, but in many areas you might be shot at by SA-7 *Strella* missiles, .51 caliber AAA, and heavier rounds from 23mm and 37mm guns. We didn't worry too much about the SA-7, figuring that it couldn't hit a fast-mover, and we made sure that speed was life, but I wouldn't have wanted to be an O-2 or OV-10 driver in a *Strella-rich* environment. The 23mm and 37mm guns even got the attention of lieutenants who believed they were bulletproof.

Quan Loi was the site of two MAG-12 aircraft losses to ground fire. One pilot stayed with his jet till he was back near Bien Hoa and was picked up shortly after ejecting. Capt Jim "Waldo" Walsh ejected over Quan Loi and was captured by NVA. Waldo was released at the end of the war, after spending five months as a POW.

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The last bomb VMA-311 would drop was put on the jet of the squadron C.O., LtCol John Caldas.



The last bomb carried many messages. One of them read: 9,738 tons of ordnance dropped by VMA-311.

After all ordnance had been delivered, the FAC provided a Bomb Damage Assessment, and the flight returned to base. Many sorties became routine, but just when you got comfortable, you'd draw a hot target with lots of ground fire and maybe adverse weather to complicate matters. The return to base was not boring, sometimes an impromptu ACM engagement with your wingman would take place, or the flight might fly really low down the Mekong River, which caused folks to jump out of their sampans. I'm sure they loved the air show.

Incoming

Bien Hoa was rocketed by the VC and NVA on numerous occasions with 122mm rockets. The first such attack was on 1 August, the second on 31 August. During the second attack, there were injuries to aircraft maintainers working on the flight line, and three aircraft were damaged, but there was no loss of life. The next major attack occurred on 22 October,

when more than 56 rounds of 122mm fire struck the base, destroying a billeting structure, but no damage to squadron equipment or personnel was suffered. The occasional attack with 122s continued throughout the deployment.

Midway through the deployment on a Sunday morning, a large ordnance dump operated by the Vietnamese Air Force blew up. The entire base felt the blast and explosions continued for several minutes. The base chapel was nearly destroyed. The incident was blamed on a sapper attack, and an unknown number of VNAF were killed. Pilots returning from sorties said that the mushroom cloud extended up several thousand feet, and most had to divert to Ton Son Nhut Air Base in Saigon.

The Cockpit

However, life at Bien Hoa was not all flying, eating and sleeping. (Reference opening comment about brain cells KIA). The squadron took over a bar once operated by a

USAF A-37 squadron, renamed it the "Cockpit", and made it the social nucleus for *Skyhawk* pilots. Capt Duke Lind became the Cockpit's manager, and proved that "I don't drink much, but I have a lot of friends who do," was not a comment made in jest. On the roof of the Cockpit, Duke supervised the construction of a sundeck where an overall tan could be pursued during daylight hours. At night, AC-119 gunship ops could be observed as they worked the rocket belt North of the field, and the sundeck provided a good vantage point from which to watch the occasional rocket attack. The sundeck was probably a safer place to be during rocket attacks than the rat-infested bunkers that we were supposed to dive into.

Sorties Stop

In January 1973, the Paris Accords finally reached an agreement of sorts, a ceasefire was signed, and VMA-311 flew its last combat sorties of the Vietnam War on 27 Janu-

ary. LtCol. John Caldas, squadron CO, dropped the last bomb on the squadron's final combat sortie of the war. That bomb was painted up by the ordnance shop, and had appropriate messages from the troops to our little black pajama-clad friends on the ground.

VMA-311 set a number of records during the deployment to Bien Hoa. In mid-deployment, 1stLt Charlie Reed flew the 50,000th combat sortie flown in Vietnam by the squadron. At the conclusion of the deployment, the squadron had amassed a total of 54,625 combat sorties over all years of combat operations in Vietnam. During the Bien Hoa deployment from 17 May 1972 to 27 Jan 1973, the squadron dropped 9,738 tons of ordnance. During VMA-311's participation throughout the war, 105,000 tons of ordnance was expended.

As stated, I hung my flight gear at -311, so that is the focus of this story. I welcome any who flew with -211 to enter the fray and tell the story of the Wake Island Avengers

Training for the A-4 Nuclear Delivery Mission

By Jim Walthers, Reprinted from Skyhawk Association Journal, Winter 2006, Vol 12.1

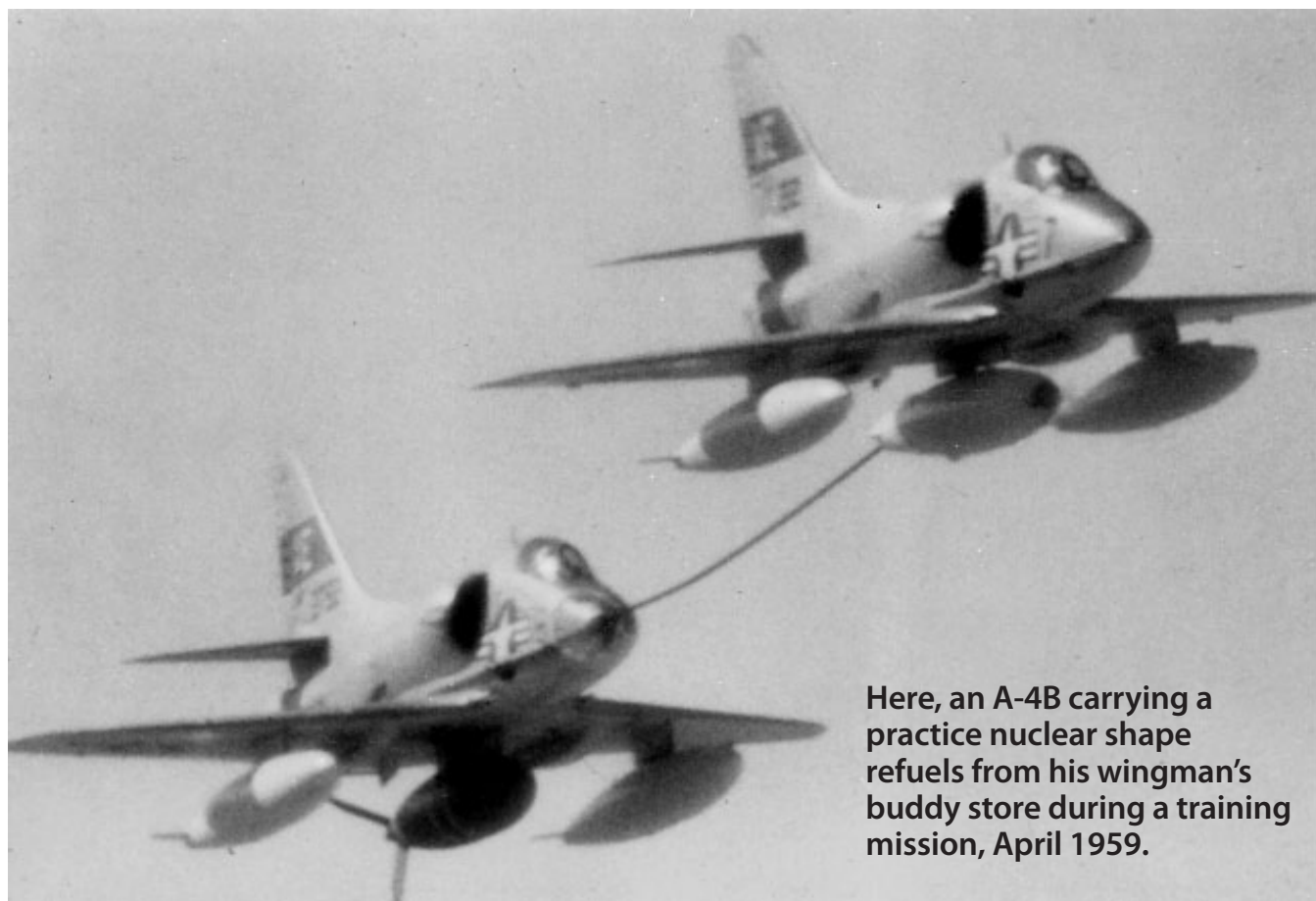
In the early days, the A4D nuclear mission was fundamentally a dead reckoning time and distance, seat of the pants task.

Training consisted of hours and hours gliding along above the tree tops with a topographical map on your lap (several more in the map case), checking the horizon for hills, valleys or other prominent land marks (abandoned mines, dry wells, dry river beds, etc.) depicted on the map to see if you were somewhere close to the red line you had drawn on the map. Every now and then, one might increase power, diverge somewhat from the prescribed flight path, ease the stick forward and scare the bejeebers out of something or someone, then ease back on track. One had to pick these diversions from the prescribed flight path carefully so as to not have the C.O. standing with arms akimbo, a nasty stare and asking very pointed questions as you walked into the ready room. In addition to the tedious task of becoming proficient at low level navigation, there were

many passes on the bombing range perfecting 4G idiot loops, low angle lofts, lay down and high dive maneuvers to become proficient in laying the big one on target.

After leaving Hawaii for WestPac, each pilot was assigned two targets. This was done on an individual basis and you were not officially notified of other pilot's assignments. When targets were assigned, the pilots would go to the intelligence office (IO) and plan the mission. Since several pilots were in the IO planning their mission, you would pick up some idea of what some of the other targets were. I don't recall for certain, but I believe there were duplicate assignments.

The flight profile was launch, climb to and maintain altitude until approaching the defensive radar range of the target area, then descend at an angle that kept you below the defensive radar's capabilities until you reached the deck. Minimum altitude depended on the coastal profile, time of day (higher at night), weather and what you thought you could get away with as far as what the radar capabilities were reported to be.



Here, an A-4B carrying a practice nuclear shape refuels from his wingman's buddy store during a training mission, April 1959.



A4D-1 bureau number 137816 carries a practice nuclear shape, in this Harry Gann photo from 1955-56.

In general, the A4 targets were relatively near the coast, so the first thing was to get the latest map of the target area and draw an arc for the maximum range of the A4. The pilot would then draw an arc to define the descent point based on the defensive radar pattern. The defensive radar patterns could vary based on your launch position and heading to landfall initial point (IP). The next step was to determine what landmarks would be most visible while skipping along the tops of the swells and perhaps whitecaps. These could be geographical points found on the maps or photographs taken by we never knew who. Our guess was a submarine or an A3D. The A3D's were always skulking around at odd times of the day. This land mark was crucial to the completion of a successful mission since it would be the IP for the run to the target. I always tried to choose something that was not too prominent because I assumed that the defenders expecting a low level attack would want to make sure that prominent land marks had adequate defenses. Also, it was a good idea to have at least three landmarks just in case. Also, choosing several IP markers could save precious minutes and fuel depending on the launch point. After you had selected your coastal IP locations, you had to choose a second IP for the final run to the target. If the target was close to the coast, the coastal IP could be used for that purpose. The second IP which was inland was somewhat more difficult to choose because most targets were near populated

areas, and the IP was more than likely going to be a structure of some kind. Recent photographs and intelligence information, if they were available, were most helpful for this selection. The ideal IP selection was some type of natural landmark.

Another important consideration in target planning was weather requirements to use an over the shoulder (idiot loop) or a loft maneuver. Terrain around the target was the main determining factor. The idiot loop required a relatively open area around the target since the pilot had to be on top of the target at 100' above ground and 500 knots to start the maneuver. The loft maneuver did not require flying directly over but required a prominent point at a known distance from the target which was just about impossible to find, given the limited availability of up-to-date photographs. No satellites in those days. The decision on the type of delivery had to be made during the planning phase since the Low Altitude Bombing System (LABS) settings could not be changed in flight. Once you had finished, the plan was reviewed by the intelligence officers and a senior squadron member (LCDR or above). Intelligence data and photographs were not updated very often, but a weekly visit to the IO was a good idea if nothing more than to refresh your memory and rethink your mission strategy. From time to time, you would be called into the IO and questioned on your reasoning for your proposed mission plan and to review the latest intelligence information to see if changes in the flight path were required.

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Training for the A-4 Nuclear Delivery Mission continued...

“In addition to the tedious task of becoming proficient at low level navigation, there were many passes on the bombing range perfecting 4G idiot loops, low angle lofts, lay down and high dive maneuvers to become proficient in laying the big one on target.”

“Escape after delivery was an unknown quantity, and this was a source of some concern among the pilots. Would the flash blind you on the way out? Pilots were told to lower their dark helmet-visor and close one eye?”

Another option for delivery was the Hi-Dive maneuver which required flying to the target at altitude. Just before the target, the pilot would throttle back and initiate a split-S. When the aircraft's nose was pointing straight down, the pilot would roll 180° so the aircraft would track over the target. At weapon release, the pilot would increase power (100%+), pull up, turn and head home. We practiced this maneuver at night, which gave us good night time capability.

We also had what was called a “Lay Down” weapon. It was a nuclear weapon somewhat smaller (in the kiloton range), and had a saw-tooth pattern around the circumference of the nose. This was to destroy airfield runways. The delivery required flying over the target at a low altitude to release the weapon. The saw tooth pattern was supposed to dig into the runway to retard the forward momentum after release. There was a delay time before it went BOOM! I do not remember what the timing was. There was a key to arm and disarm the weapon. Before you got into the aircraft, you inserted the key and gave it a turn. When you landed you took the key out of your pocket and disarmed the weapon. The standing joke was that when the weapon was dropped, the pilot should drop the key and a note with instructions on how to disarm the weapon. This weapon wasn't intended for use on an initial strike, but later on after the initial phase had been accomplished. We did not spend much time practicing this maneuver for obvious reasons. The main reason was that the trajectory (bounce) characteristics were unknown. Who knew how far or HIGH that hummer would bounce when dropped at 500 kts! If you came over the target at 300 kts you were going to have a big problem!

Escape after delivery was an unknown quantity, and this was a source of some concern among the pilots. Would the flash blind you on the way out? Pilots were told to lower their dark helmet-visor and close one eye? The

visor was easy enough, but even under ideal (training) conditions, the one-eyed thing was not ideal. Would another nuclear detonation in the area cause difficulties? Would the shock wave damage the aircraft or force you into the ground? Or damage the aircraft? Would the radiation dosage be fatal? During the training phase, we were given cardboard shields with an aluminum coating. The idea was that after you came over the top in the delivery maneuver nose down and made your roll, heading back to 100 ft., you would pull this contraption out from between the seat and the map case. The pilot was then supposed to open it, slide it back and up behind the ejection seat so it covered the top, rear and sides of the canopy (the front of the canopy was not to be covered, thank goodness). This trick was to be done with one eye closed (no depth perception) while heading downhill at a jaunty angle, accelerating to 500 kts and leveling off at 100 ft.

(*Ed. Note: they were serious about this!*) Trying to do this around 1500 hrs in July at either MCAS Yuma or NAS China Lake in the afternoon turbulence was basically an impossible task. Under ideal conditions we thought our chances were good. (*Ed. Note: optimism springs eternal.*)

While the carrier was on station, each A4 squadron had one aircraft under guard on the hangar deck which was fueled, pre-flighted and ready to launch with a one-megaton weapon. These two aircraft were assigned to what were considered the prime targets in range of the current carrier position. In most cases, these were large industrial or military targets. The pilots assigned those targets remained onboard as long as that target was within range. These prime targets changed almost daily based on the carrier's position. If the launch command was received, the two ready aircraft were to be the launched immediately to insure a strike even if an enemy nuclear weapon was headed toward the carrier. From time to time, we would observe a Russian “fishing boat” in the area, so we knew that they had a fair idea of our location.

continued on page 33...

Over China Lake in 1959, a VX-5 A-4B bureau number 145041 carries a practice nuclear shape.

Puresome Unplugged

~ YP's Excellent Adventures ~

By Jack "Puresome" Woodul

BOCKEDY! BOCK! BOCK! BOCK!
SEAGULL-O-RAMA
BOCK! BOCK! BOCKEDY! BOCK!

From the Naval Aviator's Dictionary:
Seagull: He who hates to fly and squawks like hell when he has to, especially at night.

The only thing the R.J.O.A. (Reserve Junior Officers Association) enjoyed more than a really good bolter, seen from the vantage point of the P.L.A.T. in the ready room, was to have some poor soul down an airplane before a launch without a really good reason, i.e., aircraft suffered unexplainable thermal melt-down right there on the flight deck before the preflight... Since everybody knew that all an A-4 needed to launch was a motor, a wing, and some wheels, anybody actually downing a plane was tried and convicted of *Seagullismo*.

Especially on your dark and stormy nights, those R.J.O.A. safely in the ready room saw to it that some sort of cartoon questioning the downer's masculinity graced the blackboard. When the downer either slunk or blustered in, he was pelted with popcorn kernels from the fifty pound bag by the movie projector and assailed with "Bock! Bock! Bock!"-- *the cry of the seagull*. Of course, if it was someone who could really have your ass like the skipper or XO, the R.J.O.A. was usually less overt.

So it was that on this cruise, the airwing was joined with a squadron of Jarheads so top-heavy in rank that their skipper was actually senior to the CAG. Their heavies-- the colonel, his XO and the ops officer, Major Mother-- were showing the way to rest of the squadron, who were just shinier versions of the Navy junior officers, before they mucked off to Chu Lai or some other garden spot.

So it was that Puresome was not on the night schedule, but his pals Weed and Worm were. That suited Puresome because it was not nice out, and because Ready Six was supposed to be screening "Bike Dykes from Hell," one of his sentimental favorites. Thus was he spared.

Aircraft had been manned for the launch and had turned up. In the red gloom, aviators ran through their post-start checks. As they finished, they checked in to Pri-Fly with their status:

"Sidewinder 411, on deck and up."
"Jolly Roger 203, on deck and up."
"Sidewinder 409, on deck and up."
And so on. Then, "Guntrain, Jarboon 301, I think I'm gonna be down..."
"Roger, Jarboon 301, keep us advised."
"Guntrain, Jarboon 301, probably maybe gonna be down, bubbles in the wet compass...."
"Roger, Jarboon."
"Guntrain, Jarboon 301 is definitely down."
"Roger, Jarboon 301, understand...."
"Bock!...Bock! Bock!...Bock!" interrupted the radio.
"...You're ("Bock! Bock! Bockedy Bock!") down," Guntrain doggedly replied through the bocks.
"Bockedy Bock Bock Bock!"
"Who said that? Whooo said that," came the colonel's voice from Jarboon 301, "I want to know who said that right now!"
"Bock!" came out of the ether.



Jack "Youthly Puresome" Woodul

And so the launch launched without Jarboon 301, and the colonel beelined it to the CAG office and YOU WILL'ED the CAG that he: (a) find; (b) eviscerate; and (c) descrote the phantom Bocker to restore the honor of the Corps. The CAG had been a *Phantom* puke in his previous life, and all those hours squinting at his scope had given him a devious slant on situational awareness. Looking at the squadrons involved in the launch, he quickly eliminated everyone except the Sidewinders, who were known to have an unruly element. It was child's play to see which Sidewinders were flying, and he quickly settled on either Worm or Weed.

Both Worm and Weed, it turns out, were Bockers. Secure in the anonymity of the airwaves, their strength was as the strength of ten as they successfully completed their practice CCA's and trapped back aboard.

Weed repaired to the dirty shirt wardroom, downed four or five Sliders and a quart or so of bug juice, and so repaired to the rack. Worm, however, was a restless night stalker, and being an LSO with CAG office privileges, was there reading messages when CAG walked in. Military courtesies were rendered. CAG acted if nothing was amiss and started doing CAG stuff, though actually positioning himself for a down-the-throat Fox-one. Worm however, with ex-Navcad cunning, realized he was being stalked and was ready when the shot came.

"Nossir, I don't know anything about any Bocks. That's my story, and I'm sticking to it," Worm smoothly lied through his even, white teeth. Though

Training for the A-4 Nuclear Delivery Mission continued from page 31...

When his target became the prime target, a pilot would be notified and would go to the intelligence office to pick up the packet for his target and review it with the intelligence officer (IO) and a senior squadron member (LCDR or above). The pilot would check the ship's position and PIM to determine heading and distance to the land fall IP. The IO would brief him on any new activity at the target area, such as changes in defensive installations or possible new defenses which might require a change in the attack approach.

In the event of actual war, after the initial launch of the two ready A4's, the remainder of the strike plan would go into effect. No one knew, for sure, what that would be. Supposedly there was to be a coordinated timed attack by Air Force and Navy units. Each target had an assigned time over target (T0T). This was supposedly to help prevent an A4 dropping on a target as a high-altitude aircraft heading inland flew over head, or worse yet, a high-altitude attacker dropping one near a low-level aircraft. While enroute to the target, the pilot was to maintain radio silence and monitor a preset frequency. This was in case of a recall and also to help

the pilot determine the status of the overall attack. If things were going badly, the pilot would have to make the decision to go for the industrial or military target as planned, or to go for maximum human casualties in the area. The human casualty drop was a "we are getting our butts whipped so let's demoralize the masses" decision. A Tall order for a 23-year old LTJG.

If the pilot had to eject over China, his instructions were to head for the hills! The theory was that if you could make it to some remote, isolated village, the older people would be more accepting of Americans because of their WWII experiences and might even give you some assistance. We had maps with supposedly friendly villages marked. The terrain was so rugged it would have taken a Herculean effort to get to one. If you had to eject over Russia, too bad!

(Ed. Note: this is a period of A-4 history that is not well documented, but must be loaded with great stories. Take Jim's lead and put some of them on paper for us to share.)



LtCol Richard (Arch) Kern, USMC (Ret), Knoxville, TN, 10/12/18

John Gabbard, Sparks, NV, 11/22/2018

Col William (Bill) Etter, USMC (Ret), New Bern, NC, 12/7/18

For lists of A-4 KIA and operational losses, members can sign into <http://a4skyhawk.info> and go to the "Ready Room."



TAPS notices may be sent to Bob Hickerson, Journal Editor at sa-journal-editor@a4skyhawk.net or mail to Bob Hickerson, 1222 Balcones Drive, Fredericksburg, TX 78624

physical torture wasn't out of the question, CAG tabled that for later, since he still had one suspect to go. He resolved that since direct frontal assault hadn't worked, to sneak in from six o'clock.

Came the dawn, and Weed was up and at 'em only in name. Being only truly happy in the air or in the rack, Weed was in neither state since he had to wave an early launch. So it was that his mind was clouded when he wandered into the CAG office. Nothing seemed amiss. Yeo-persons scuttled

about, staff pukers were doing staff puke stuff, and CAG was administering. Weed bumbled about looking for the LSO book.

"You were pretty funny with them Bocks last night," CAG slyly addressed Weed from over the tops of his granny glasses. "Yup, I sure was," absently replied Weed, whose considerable intelligence was temporarily on sabbatical to the University of Mars. "Gotcha!" exclaimed CAG, as his missile tracked and flew up Weed's tailpipe and exploded.

It may not have been darkness, decay, and the Red Death that descended on Weed's dominion, but it was close. It was junior officer FU. But as usually happens in such cases, in the ages since, the legend has been passed on by the R.J.O.A. that the phantom Bocker did not die, but escaped into the voids of the ship, to await dark and stormy nights as the Seagull's worst nightmare.



TINS!*

GREMLINS 1997

By LCDR R.R.Powell, VF-43.
(Reprinted from the July 1977 issue of *Approach* with permission.)

GREMLINS still exist. My dad was in *Liberators* in Big Bang Two, and he told me about them. For awhile, the little green critters who make it their profession to hassle, taunt and tease fliers seemed to have disappeared. Well, they haven't. They are still around, and the Gremlins, like the aircraft of today, have become sophisticated and very up to date. The worst part is, I found out they're still around—at least in air wing strength -on April 1st.

Now, I enjoy an April Fool's prank as much as the next guy. But these particular Gremlins worked so subtly and planned their strategy so well that neither I nor the other instructor was aware of their sneaky moves until it was too late.



To start at the beginning: Individual instrument training missions had been approved for the weekend. Our students were a pair of genuine ensigns (poor innocent babes then, now experienced beyond their years). The first hint of Gremlins at work came when the only *Skyhawks* available were configured with single centerline fuel tanks. The "double-bubble" birds were all mysteriously down.

As the AAR would have said, "Preflight, takeoff and climb-out were normal." Aircraft 303 was off first, with ENS Stick under the hood. I followed in 305 a few minutes later with ENS Scope.

At altitude, we met Weather Gremlin for the first—but not the last -time. Seems headwinds were 40,50 knots above forecast. (Not bad for a Gremlin. Years ago, all they had to do was tear Mrs. Murphy's overalls off the clothesline to fake a pilot on the wind. Today they have to forge radiosondes, Mb prog charts, and some pretty scientific forecasting.) Well, that little bit of wind can't hurt, said I. I've flown this route lots of times. A quick re-compute of the fuel figures (that's what ensigns are for) showed it would still be no sweat. However, just to be safe, I had my ensign re-file to eliminate a dogleg; and while he was getting items on his syllabus flight checked off, had him make the duty check with Metro.

The weather-forecasting Gremlins have been in the duty section. Destination weather was not panning out as forecast (2500 scattered). This was no real surprise, as the surface prog during the brief looked like a giant red and blue octopus had sprawled across the central U.S. Still, going from 2500 scattered to 700 broken was a step in the wrong direction.

"Center, 303 would like to go company frequency for one."

"Roger, 303, call back up."

"305 copies and switching."

"Five. Three. I've lost my TACAN and would like to have you join, in case I have any problems."

There was still a fair distance between the two aircraft, so 305 motored on, and 303 started getting vectors toward destination. The Gremlin that

made 303's TACAN go "Tango-Uniform" must have held enroute, because a few minutes later, the azimuth and DME in 305 also failed!

Tell Center. Tell 303. Get serious about getting joined up as soon as possible. Start looking for someplace else to land. Can't find any place! They are all either too far, or the weather isn't any better than at destination. A check on the only field within range equipped with ADF/UHF revealed that it was down to GCA minimums. By now, the Gremlins are starting to chortle with unsuppressed glee.

Center does a good job of joining the flight. ...well, at least of getting them close together. Because now, that Gremlin so familiar to fighter pilots takes over -the one which enables you to spot ATC-called traffic at 20 miles, but prevents you from finding your wingman at one mile. It was embarrassing how long it took four sets of eyeballs to find each other, but finally we joined, with me as the wingie.

The flow of info from Center is really high. Vectors for enroute penetration to precision final; latest weather is worse than before, but still above circling minimums. So, I as wingman will land; leader (poor fellow) will go around visually. Tell Center we'll continue to our Navy destination. Air Force base weather to the north isn't any better. We'll stay with our own kind, thank you. The magic word still hasn't been said. It will be --soon.

The flight descends into the goo, and some obtuse Gremlin goes to work in ATC. Center passes on that due to a full pattern, there will be a delay getting a radar approach. Let's see, two TACAN-less aircraft joined in miserable weather, less fuel than expected, and no place else to go. "Center, this is 303. We are declaring an emergency!"

The weather continues to deteriorate. Ceilings bounce between 100 and 500 feet, rain showers, turbulence. Can't go anywhere else. No nav aids. Only our radios. Radios!

Why has there been so much silence? Call leader. Nothing. Much frantic hand signaling and retuning. Nothing. Try tactical. Take radio control into front cockpit. "Five, how do ya' read?"

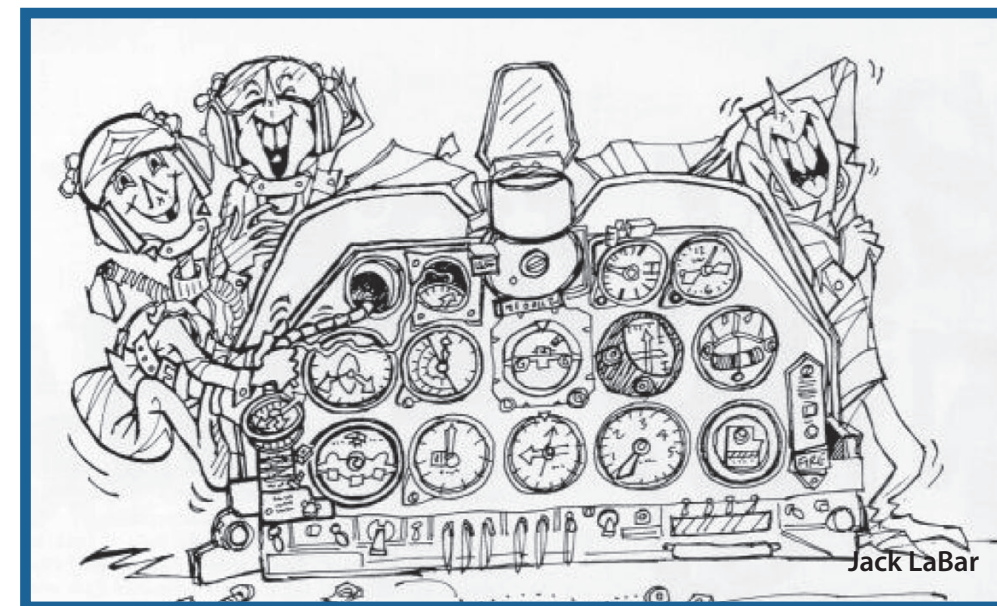
"Loud and clear." Whew! Back to assigned frequency, and the radio stays good, except for some Gremlin sitting in the rear cockpit control box, making the gent in front do all the work.

It gets dark and gloomy as the flight descends. Speed brakes out, then in. Gears and flaps came down. So far, so good. That the duty Gremlins can't allow. So, one checked out in physiology (probably the same one that deflects needles to miss veins during flight physicals) reaches in and grabs a handful of stapes, semicircular canals, otoliths, etc., and gives 'em a twist. Instant 60-degree angle-of-bank, and getting steeper by the second! Talk to me, back seat. I know it's your first flight in the fleet, and you haven't done this yet, but keep giving me our angle-of-bank! I've got vertigo, and this is no drill.

The controller is good. Easy, steady voice. The pattern is ours. The field is ready. Arresting gear info, other runways, wingy to land, lead cleared visual downwind. Now, all we have to do is find the field.

The time between words starts to stretch. "303 is on glide slope." My fuel is good. "On centerline." Winds gusty, but down the runway. "303 is on glide slope approaching." Where is the runway? "Decision height." The ground! I saw the ground! "You are at decision height. If runway or ..." There -off to the left -the approach lights! Runway environment.

VF-43 in the soup.



Lead levels and starts to climb as I lock on to the runway, turn to centerline, level the wings, and touch down. Easy on the brakes. Couple of tentative slides-easily controlled. Only then does what is happening to the lead aircraft sink in. The ceiling and visibility are so low that 303 couldn't stay visual and has to go around for another GCA.

The field looks like a movie set for a Bela Lugosi flick. Fog and mist everywhere. I cleared the runway and just sat there. Didn't switch radio frequencies either. Our two aircraft had identical fuel states when we had started down. I read my gage and wished 303 a lot of luck.

The controllers were superb. After some thrashing, determining that a visual landing really wasn't possible, they started giving instructions. Of course, being controllers, once 303 was established downwind, they stopped talking for the allotted 1-minute coffee sip.

"Radar, 303, you keep on talking! I want to know you're still down there."

Not exactly out of the book, but under the circumstances...

The GCA was relatively routine except for the blast of adrenalin each "above glide slope" call brought forth. Somehow, glide slope, aircraft, and clouds were all in the right place at the right time. A strange feeling to be on a parallel taxiway, knowing an aircraft was in the arresting gear on the adjacent runway yards away, and not be able to see him.

Historically, Gremlins have not been dangerous—just troublesome. On this April Fool's Day, it took a lot of ability and talent to keep their pranks from accumulating in a disaster. They did get the last word in, though. The rest of the weekend was routine and a lot more enjoyable. However, this is being written while SIQ with what is politely called a gastrointestinal disorder. A dozen oysters on the half-shell tasted delicious, but never give a Gremlin a chance.

(Ed.Note: Art work by Jack LaBar, Staff Illustrator, *APPROACH* Magazine)

The A-4Ever Index
Summer 2004 to Fall 2018

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Dollarhide	Dave	An Old Friend	Summer 2008	14.2 13	Restoration
Mersky	Peter	Rampant Raider: An A-4 Pilot in Vietnam (Gray)	Summer 2008	14.2 20	Book Review
Patrick	Pat	Flame-out Stories, Part II	Summer 2008	14.2 8	Skyhawk History
Powell	Boom	TINS X 2	Summer 2008	14.2 21	TINS
Rahn	Bob	Heinemann's Hot Rod Pt. I (from Tempting Fate by Bob Rahn)	Summer 2008	14.2 18	Skyhawk History
Tambini	Tony	A Simple Fix	Summer 2008	14.2 12	Maintenance/Ordnance
Turpen	Joe	Classic Airframes 1/48 TA-4J Skyhawk (Sneak Preview)	Summer 2008	14.2 15	Modeling
Woodul	Jack	High Country	Summer 2008	14.2 16	Puresome
Fuentes	Gidget	Honoring Admiral Stockdale	Fall 2008	14.3 20	Skyhawk History
Rahn	Bob	Heinemann's Hot Rod Pt. II (from Tempting Fate by Bob Rahn)	Fall 2008	14.3 14	Skyhawk History
Sapp	Denny	An Engine Fire in BUNO 154984	Fall 2008	14.3 13	Skyhawk History
Turpen	Joe	IPMS 2008 Best Skyhawk by Jim Clark	Fall 2008	14.3 22	Modeling
Veronico	Nicholas	Man on a Missile: Blue Angels Fly the A-4	Fall 2008	14.3 9	Skyhawk History
Verver	Gary	Blue Angel Split from Delta	Fall 2008	14.3 1	Cover
Woodul	Jack	Scooter Days at Yum'er	Fall 2008	14.3 18	Puresome
ATSI	Staff	Israeli A-4N Takeoff at Sunset	Spring 2009	15.1 1	Cover
Graham	Bill	Stolen Skyhawk! A LCPL Launches in 1986	Spring 2009	15.1 10	Skyhawk History
Olsen	Ken	The Oley Chronicles: Mishaps at Cecil Field	Spring 2009	15.1 14	Skyhawk History
Turpen	Joe	CARF Models' Large-scale Skyhawk	Spring 2009	15.1 22	Modeling
Vincent	Hal	More on Flight Testing: Early A4D Prototypes	Spring 2009	15.1 17	Skyhawk History
Wood	Drury	More on Flight Testing: Early A4D Prototypes	Spring 2009	15.1 17	Skyhawk History
Woodul	Jack	The Night Thing	Spring 2009	15.1 20	Puresome
Woodul	Jack	Kerosene Cowboys: Manning the Spare (Arrington)	Spring 2009	15.1 9	Book Review
ATSI	Staff	ATSI TA-4 Training Mission	Summer 2009	15.2 1	Cover
Gagne	Jon	Kingsville MWR Unveils the "King Kat"	Summer 2009	15.2 17	Skyhawk History
Gann	Harry	Besides, it's Fun to Fly, Part I of the series	Summer 2009	15.2 12	Skyhawk History
Mersky	Peter	The Rescue of Streetcar 304 (Fields)	Summer 2009	15.2 8	Book Review

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Stratton	Dick	A Bad Day: Shot Down over North Vietnam	Summer 2009	15.2 18	Combat
Tullo	Frank	8 Thuds and a Scooter	Summer 2009	15.2 10	Combat
Turpen	Joe	TA-4J by Carlos Garcia	Summer 2009	15.2 23	Modeling
Woodul	Jack	The Tip of the Spear	Summer 2009	15.2 20	Puresome
Dollarhide	Dave	An Old Friend, continued	Fall 2009	15.3 11	Restoration
Gann	Harry	Besides, it's Fun to Fly, Part II of the series	Fall 2009	15.3 12	Skyhawk History
Marsh	Curt	Restoration: VMA-131's 158182	Fall 2009	15.3 23	Restoration
Mersky	Peter	Loud and Clear: the Memoir of an Israeli Fighter Pilot (Spector)	Fall 2009	15.3 19	Book Review
Rauch	Dutch	A-4A 139968 Display at USNA, Annapolis, MD	Fall 2009	15.3 1	Cover
Staff	Editors	Fund-raising Appeal - A-4A 139968 Annapolis	Fall 2009	15.3 2	Restoration
Turpen	Joe	IPMS 2009 Best Skyhawk by Wayne Bowman	Fall 2009	15.3 10	Modeling
Woodul	Jack	Jet Dive Bombing, circa 1960	Fall 2009	15.3 18	Skyhawk Operations
Woodul	Jack	Sojers	Fall 2009	15.3 20	Puresome
Arnold	Bob	A Trip to the Suburbs	Spring 2010	16.1 9	Combat
Carrara	Dino	ATSI: A-4 Skyhawks for Hire	Spring 2010	16.1 12	Skyhawk Operations
Mersky	Peter	Israeli A-4 Skyhawk Units in Combat (Aloni)	Spring 2010	16.1 20	Book Review
Shipman	Richard	Towing the TDU: The Mission No One Wanted	Spring 2010	16.1 16	Skyhawk Operations
Shlomo	Aloni	Excerpt IDF/AF A-4 Skyhawk Shootdown	Spring 2010	16.1 21	Skyhawk Operations
Snedeker	Sid	A-4B 142112 in Flight From Oshkosh to Waukegan, IL	Spring 2010	16.1 1	Cover
Staff	Editors	Skhawk Study Group: Restoration of WHF A-4B	Spring 2010	16.1 15	Restoration
Turpen	Joe	IPMS 2010 Preview	Spring 2010	16.1 22	Modeling
Woodul	Jack	Doggus Delicti	Spring 2010	16.1 18	Puresome
Filmer	Paul	McDougall Douglas TA-4J First Flight	Summer 2010	16.2 14	Restoration
Filmer	Paul	TA-4 N518TA in Flight Marana, AZ	Summer 2010	16.2 1	Cover
Rauch	Dutch	Aircraft Carriers at War (Holloway)	Summer 2010	16.2 22	Book Review
St. Pierre	Rick	Resurrecting an Angel	Summer 2010	16.2 9	Restoration
Staff	Editors	Skyhawks Are Still Going to Sea	Summer 2010	16.2 20	Allied Operations
Turpen	Joe	VF-126 TA-4J by Ricardo Ramos	Summer 2010	16.2 23	Modeling
Woodul	Jack	A Night on the Town	Summer 2010	16.2 18	Puresome
Young	Lucy	Scooter Soars over Middlebury, Vermont	Summer 2010	16.2 13	Restoration
Crist	Ken	A-4s Over Oshkosh at Airventure 2010	Fall 2010	16.3 1	Cover
Gann	Harry	The First TA-4	Fall 2010	16.3 6	Skyhawk History
Holloway	James L.	Tribute to the Tinker Toy Part I	Fall 2010	16.3 10	Skyhawk History
Kiely	Diej	U.S.Marine Corps Aviation Since 1912 (4th Edition) by Peter Mersky	Fall 2010	16.3 22	Book Review
Turpen	Joe	TA-4J Adversary Model in VC-8 Markings	Fall 2010	16.3 23	Modeling
Williams	Mark	Skyhawks Over Oshkosh	Fall 2010	16.3 16	Skyhawk Restoration
Woodul	Jack	Rockets in the Rain	Fall 2010	16.3 20	Puresome
Cameron	Jim	VA-23 Black Knights Host Reunion	Spring 2011	17.1 18	Reunions
Carlson	Ted	Blacksheep Old and New	Spring 2011	17.1 1	Cover
Frommelt	Todd	Skyhawks Still Slipping the Surly Bonds	Spring 2011	17.1 16	Skyhawk Operations
Frommelt	Todd	Centennial Kick Off at NAS North Island	Spring 2011	17.1 20	Skyhawk History
Frommelt	Todd	Israeli Pilot's Last Flight	Spring 2011	17.1 21	Skyhawk News
Holloway	James L.	Tribute to the Tinker Toy Part II	Spring 2011	17.1 8	Skyhawk History
Stanton	D.R. "Duke"	Ah, Memories of the High Jinks	Spring 2011	17.1 15	Skyhawk History
Turpen	Joe	Fujimi 72nd Scale A-4B Maverick Kit	Spring 2011	17.1 21	Modeling
Verhegghen	Robert	A Skyhawk for Belgium	Spring 2011	17.1 12	Skyhawk History
Woodul	Jack	A Near Thing	Spring 2011	17.1 22	Puresome
Dollarhide	Dave	The Dollarhide Log: Restoration of A-4C 149606	Summer 2011	17.2 15	Skyhawk Restoration
Hickerson	Bob	Bury Us Upside Down: The Misty Pilots	Summer 2011	17.2 18	Book Review
Hock	R.G.	Operation Rip Tide 1963	Summer 2011	17.2 12	Skyhawk History
Munro	Pete	Letters from Yankee Station	Summer 2011	17.2 10	Combat
Roth	Jim	Special Pilot	Summer 2011	17.2 16	Skyhawk Operations
Sele	Tim	Build Them Rugged: Ed Heinemann's Vision	Summer 2011	17.2 9	Skyhawk History
Smith	R.G.	A-4 Spotting on the Waist Cat	Summer 2011	17.2 19	R.G.'s Art
Stedman	J.J.	TA-4K 157914 Passes Half Dome in Yosemite National Park	Summer 2011	17.2 1	Cover
Woodul	Jack	Reluctant Shellbacks	Summer 2011	17.2 22	Puresome
Dollarhide	Dave	Skyhawk Ventures A-4C 149606 Takes to the Air	Fall 2011	17.3 1	Cover
Dollarhide	Dave	Skyhawk Ventures A-4C 149606 Takes to the Air	Fall 2011	17.3 9	Skyhawk Restoration
Dollarhide	Dave	AAA Hit Pulling Off Target with Rick Millson	Fall 2011	17.3 11	Skyhawk History
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Powell	Boom	Le Cielfaucou Francais - 1963	Fall 2011	17.3 12	Skyhawk History

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Smith	R.G.	High Flight	Fall 2011	17.3 17	R.G.'s Art
Turpen	Joe	Trumpeter 1/32nd Adversary A-4E Kit	Fall 2011	17.3 19	Modeling
Williams	Mark	Close Only Country in Horse Shoes, Hand Grenades and Nucs	Fall 2011	17.3 14	Skyhawk History
Woodul	Jack	Viva Espana!	Fall 2011	17.3 21	Puresome
Barnes	Jim	Remembering Bob Rahn	Spring 2012	18.1 13	Skyhawk History
Blair	David	Over the Side	Spring 2012	18.1 15	Skyhawk History
Chinn	Earl	TINS	Spring 2012	18.1 18	TINS
Corbett	Bruce	Crashing the First TA-4	Spring 2012	18.1 12	Skyhawk History
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Frommelt	Todd	Skyhawks Still Slipping the Surly Bonds - Redux	Spring 2012	18.1 8	Skyhawk Operations
Magee	Hugh	The Nam Dinh Strike	Spring 2012	18.1 16	Combat
Mersky	Peter	Scooter! The Douglas A-4 Skyhawk Story (Thomason)	Spring 2012	18.1 11	Book Review
Postlethwaite	Mark	1972 Iron Hand Mission (Painting)	Spring 2012	18.1 1	Cover
Sapp	Denny	Reflections - Viet Nam From Then to Now	Spring 2012	18.1 10	Skyhawk History
Smith	R.G.	A4D-1s Overhead	Spring 2012	18.1 17	R.G.'s Art
Turpen	Joe	Skyhawks in Styrene Part I	Spring 2012	18.1 20	Modeling
Woodul	Jack	Crubfoot Active	Spring 2012	18.1 23	Puresome
Atwell	Gene	A-4s for Malaysia Part I	Summer 2012	18.2 8	Skyhawk History
Duffer	Don	Flying the A-4 Skyhawk: A Great Retirement Job	Summer 2012	18.2 12	Skyhawk History
Frommelt	Todd	Sharing Some Skyhawk Heritage	Summer 2012	18.2 14	Skyhawk History
Hickerson	Bob	Skyhawks: The History of the RNZAF Skyhawk (Simms & Lee Frampton)	Summer 2012	18.2 21	Book Review
Magee	Hugh	No Surprise at Bai Thuong	Summer 2012	18.2 11	Combat
Simms	Don	RNZAF Skyhawks of Kiwi Red 1988	Summer 2012	18.2 1	Cover
Smith	R.G.	Royal Australian Navy A-4Gs over HMAS Melbourne	Summer 2012	18.2 17	R.G.'s Art
Stafford	Roy	Blues Photo Shoot (almost wipeout)	Summer 2012	18.2 16	TINS
Sweeny	Chuck	Do You Have a DFC?	Summer 2012	18.2 15	Skyhawk History
Turpen	Joe	Skyhawks in Styrene Part II	Summer 2012	18.2 18	Modeling
Woodul	Jack	Buffalo Bill	Summer 2012	18.2 22	Puresome
Cartwright	Allan	Dam Busters Photo Shoot	Fall-web 2012	18.3 34	Skyhawk History
Dollarhide	Dave	Skyhawks at Oshkosh 2012	Fall-web 2012	18.3 18	Skyhawk Operations
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Frommelt	Todd	Flying Leatherneck Museum Unveils Restored A-4M	Fall-web 2012	18.3 32	Skyhawk History
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Rivas	Santiago	Argentina's Fighting Hawks	Fall-web 2012	18.3 6	Skyhawk Operations
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Woodul	Jack	Happy Trails to You	Fall-web 2012	18.3 38	Puresome
Atwell	Gene	A-4s for Malaysia Part II	Winter 2012-13	18.4 11	Skyhawk History
Dollarhide	Dave	Skyhawk's Rocket-Powered Ejection Seat	Winter 2012-13	18.4 14	Skyhawk History
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Smth	R.G.	TA-4 at Point Mugu	Winter 2012-13	18.4 9	R.G.'s Art
Turpen	Joe	Skyhawks in Styrene Part III	Winter 2012-13	18.4 18	Modeling
Winchester	Jim	Broken Arrow!	Winter 2012-13	18.4 16	Skyhawk History
Woodul	Jack	After the Beginning (poem)	Winter 2012-13	18.4 8	Poem
Woodul	Jack	The Shrill of the Bagpipes, The Roll of the Drums	Winter 2012-13	18.4 22	Puresome
Elmore	Larry	A-4s Forever (really!)	Spring 2013	19.1 14	Skyhawk Operations
Harris	Jack	Beer Run	Spring 2013	19.1 19	TINS
Sapp	Denny	Outside 1/2 Cuban Eight: The Scooter - Made for Airshows	Spring 2013	19.1 11	Skyhawk History
Slocum	Scott	Skyhawk Ventures A-4C/Warbird Heritage Fdn A-4B at Oshkosh 2012	Spring 2013	19.1 1	Cover
Smith	R.G.	Blues in Echelon	Spring 2013	19.1 15	R.G.'s Art
Soderman	Arne	VA-164 Ghost Riders Reunite	Spring 2013	19.1 16	Reunions
Stratton	Richard	Tales of Southeast Asia: The First Day of the Rest of My Life	Spring 2013	19.1 7	Skyhawk History
Woodul	Jack	Gone West (poem)	Spring 2013	19.1 20	Poem
Woodul	Jack	The Rocket's Red Glare: July 4, 1965	Spring 2013	19.1 21	Puresome
McCoy	Earl	Skyhawk Ventures' A-4C Cover Photo	Summer 2013	19.2 1	Cover
Williams	Mark	Northwest Members' Event	Summer 2013	19.2 4	Skhawk History
Editors	Staff	Marine Corps A-4 Pilot First to be Saved by Seawars	Summer 2013	19.2 9	Skyhawk History
Sweeney	Charles	Summer of '72	Summer 2013	19.2 10	Skyhawk History
Williams	Rusty	VMA-214 1965-66: Kaneohe Bay, HI, to Chu Lai, RVN	Summer 2013	19.2 14	Skyhawk History
Umbley	Helmut	Who Packed Your Parachute?	Summer 2013	19.2 18	Skyhawk History
Alcorn	Ray	Tales of Southeast Asia: Don't Ever Miss Lunch!	Summer 2013	19.2 19	Skyhawk History

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Verver	Gary	TINS! Splash Coy	Summer 2013	19.2 21	TINS
Woodul	Jack	Keeper of the Flame	Summer 2013	19.2 23	Puresome
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Gray	Stephen	Scooter Memories: Flying the A-4 Skyhawk in Vietnam	Fall 2013	19.3 8	Skyhawk History
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Mersky	Peter	Rescue of LCDR Hartman and LT Duthie NVN July 1967	Fall 2013	19.3 20	Skyhawk History
Barker	Dick	TINS! The Story of Capt Bobby Downing	Fall 2013	19.3 21	Skyhawk History
Smith	R.G.	Kuwaiti A-4s Low Over the Desert	Fall 2013	19.3 21	R.G.'s Art
Woodul	Jack	Of Teeny, Tiny, Tinker Tankers	Fall 2013	19.3 23	Puresome
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Smith	R.G.	Spotting on the Waist Cat	Winter-web 2013-14	19.4 11	R.G.'s Art
Bertrand	J.T.	A Trip Back in Time: To Vietnam	Winter-web 2013-14	19.4 12	Skyhawk History
Penketh	Mike	Flying the F4U Corsair: A TINS Tale to End All	Winter-web 2013-14	19.4 17	TINS
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Lane	Fred	TA-4G Trainer Joins the Australian Fleet Air Arm Museum	Spring 2014	20.1 16	Skyhawk Displays
Woodul	Jack	The Sound of Round Motors	Spring 2014	20.1 21	Puresome
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Pennings	Marco	Skyhawks Over Israel	Summer 2014	20.2 6	Skyhawk Operations
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Mares	Ernest	Shooting Stars	Summer 2014	20.2 12	Skyhawk History
Smith	R.G.	RAN A-4Gs over HMAS Melbourne (#359)	Summer 2014	20.2 15	R.G.'s Art
Frommelt	Todd	Skyhawks: Still Slipping the Surly Bonds	Summer 2014	20.2 15	Skyhawk Operations
Woodul	Jack	Hosing Santini	Summer 2014	20.2 22	Puresome
Lilienthal	Phyllis	A-4C 149606 in Simulated Napalm Drop	Fall 2014	20.3 1	Cover
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Gray	Steve	The First Combat Use of the Walley Weapon System (Part I)	Fall 2014	20.3 8	Skyhawk History
Frommelt	Todd	Draken International and Its Kiwi Skyhawks	Fall 2014	20.3 12	Skyhawk Operations
Bittick	Johnny	The TA-4F Laser Designator	Fall 2014	20.3 16	Skyhawk History
Turpen	Joe	Building a VA-46 Skyhawk Model as a Memorial	Fall 2014	20.3 20	Modeling
Woodul	Jack	Cheating Grampaw Pettibone	Fall 2014	20.3 21	Puresome
Robinson	Mike	BAE Skyhawks in Transit Europe to Lakeland, FL.	Winter 2014-15	20.4 1	Cover
Hickerson	Bob	Swashbucklers and Black Sheep (Gamble)	Winter 2014-15	20.4 5	Book Review
Verver	Gary	China Lake Project 1-63	Winter 2014-15	20.4 8	Skyhawk History
Calcaterra	Pablo	Last Attack of the Halcones	Winter 2014-15	20.4 20	Skyhawk History
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Brauer	Ray	Crossdeck 1969	Winter 2014-15	20.4 30	Skyhawk History
Tillman	Barrett	The Breaks of Naval Air: The Further Adventures of Youthly Puresome (Woodul)	Winter 2014-15	20.4 33	Book Review
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Mersky	Peter	RADM Feightner USN (ret) Honored by Blue Angels	Spring 2015	21.1 8	Skyhawk History
Braudt	Jimmy	Close to the Fight at Chu Lai	Spring 2015	21.1 9	Skyhawk History
Dollarhide	Dave	MODEX: Tail Letters and Side Numbers	Spring 2015	21.1 12	Skyhawk History
Dollarhide	Dave	Operation Home Movies	Spring 2015	21.1 14	Skyhawk History
Woodul	Jack	Going Downtown: The War Against Hanoi and Washington (Broughton)	Spring 2015	21.1 15	Book Review
Smith	R.G.	Blue Angels in Echelon	Spring 2015	21.1 17	R.G.'s Art
Mersky	Peter	Collecting Vintage Plastic Model Airplane Kits (Kodera)	Spring 2015	21.1 19	Book Review
Woodul	Jack	The Trials of Captain Zoderly	Spring 2015	21.1 22	Puresome
Bailey	Kevin	Flight Experience in TA-4F TM 08	Summer 2015	21.2 1	Cover
Stromberg	Russ	Ed Harper, Marine (Part I)	Summer 2015	21.2 8	Skyhawk History

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Mersky	Peter	Rupert Red Two (Broughton)	Summer 2015	21.2 21	Book Review
Woodul	Jack	Beaver Sinks the Royal Philippine Navy	Summer 2015	21.2 22	Puresome
Crebas	Frank	Draken A-4K with F-35 and F-16 at Edwards AFB	Fall 2015	21.3 1	Cover
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Amber	Rebecca	A-4 Skyhawks Support F-35 Operational Testing	Fall 2015	21.3 16	Skyhawk Operations
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Woodul	Jack	The Chugalug Champion of Chase Field	Fall 2015	21.3 22	Puresome
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Egen	Bill	Prez Sez Winter 2015/2016	Winter-web 2015-16	21.4 2	Prez Sez
Patrick	Pat	Feet Dry. Here They Come!	Winter-web 2015-16	21.4 6	Skyhawk Operations
Powell	Boom	Skyhawks and Submarines	Winter-web 2015-16	21.4 13	Skyhawk History
Smith	R.G.	Sandblower	Winter-web 2015-16	21.4 28	R.G.'s Art
Woodul	Jack	Way Up North	Winter-web 2015-16	21.4 30	Puresome
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Egen	Bill	Prez Sez Spring 2016	Spring 2016	22.1 2	Prez Sez
Dunn	Robert	Navy Air Strike North Vietnam	Spring 2016	22.1 7	Skyhawk Operations
Onken	Peter	Project Shohorn	Spring 2016	22.1 14	Skyhawk History
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Mersky	Peter	Face the Tiger by Doug Meador	Spring 2016	22.1 19	Book Review
Staff	Editors	TINS - Pilot Turns Down Medicinal Brandy	Spring 2016	22.1 20	TINS
Woodul	Jack	Youthly Puresome - Preflightus Maximus	Spring 2016	22.1 21	Puresome
Petersen	Stefan	Discovery Air Defence Skyhawk	Summer 2016	22.2 1	Cover
Egen	Bill	Prez Sez Summer 2016	Summer 2016	22.2 2	Prez Sez
Alcorn	Ray	Under the Eye of the Walleye	Summer 2016	22.2 7	Skyhawk History
Petersen	Stefan	In the Red Corner	Summer 2016	22.2 8	Skyhawk Operations
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Frommelt	Todd	USS Midway Museum Meet the Pilots	Summer 2016	22.2 18	Skyhawk Operations
Dollarhide	Dave	TINS - Nugget Night at the Boat	Summer 2016	22.2 20	Skyhawk History
Woodul	Jack	Youthly Puresome - The Shrrill of the Bagpipes, The Roll of the Drums	Summer 2016	22.2 22	Puresome
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Cole	Pete	Prez Sez Fall 2016	Fall 2016	22.3 2	Prez Sez
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Hanche	Morten	Air Combat in the F-35 - An Update	Fall 2016	22.3 15	Skyhawk Operations
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Duffer	Don	Last Skyhawk in the Boneyard	Fall 2016	22.3 18	Skyhawk History
Simms	Don	Reunion of No 75 Squadron, Royal New Zealand Air Force	Fall 2016	22.3 19	Skyhawk History
Hickerson	Bob	The Last Blacksheep - The Story of Ed Harper	Fall 2016	22.3 20	Book Review
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