

THE A-4 EVER

SKYHAWK ASSOCIATION JOURNAL VOL 25-4



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*Annual Skyhawk Luncheon
11 September 2020
Nugget Casino, Sparks, NV*

Winter 2019/2020
<http://skyhawk.org>



THE PREZ SEZ

By Steve "Dwarf" Linder

Greetings Skyhawk Association Members

Well, in the past quarter I received the following note from Gene (Blade) Atwell: "I've received some pushback from a couple of contemporaries about the length of your hair in 'The Prez Sez' column." So, you will notice a new picture of your president from The Basic School in 1969 sporting a different hairdo which is somewhat more in keeping with the Marine Corps persona. I must admit that I sported the long(er) hair in 1970 as I went through the Air Force flight training program (my hair was short compared to the zoomies). Remember the hair rebellion sparked by Admiral Zumwalt in the 70s? After I finished with the Air Force in 1971, I went to Yuma and had to cut my locks to a more respectable USMC "look."

Memorials and Restorations

We have had one A-4 restoration request recently for a display aircraft at the Aerospace Museum of California for members to be aware of a request for donations. The A-4 Skyhawk on display at the California Aerospace Museum in Sacramento is the first aircraft that visitors see when they walk out of the museum building into the air park. It has weathered heat, rain, cold and fog in its ten plus years in public view and is showing it. One of the museum volunteers, a former PO2 Skyhawk maintainer, is spearheading a fund-raising campaign to repaint the aircraft to bring it back to its original glory. It is painted in Blue Angel livery and will remain that way.



If you can see your way to spending a couple of bucks to help get her looking good again, here is the address: Aerospace Museum of California, 3200 Freedom Park Drive, McClellan, CA 95652; Marked: A-4D restoration only.

Skyhawk Down Article in USNI Proceedings

This interesting article is in the most recent issue of Naval History: <https://www.usni.org/magazines/naval-history-magazine/2019/december/skyhawk-down> Pilot lost, airplane lost, nuclear weapon lost. Bad day on the Tico. Also see the article from VA-56 on our website: <https://skyhawk.org/article-unit/va56> (scroll down to December 5, 1965).

Also, Director Todd "Hun" Frommelt and Dick "Rider" Hedin visited the nuclear museum in Albuquerque a few months ago and sent along this picture with Hun's comment: "One that astounded me was a listing of Broken Arrows...about 30 of them!! I NEVER imagined we'd lost so many!"



Featured Speaker at Annual Skyhawk Luncheon Tailhook, 6 September 2019

The annual Skyhawk luncheon was held at noon after the board meeting. The speaker was LtCol Jim "Waldo" Walsh, USMC (Ret), the last POW captured in Vietnam. He gave a most engaging summary of his six grueling months in captivity. If you missed the luncheon, his speech is on the home page of our website (<https://skyhawk.org/>). It's a great video (Thanks to Ken (Bruiser) Brust for suggesting that we videotape Waldo's talk for all to see!).

cont. page 5...



Steve "Dwarf" Linder



IN MEMORY OF
M. DAVIS "WHIZZER" WHITE, D.D.S
(1939-2007)
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BOMBS AWAY!

• Winter 2019-2020 •

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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@skyhawk.org or mailed to Bob Hickerson, 1222 Balcones Drive, Fredericksburg, TX 78624.
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On the Cover: Midshipman Cindy Mason, in the rear, and Lt. Mary Jorgenson, a VF-126 Bandits pilot, gives the thumbs-up signal prior to taking off on a familiarization flight in TA-4J Skyhawk BuNo 154289 at NAS Miramar, 18 August 1980. Mason was participating in a one-week aviation training program for students enrolled in the Naval Reserve Officers Training Corps (NROTC). (US Navy)

Read?

you think
we read?

BROKEN ARROW

HOW THE U.S. NAVY LOST A NUCLEAR BOMB

By Jim Winchester
Casemate Publishing
Havertown PA 19083. 2019
288 pp., Ill. \$32.95
Reviewed by CDR Peter Mersky, USNR (Ret.)

Handling nuclear weapons demands attention to lengthy procedures for everyone involved. Over the years, despite devoting professional concerns to such activities, nuclear bombs, as well as other devices, have been lost. In this case, on December 5, 1965, the flight-deck crew of the USS *Ticonderoga* (CVA-14) was moving an A-4E *Skyhawk* and its pilot to a position on the deck during a specific exercise. Several things combined to what happened, namely the A-4 going over the side, trapping its young aviator and sending the aircraft and its small, live B43 one-megaton thermonuclear bomb to the depths at some 16,000 feet below the surface of the South China Sea.

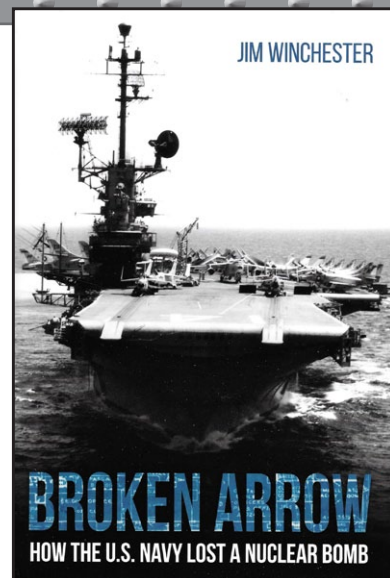
Jim Winchester has written extensively about Douglas' little masterpiece. In 2005, Pen & Sword, the British publisher associated with Casemate, published his fine history of the *Skyhawk*, *Douglas A-4 Skyhawk Attack & Close-Support Fighter Bomber*. This new book focuses on one A-4, its pilot and their carrier during the Vietnam War period. It shows dedicated

research by the author that tells the story in great detail.

This is not just another Vietnam War book. The mishap could have happened anywhere American aircraft carriers operate. But it was in the middle of the Tico's second combat deployment to the war zone, early in the war. The unfortunate pilot, LtjG Douglas Webster had already flown 17 missions, and had recently married before deploying.

Besides detailing the mishap—official Navy terminology does not call these events “accidents”—the author gives an entertaining look at what it was like to serve aboard an aircraft carrier during the Vietnam War. Veterans will have their memories recalled of those days, good and bad. Jim Winchester is in familiar territory writing about the A-4. He has spent several years researching the story of this loss of plane, pilot and nuclear weapon that the Navy refused to admit, and which, following prescribed procedure was referred to as “Broken Arrow.”

The *Ticonderoga* was one of the so-called 27 Charlie *Essex*-class carriers that saw service in the latter part of World War II in the Pacific, and which received several post-war modifications to keep it in service to accommodate new developments, including angle decks and hurricane decks, as well as the ability to operate jet aircraft. The Vietnam generation of Naval Aviation flight crews came to know the 27-Charlies well, fighting



that impossible war to the best of their emotional and physical abilities. The Tico made five combat deployments (from May 1964 to September 1969) at the beginning of the conflict during the “Tonkin Gulf Incidents” of August 1964, sending her aircraft out to search for North Vietnamese PT boats with only limited success and confirmation of the attacks on U.S. attacks by these ghost-like enemy vessels. But it was enough to start America's involvement in its most costly and divisive conflict (to that date) that still affects this country today. *Broken Arrow* concerns the second cruise. The author also notes that while Doug Webster was going through flight training, about to choose his pipeline, the particular A-4E he would be joined with so dramatically in December 1965 was just going through the Douglas production line at Long Beach, California, the first of the second-to-last-batch of the A-4Es built.

There are several errors in terminology or understanding. A few are the following. The British author writes somewhat disparagingly of “Officer Candidate School” in Pensacola, which he claims “calls itself the Cradle of Naval Aviation.” (page 25). For one thing, that's what Pensacola was, and it would have been Aviation Officer Candidate School, which started up in 1955, long before Doug Webster would have entered the pre-commissioning course. If he had gone through ROTC, he would have been commissioned following his college graduation and completion of ROTC.

As for his noting the Dilbert Dunker under-water escape device being a replica of an SNJ cockpit, the apparatus I went through only a few years after Webster, bore no resemblance to that of the Navy version of the T-6 trainer.

On page 28, reference is made to Webster wearing his wings on his bridgecoat (page 28), along with a photo on the next page showing the happy event, although the new Naval Aviator doesn't seem at all enthused. In reality, one, there is no way wings could have been affixed to the named garment, which was tantamount to donning a rolled-up carpet, and two, the correct term would have been the *blouse*, or coat, of the service dress blues, which is what the new ensign is wearing.

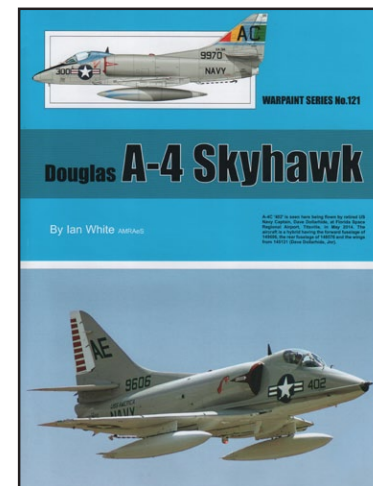
Page 35, Wesley L. McDonald was a four-star admiral, not a two-star rear admiral, with a stellar career.

Page 88, Mk 83s are 1,000-pound bombs, not 500-pound bombs, which are Mk 82s. And page 89, the reference to North Vietnamese MiG-19s is also in error as those MiGs did not appear until 1969, and then, only rarely, not like the more familiar MiG-17 and MiG-21.

These mistakes aside, *Broken Arrow* is a very good account of the title event, the loss of the aircraft and pilot, and of the nuclear weapon during a combat deployment, and of life aboard a “giant” carrier, which the *Ticonderoga* might have been during its WWII service, but not in the 1960s when it was dwarfed by its super-carrier descendants of the *Forrestal*-class and then the single-ship *Enterprise* nuclear-powered class, and the other nukes that followed. Of course, the Tico was big enough and certainly saw its share of Vietnam action, as well as in WWII.

DOUGLAS A-4 SKYHAWK WARPAINT SERIES No. 121

By Ian White, AMRAeS
Sprue Brothers, USA
<http://spruebrothers.com> \$33.99
Reviewed by CDR Jack Woodul, USNR (Ret)



Let me get this out of the way right quickly. This book is a FIVE STAR Must Pump for A-4 *Skyhawk* enthusiasts. It is a single volume encyclopedia of wonderful photographs, illustrations by the talented Richard Caruana, complete A-4 history and enough tables of data to satisfy the most curious detail nit-picker.

Author Ian White is a U.K. Aviation Historian, who knew Ed Heinemann and admits he wrote this book as something of an homage to him.

Besides parsing a mountain of data into meaningful form, author White's text is clear and insightful. Important *Skyhawk* topics, such as USN/USMC in Vietnam, The Falklands, and the nearly fifty year mostly combat history of the IAF A-4 are well covered.

Foreign *Skyhawk* variants earn detailed coverage with applicable data.

For fans of modeling, there are five pages of kits, decals, and accessories.

Author White admits “I wrote this book for an English (UK) audience and provided a translation (of terminology) for you chaps over the water— hopefully to make it more acceptable to American tastes.” No worries, mate! A worthy addition to your library.

THE PREZ SEZ

continued from page 2...

SDOs

Our Squadron Duty Officers (SDOs) are key people in keeping us connected and helping to get the word out when required. The official list of squadron SDOs is posted on the Skyhawk website ‘FAQ - Research - Contact’ page (<http://a4skyhawk.info/page/faq-research-contact>) and, while the majority of these are filled, there are still some units that need an SDO. Once again, I ask all members to please review the list on the website and see if there are any open units for which you would consider accepting the SDO responsibility. Several of our SDOs have agreed to host more than one unit, and we greatly appreciate their additional efforts. For Navy units, please contact George Blosser, SDO coordinator (george.blosser1@gmail.com). For Marine units, please contact Bill Egen (zerocep@ec.rr.com).

Reminder

If you have an upcoming reunion planned, please send me or the Journal editor an announcement to be included in this segment. Also, if you hold a reunion, send us a short debrief to immortalize the event in the A-4Ever Magazine.

Next Skyhawk Association Board Meeting

The next meeting of the Skyhawk Association board will be held in Beaufort, South Carolina, on Friday, 28 February 2020. Remember: Board meetings are open to any member of the Skyhawk Association. I will report on the outcome of this meeting in a future issue.

Thanks to our editorial staff lead by Bob “Raven” Hickerson for all their efforts in putting together this issue of the A-4Ever. Dave “Hide” Dollarhide is Co-Editor, and Gene “Blade” Atwell is the Webmaster. It takes a lot of work, so let them know how much you appreciate their time. You can see the other Feature Contributors under the banner “Journal Staff” to the right.

A-4s Forever!

Dwarf sends

SCHEDULING

Reunions & Requests



PLAN AHEAD

- **Marine Corps Aviation Association National Symposium 2020**, May 12-16 at the Hyatt at Aventine, La Jolla, CA
- **Tailhook Symposium (Hook'20)**; 10-12 September 2020, plus **Skyhawk Association Annual Meeting** and Luncheon, at noon, 11 September at The Nugget Casino and Resort, Sparks, NV. Watch for details on the Skyhawk Association home page.

List your reunion or event with Skyhawk Association, both print journal and website.

Contact the editor at sa-journal-editor@skyhawk.org.



TAKE NO PRISONERS

Letters to the Editor

sa-journal-editor@a4skyhawk.net

■ To the Editor:

I had a couple things to add to the story on the Modeler's Corner on page 21 of the newest magazine (Ed, Fall 2019). I had flown on the midnight launch to the very area Frank Green crashed and had the very worst episode of vertigo I had ever had. We were dropping flares and then bombing small boats that were floating down the area of the hour-glass in the North. There was no overcast but a milky sky and with the twinkling of the stars and the shooting from the ground it created a snow globe of atmosphere. Olsen was my wingman, and I was doing low-level tight turns guiding him in on some boats.

When I pulled off after some tight g turns my body thought the airplane did a 360-degree roll. I immediately rolled the aircraft back to what I thought was wings level, and the twinkles did not change my mind on that thought, and I found myself in a rapid descent. It took all of my will power to roll back to what I felt was completely inverted. I turned on my lights and told Oly to watch my wing lights and make sure my red one stayed on the left. I had the effects of vertigo most of the way back to the ship and basically had to just stare at the AJB-3 gyro.

During the brief for the next mission (I was going to mer ship surveillance or something like that), I found that the XO (Green) was going back to the area I had just come from. I told him about my vertigo experience, and he just said "you young guys will learn." Bill Weiler was his wingman, and when they returned Bill told me that he actually thought the second explosion he saw at the time was a secondary...and in fact said so on the radio and when he did not get a response started to realize what had happened. Such a sad day for our XO when he had come to replace Duke who took over when Cdr. Strong was shot down. I do not think Cdr. Green was in the squadron for much over 2 to 2 1/2 weeks.

Anyway...I love the magazine and it's amazing what thoughts come back when I read some of the articles.

Ray "Cowboy" Winn

Replies to Trivia Question, What are the Two highest loads on RAT

■ To the Editor,

Hide! First and foremost, I hope you're doing okay. From the pic in the latest journal my guess on the RAT load would be minimal at 2-3 kva??

Larry Lassise

Dave replied

Hey, Larry. It's a slow process, 5 months of pain so far, but I'm on the mend in PT for a couple more weeks. Mostly, I'm dealing with the loss of my good friend, Bob Woolley. My airplane remains demolished, but under the control of the NTSB at a salvage yard here in Jacksonville, FL. So far, they're not returning my inquiries.

Trivia! It looks like I could've made it more clear. I meant what two electrical components with the highest draw. One is the pitch trim and the other is the AMAC "Aircraft Monitor And Control" system which is the nuclear weapon control panel located in the cockpit.

I hope all is well with you.

Thanks for the Trivia input!

Dave

■ To the Editor,

High Electrical Loads for RAT

1. Arming Special Weapons
2. Electric Seat Motor

The RAT was only a 1.7kva generator. Later models had much larger RATs and then APUs which solved most problems.

Marco Renella, CAPT, USN, VA-94 1967-69

Dave replied

Marco, thanks for the answer! This trivia Trivia question came from a

friend which I can only confirm by reading NATOPS where it indicates the two answers as AMAC SYS EMERG PWR (nuc arming) and the stabilizer manual override trim. Activating either of these systems will shed the load on the RAT so the 1.7KVA generator can handle the higher power requirement.

The book I'm using is A-4B/C/L, 1969. I appreciate your participation. Dave

■ To the Editor,

Reading the Fall 2019 issue of The A-4 EVER. I submit the following for the trivia answer. The UHT Horizontal Stab. This was the highest use, the RAT would bog down on test with the wind tunnel test. There was relays energized to transferred power from other bus bars so that enough power was available. The second highest drain I can't remember. A guess would be the AJB-3. It has been many years since I retired. Hope to remember it soon.

Enjoyed the article about A-4C/L Skyhawk. My squadron VA-112 made two cruises aboard the USS Kitty Hawk CV-63, dates 1966-67 and 1967-68. Our Charlies on the 1966-67 was powered by the J65-W16, the next cruise they were powered by J65-W20 we called them Super Charlies. I remember some of the pilots making comments how the extra thrust made a little difference but not enough.

James Smith

Dave answered:

Great to hear from you, James. The two systems were 1) horizontal trim, activated by the using the manual override lever and 2) nuclear weapon arming through the AMAC SYS EMERG PWR switch on that control box. When either of these systems are activated, the electrical load is reduced to allow the 1.7kv RAT to provide the needed power. As soon as they are returned to normal, the RAT works as before.

You are correct. The -20 engine

TRIVIA ANYONE

from Dave Dollarhide

Last Question:

In a fully mission capable A-4, with the Ram Air Turbine (RAT) deployed, what are the two highest electrical loads that can be encountered?

Answers:

• AMAC "Aircraft Monitor And Control" system

The AMAC is managed by a control box in the cockpit to arm the special weapon. With the RAT deployed, power is applied by activating the AMAC SYS EMERG PWR switch. Power is removed by returning the switch to the NORM position.

Powering either of these systems will shed power on other systems to allow the 1.7kva RAT to provide adequate electrical power.

(See TAKE NO PRISONERS Letters to the Editor for email replies)

pushed the thrust from 7,700# to 8,400#, but the Limas really needed it, as they were the heaviest J-65 powered A-4. That said, the ground spoilers were the best, pushing the Xwind limit to 25kts and landing distance down to 3,500'.

Thanks again,
Dave

■ To the Editor,

In a mission capable A-4, with the RAT deployed, the two highest electrical loads would be the Emergency Stabilizer Trim and the AMAC. Next two would be the Center wind screen

and AOA vane, with the Gear up. Who knows what the AMAC is? Where is the switch? See A-4 B,C /L and TA-4 F, NATOPS, Electrical Diagram.

Gerry Mahoney VA-55

Dave answered:

Very good, Gerry! The "AMAC" is the nuclear weapon arming system and the switch is on the control panel, but I think it's probably confined to the TS or Secret supplement.

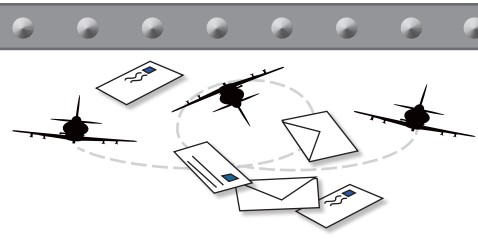
Dave

■ To the Editor,

A quick response to the trivia ques-

• Pitch Trim

During RAT (Emergency Generator) operation, the pitch trim is operated by using the horizontal stabilizer manual override lever located to the left of the throttle. Each time the lever is released RAT power returns to normal.



Skyhawk “508” and Pilot, Lt. Al Carpenter

By Jim Caiella

(Ed. Note: Skyhawk Association member Jim Caiella’s article is reprinted from the American Aviation Historical Society Journal, Vol. 49, No. 1, Spring 2004 with permission-see <http://www.aaahs-online.org/> for information)

When a plain-vanilla A-4D-5 *Skyhawk*, constructor number 13308, rolled off the Douglas Aircraft Corp. assembly line in El Segundo, Calif., in the mid-1960s, no one knew what the fates held in store for the little plane. By 1 November 1966, 13308 had been re-designated as an A-4E and wore the Navy Bureau of Aeronautics Number 151138. Assigned to VA-72, the “Blue Hawks,” several years previously, 13308 was known in the squadron as “508” by its Modex designator aboard the USS *Franklin D. Roosevelt* (CV-42).

Its pilot that day was newly-minted Lt Allan R. “Al” Carpenter. He originally had enlisted in the Navy in 1955, right out of high school. He received his commission through the Integration Program and won his wings of gold in 1963. He joined the “Blue Hawks” in 1964 and made a Southeast Asia cruise aboard the USS *Independence* in 1965. While aboard the *Roosevelt* on his second combat tour, he had already been shot down once on 21 August 1966. This mission was to be his 135th.

The 1 November, 1966 mission for 508 was to be a combined “Iron Hand” and coastal recce mission around Haiphong. An “Iron Hand” mission was SAM protection and flak suppression support for another flight. In this case, a brace of RF-8A *Crusaders* photographing shipping in the harbor needed support. The coastal recce portion of the mission was a bit of freelancing up the coast toward China looking for targets of opportunity.

“At about 5,000-feet on a 45-degree attack angle, Carpenter fired the four Zunis in quick succession “stirring the stick” around the aim point to get a better spread on the soft target below.”

When launched, 508 carried a typical “Iron Hand” load-out. An LAU-10 pod containing four Zuni air-to-ground rockets at Station 1 under the left wing outboard; two Mk. 82 Snakeye 500-lb. high-drag bombs on Triple Ejector Racks (TER) on each of Stations 2 and 4, inboard left- and right-wing respectively, and an AGM-45 Shrike anti-radar missile on Station 5, right outboard wing. The centerline position, Station 3, carried a 400-gal. fuel tank. His two wingmen had Stations 2, 3 and 4 as 508, but carried two Mk. 82 Snakeyes on TERs on Stations 1 and 5.

Lt Carpenter led the flight of three A-4s with the call sign “Soapy” to a point off the coast of Haiphong. As they listened to the RF8s start their run, Carpenter heard the Fansong radar he was monitoring switch into attack mode. Carpenter had been climbing to 9,000,’ to what he described as “my pre-determined minimum altitude for a ‘down-the-throat’ Shrike shot at the range I estimated to the Fansong.” Picking up the launch visually, he set up, aimed and launched the Shrike. He watched the Shrike until after its engine burnout when he saw that the missile was tracking to the site. He pushed 508’s nose over and down toward the site, selected the Zuni pod and called for his wingmen to follow him. One, still concerned about the SAM headed their way, had his exclamations silenced once the Shrike hit its target and the SAM went “dumb.”

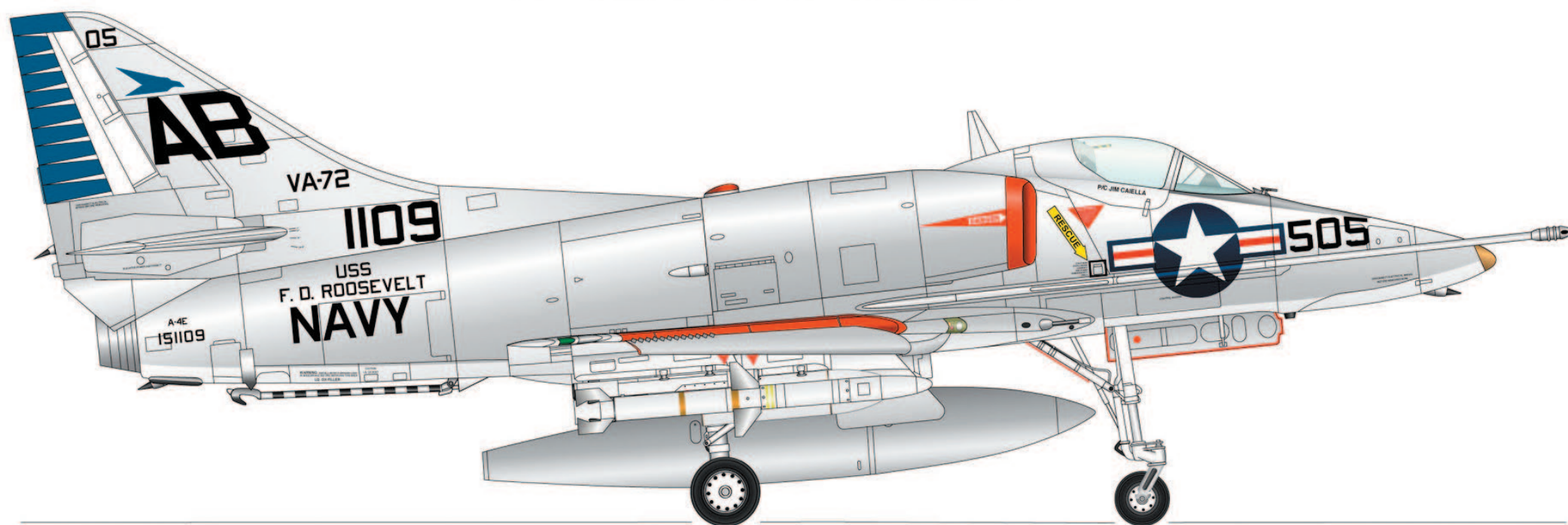
As they approached the SAM site, AAA exploded all around. Carpenter noted that the “Flak was everywhere” and were not the puffy “little white ‘cotton balls’” but “big, black, and ominous, each centered on an ugly orange fire-ball that faded to black as the round spewed its shrapnel in all directions.” The three little *Skyhawks* pressed on.

At about 5,000-feet on a 45-degree attack angle, Carpenter fired the four Zunis in quick succession “stirring the stick” around the aim point to get a better spread on the soft target below. Carpenter has expressed a real appreciation for the 5” rocket, calling it his “weapon of choice” on such missions. He noted that the rockets were VT or proximity-fused. They would explode in a shotgun-like fashion at a preset distance from the target, further expanding the spread of damage. Pulling out from his dive at around 3,000-feet, 450 knots and at maximum G-load, 508 was rocked by an explosion. The fire warning light immediately flashed on.

Calling out to his wingmen that he had been hit, he also ordered a turn-around to drop bombs on the site on their way out. This was not heroism, he notes, simply a matter of convenience and perhaps some necessity. The only way out was the way they entered, so they had to turn around. Carpenter needed to drop excess weight – the bombs, so why not on the target as they passed over? With 508 turned around and level at about 3,000-feet, Carpenter dropped everything -- bombs, racks, tank and empty LAU-10 pod. Then things started to happen fast.

continued...

A-4E BuNo 151109



LT Al Carpenter
USS Franklin D. Roosevelt
21 August 1966

Skyhawk 505 drawing by Jim Caiella.

©2004 Jim Caiella

Skyhawk "508" and Pilot, Lt. Al Carpenter

continued...

Primary electrical power was lost so he popped the RAT, a ram-air turbine emergency electrical generator. Altitude being life, he started a climb to 9,000-feet where he would shut the engine down and wait before trying a re-start and heading for the open sea. In case this plan didn't work, he hooked up his zero-delay lanyard. This would separate him from his seat quicker in a low-level ejection. He then lost oxygen, quickly followed by the electricity again. A brief moment later as 508 pushed up through 5,500-feet, it slewed sideways. From its 20-degree upright climb, the *Skyhawk* turned turtle to the horizon. As the jet started heading downhill in its uncommanded roll, it quickly gained speed. Still under full power and slick – with no drag inducing appendages attached – the A-4 accelerated.

Waiting for the plane to right itself in its roll, the craft passed through 40-degrees nose down. A quick glance at the dead instruments showed the pitot-static system still working. The needle indicated 550 knots and was perceptively moving faster. Following his training, and with the final personal thought that, "Man, I'll bet this is gonna hurt!" Carpenter used the face-curtain rather than the ejection handles. Thirty-eight years after the event, he recalls every millisecond of what happened next -- the sound as the canopy explosive fired and the shield flew from the aircraft, the sound and push of the seat as it fired and "every inch of the ride up the rails."

He describes entering the wind stream at near *Mach* speed as a blade moving down his body. Every bit of it hurt and hurt badly. He felt the seat rocket stop firing and the seat pull away from his body. The zero-lanyard attachment caused the seat to separate before the face curtain was cut away. This action yanked his arms out into the airstream. The still near-sonic wind blast ripped his right arm from its shoulder socket, splintering bone. His left arm was dislocated as well. His pain, he said, was "unbelievable." Then, the chute opened. The almost explosive deployment blew out two and a half gores of the fabric giving him a faster than intended descent. Carpenter has since calculated that the force of the opening was at least 40 *Gs*. The impact would be hard, especially on his already brutalized body. However, Carpenter's concern turned to what would happen after the landing.

With a stiff breeze blowing and the holes in his chute, Carpenter expected to go deep into the muddy waters of Haiphong harbor and become – in his words – "a wind-propelled torpedo." With his broken and dislocated arms it would be all but impossible to roll over onto his back and release the parachute's Koch fittings. He was right. Out of breath and several feet under water, he became that torpedo. As he started to wonder how long it would be before he died, the motion stopped and he popped to the surface. Only years later did he come to understand what had saved his life.

"Following his training, and with the final personal thought that, 'Man, I'll bet this is gonna hurt!,' Carpenter used the face-curtain rather than the alternate control handle."

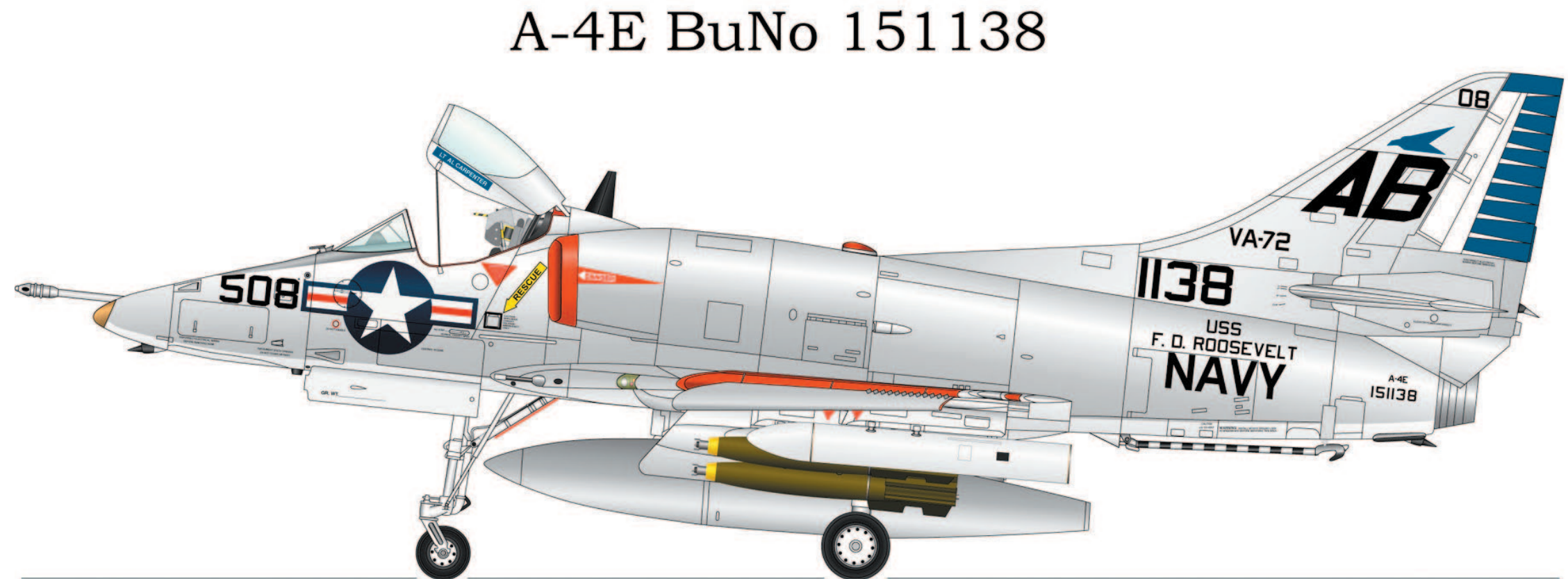
The parachutes had been recently modified to include a strip of fabric around its external periphery that opened upward. When the chute was pushed along the water, the strips dug into it, forcing the parachute to deflate. Ensnarled in his risers, with a half inflated flotation vest, his troubles were not nearly over. Despite the low passes by his "wingies" as well as other aircraft from the *Roosevelt* and USS *Constellation* to keep fishing boats away from him, the Vietnamese picked him up. Despite this, a rescue helicopter continued toward the boat until it

was severely damaged by AAA fire and forced away. Carpenter recalls his last thoughts as a free American. "Damn – I've got the LSO duty tomorrow, and it doesn't look like I'll make it – how will they manage without me? Hmmm, I've gotten way too fat on this cruise – bet I'll lose some weight, now!"

The *Roosevelt* did manage without him and he did loose the weight. He was repatriated after six years and four months of captivity on 4 March 1973. Retired in 1978 as a commander, Al Carpenter resides with his wife, Carolyn, in Cobbs Creek, Va. ■



Al Carpenter Indy 1965



LT Al Carpenter
USS Franklin D. Roosevelt
1 November 1966

Skyhawk 508 drawing by Jim Caiella.

©2004 Jim Caiella

The Yom Kippur War and My First Skyhawk Flight

By Major General Giora Romm, IAF (Ret)

Foreword by Peter Mersky: A-4s first arrived in Israel in late 1967, finally overcoming a U.S. embargo following the June 1967 war with the Arabs. The A-4H and TA-4H models supplied were similar to the A-4F and TA-4F used by the U.S. Navy and Marine Corps. The Skyhawks joined operations almost immediately, and over the years several shipments made the A-4 numerically the most important type in the IAF inventory in the early 1970s. The Hotel had several changes from its U.S. counterpart, including two 30mm cannon in place of the original 20mm weapons, a drag chute, extended tailpipe and upgraded avionics, most of which were added in Israel.

In May 1970, an A-4H destroyed two Syrian MiG-17s, one with 2.75-inch rockets and the other with 30mm cannon.

The A-4N was an A-4M, modified for Israeli use. The Mike was the last U.S. production model and was made for the Marines. Named the Skyhawk II, the A-4N featured new avionics and a head-up display. First flown in June 1972, the A-4N began reaching Israel before the outbreak of the 1973 war. During the Yom Kippur War—so named because it began on the most important day of the Hebrew calendar, Yom Kippur, the Day of Atonement—the IAF's Skyhawk squadrons saw considerable action, akin to the Vietnam War's Rolling Thunder, and suffered drastic losses in aircraft and pilots, flying into the teeth of Arab flak and SAM defenses.

The Skyhawk (it is called "Ahit," meaning "Vulture" in the IAF) still serves, although in reduced numbers, mainly as an advanced trainer and reserve attack bomber.

I am holding, number 4, for takeoff on Tel Nof's Runway 33. I am in an A-4N *Skyhawk* with two external fuel tanks and eight Mk. 82 bombs. It is 3 p.m., Saturday, October 6, 1973, Yom Kippur. The target is Egyptian forces attacking the "Budapest" outpost on the northern edge of the Suez Canal, toward Port Said.

Sound normal for a fighter pilot? It seems so, except that even though I am number 4, I am the squadron commander, and when I take off, it will be my first flight in a *Skyhawk*, a plane that I have never flown before. Very few pilots in the history of aerial combat have flown their first sortie in a new aircraft (to them) on an operational flight. I'm going to be one of them.

Three days earlier, Lieutenant Colonel Ami Goldstein, "Goldy," the commander of No. 115 Squadron, was killed in an accident. When I returned that night to my home at Hatzor AFB, there was a message from the Israel Air Force Commander, MajGen. Benny Peled. He wanted me to be at his office the next morning at 7:30 and to assume command of the squadron.

That night I drove to see Brig. Gen. Ron Ronen, the commander of Tel Nof AFB, where 115 was stationed. [Ron Ronen commanded No. 119 Squadron in 1967. Besides being one of the first Mirage III pilots in the IAF, he was also an ace.—Ed.]

"Ron, you know I have never flown a *Skyhawk*," I told him. He replied, "I want you in this position. I don't want anyone else. The squadron is in a state of shock. Do whatever it takes tomorrow and on Friday, and next week you will take an A-4 conversion course."

Two days of assuming command, the funeral, my first meetings with the pilots, with the maintenance group, first visit with Nechama, now Goldy's widow. Friday night, I stayed overnight at the base because of the heightened alerts.

Saturday. The siren screams at 7 am. We are moving to Alert Status 3. Briefings. Instructions for "Ramming," the plan to attack the Syrian Air Force. Zero hour is 1130. I am still in my dress uniform. Lt. Ram Yosef drives to my house in Hatzor to bring me my flight suit and flight boots. Lt. Mickey Schneider, who, as my number 2, will be shot down by a Syrian SA-6 missile five days later and become a POW in Syria, brings my G-suit and torso harness from wherever they keep this stuff.

There is no approval for "Ramming." President Nixon does not support Prime Minister Golda Meir. I try desperately to make a fam flight in my new aircraft so I'll know what the *Skyhawk* is all about. A plane in Shelter 10 is stripped of all external loads so I can fly it should something develop. Lt. Avraham Yakir accompanies me to the plane and helps me strap in. He explains the layout of the cockpit to me, the HUD system, the INS alignment process and how to start the engine. I do it step by step and finally taxi to the takeoff position.

But I can't close the canopy. You have to pull hard, something you never do in the elegant Mirage, so I'm hesitant. Yakir jumps on the wing and helps me close the canopy. I move to Runway 33 and request permission for takeoff. It is exactly 2 p.m.

"Peach, return to your line," the tower calls. "Egyptian planes are en route to attack the base." Yakir waits for me with a car in the shelter. I am back at the squadron building. Pilots in full gear are on the balcony with maps and aerial photos. I take the papers from one of them and ask, "Who is your leader?"

"Yachin," he answers. Yachin was my first student in the pilot training course. "Yachin, I am your number 4. If I have any questions, we'll talk on the red radio." Each aircraft had two UHF radios, designated as red and green.

continued...



With its "boards" still out, an A-4H taxis in after a mission. (IDF)

After takeoff, it'll take 20 minutes to reach Nahal-Yam, the kibbutz on the north shore of the Sinai Peninsula that will serve as the point from which we begin our high-speed, low level run-in toward the pop-up maneuver. This is the time I'll learn to fly the *Skyhawk*. Yachin requests permission for takeoff. I ask him what speeds we use in our configuration. "Raise the nose at 125 and take off at 150," he tells me. We are airborne, veering from Palmahim, a kibbutz on the coast, heading south. The plane responds to my command, and I try to position myself in the cockpit. Yachin helps me with the ammunition switches, and explains how to make a dive-toss attack. At Nahal-Yam we descend to prepare for the attack on "Budapest."

Capt. Uri Bina is the section leader. "Three pulls," he says, and I pull with him to a pop-up for the first time in my life in a *Skyhawk*. I roll on my back at 6,000 feet and dive toward "Budapest." The yellow glow of an SA-2 missile comes from Port Said toward me. Is the whole world against me today?

I try to execute the attack and rejoin Uri Bina. "Four, your bombs didn't release," Uri calls. I get to Nahal-Yam, and turn back once more toward "Budapest," this time alone. The rest of the flight waits for me over Nahal-Yam. This is now my second pop-up attack in a *Skyhawk*. This time I make a CCIP (continuous computing impact point) run and feel, for the first time in my life, eight bombs drop from the plane toward the amphibious armored vehicles that can be seen clearly between the coast and the "Budapest" outpost.

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A-4N 270 now shares a display area with other aircraft at the IAF museum at Hatzerim near Beer Sheba, loaded with inert blue Mk 81s. (Peter Mersky)



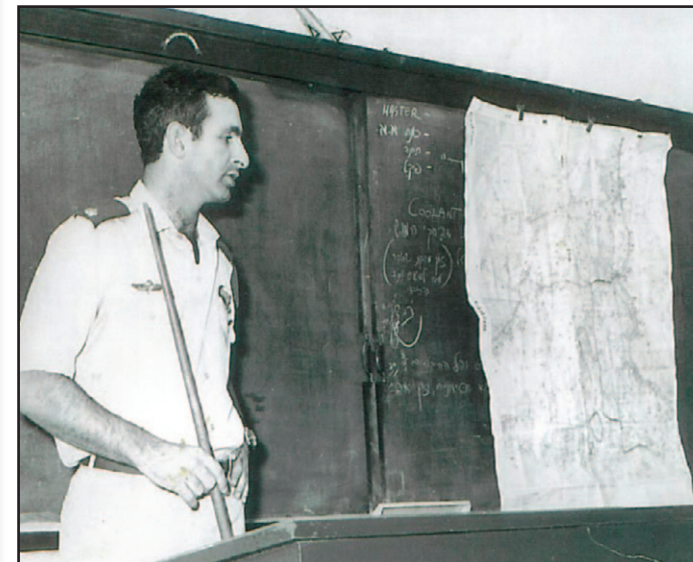
A-4Ns and Kfirs prepare to take off for an ACM training mission some time in the 1980s. The Kfir was developed from the Mirage V, serving a moderately successful career with the IAF, along with a few third-world air forces. (IDF)



Some time after the 1973 war, and now a colonel, Romm prepares for a flight in a TA-4H. He is now the base commander of Ramon. (Giora Romm)



Capt Romm sits in a Mirage IIICJ of No. 119 Squadron around 1967. As a Mirage pilot, he shot down five Arab MiGs to become the first ace (of eventually some 40 aces) of the Israeli Air Force. (Giora Romm)



Now a young major in command of a squadron during the 1973 Yom Kippur War, Romm briefs his pilots for a mission into Syria. (Giora Romm)

Ed. Note: Major General Romm was a 22-year-old Mirage pilot when he became Israel's first ace. Flying with No. 119 Squadron, the Bats, he shot down five Arab MiGs during the 1967 Six Day War. Later, the Tel Aviv native fought in the so-called War of Attrition and was shot down in September 1969, becoming a POW in Egypt for four months. Badly injured when he ejected from his Mirage, he received only basic care from his captors. When he returned to Israel he spent several months recuperating. He was back on flight status just in time to take command of the Dragon Squadron, No. 115, an A-4N squadron during the Yom Kippur War of October 1973 as a 28-year-old major. Six months later, he was promoted to lieutenant colonel.

After the war, he served in various assignments, eventually commanding Tel Nof AFB. He was promoted to brigadier general, and subsequently flew one of the F-15s during the long-distance raid on PLO headquarters in Tunis in 1985. He then served as the deputy commander of the IAF. Receiving his second star, he became the IDF's Defense Attache in Washington from 1991 to 1995. He is married with three children, and three grandchildren.

Fuel check on the way back. One, two, and three have 4,500 pounds. I look for the fuel gauge. It should be here somewhere. I find it in the lower right-hand corner of the front panel. It shows only 1,800 pounds. I realize immediately that I did not activate the fuel transfer from the reserve tanks. (On the Mirage, fuel transfer is automatic. No switches have to be moved.) I report 4,500. I am, after all, the squadron leader, and I don't intend for any one to catch me in any weakness. Where is the bloody switch for the fuel tanks? I can't find any fuel panel. I extend my hand backwards left and start systematically to turn all the switches in the cockpit to "on." The fuel gauge continues to drop to 1,600, but over El Arish, at 20,000 feet, it starts to climb slowly. I make myself a note that after landing I must find out which switch did the trick.

"Four, 150," says Yachin in the frugal language of aerial communication, and I circle the plane around Tel Nof, stabilize it at 150 knots for my final approach. I put *Skyhawk* 417 gently down on runway 33, then taxi back to Shelter 10. I am in a rush. I have a squadron to command. I don't yet know all the pilots. I don't remember the maintenance officer's name. I have only one *Skyhawk* sortie in my logbook, and there is a war out there.

In the course of gaining absolute command over 115 Squadron I will learn how to fly the *Skyhawk*. I will start to lead pairs and then flights of fours. I'll lead attacks on three Egyptian air-bases, Mansure, Zalahia and Kutamia. I'll make sure that I fly more sorties than any other pilot in the squadron and fight in what will be the most difficult war in which I have ever participated.

At times, I thought the entire country of Israel was like me, as if it stood on a runway 33 of its own and learned the hard way to fly and fight from a situation that combined inferiority and determination, the likes of which we had never known. ■



A-4Ns 891 and 611 at the IAF museum at Hatzerim, Beer Sheba. The museum is a surprising collection and well worth the one-hour bus ride from Jerusalem, if you're touring Israel. (Peter Mersky)

AN ENGINE FIRE IN BUNO 154984

By Denny Sapp

On March 30, 1976, I was finishing my second practice session of the day with the Blues to prepare for an air show at MCAS El Toro. As lead solo pilot, number 5, I performed a majority of my maneuvers in the inverted position. My aircraft, bureau number 154984, was my assigned A-4F *Skyhawk*, equipped with a Pratt and Whitney P408 engine. I would have that aircraft for the season, and I had been practicing in it during the previous two months of winter training.

Maintenance had worked on my jet the previous evening. I was half-way through that session, which was an over-the-field practice at Navy El Centro, our winter training home. As I made a reversal clearing behind the flight line at about 5,000 feet, the engine fire light illuminated. Having flown hundreds of missions in Vietnam in the A-4, I had experienced fire lights before. They usually turned out to be erroneous indications, so I wasn't too concerned with this light. Besides, there were no secondary indications, i.e., climbing EGT. However, at this point in the airshow sequence, the solos were required to rendezvous with the four diamond pilots and create the delta formation of all six aircraft.

I never enjoyed the formation portion of the show, so I thought I may as well use the fire indication as an excuse to beg off the formation theatrics and just go ahead and land. I quickly used a modified precautionary approach procedure

for over the field to set up for landing. However, when I was at about the 90-degree position, and about 1,500 feet AGL, the tower controller called, "Blue Angel 5, do you know you're on fire?" Well, that call set my pulse racing, but the runway was in front of me, and all looked okay. I touched down, and where I would normally have popped

"However, when I was at about the 90-degree position, and about 1,500 feet AGL, the tower controller called, "Blue Angel 5, do you know you're on fire?""

my drag chute, but for some reason didn't, decided an expeditious exit from the runway was in order. I saw the crash crew heading toward the runway at the midfield turnoff taxiway and that would also be my exit point.

I unstrapped during the rollout, and when I had cleared the runway onto the taxiway, I stopped, shut down the engine, and stepped out of the cockpit. Usually without a ladder, we would crawl back to the wing and slide off the aircraft from the trailing edge, however, the fuselage was totally engulfed in flame and that route was out. I dropped from the cockpit and was running toward the crash truck as it went barreling by me. They started foaming the aircraft, but the fire wouldn't go out. Ron Penn, a first-class petty officer/crew chief, came running to the plane and went under the fuselage to disconnect the oxygen bottle which was feeding the

fire from inside the engine housing.

It took several days to get a reading on what had caused the fire. Maintenance had installed a new fuel-control unit the evening before. When that unit was tested on the bench and disassembled by NARF, it was found that a shaft that was supposed to have a 45-degree bevel chamfered into it, then

sealed with an o-ring, had not been properly machined. It had a 90-degree edge that had cut through the o-ring. Consequently, after the o-ring had been cut, fuel spewed into the engine bay at hundreds of psi pressure. In normal

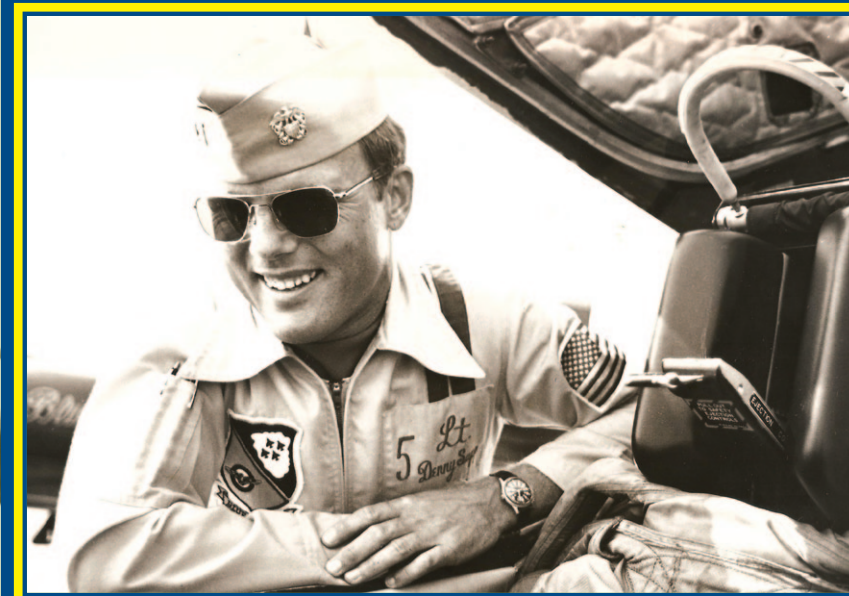
flight, that in of itself would not have caused a problem, as the A-4 has a baffle that prevents fuel from going aft to the tailpipe section. That baffle only covers the lower portion of the engine, and as I had just completed a series of inverted maneuvers, several gallons of fuel had spilled onto the tailpipe, inside the fuselage, and started the fire. Time of flight from the point where I saw the fire light and touchdown on the runway was about 90 seconds.

At some point during the landing rollout, the controls to the tail melted away because of the oxygen-fed fire from a melted oxygen line. That was the reason the crash crew had difficulty in extinguishing the fire. Had I been practicing in our normal area over the desert, time of flight back to the field was about 8-10 minutes. Had I been away from the field, or delayed my approach and landing, and when the controls had

Denny Sapp, #5, Lead Solo, in 1976. (Courtesy of D. Sapp)

melted through, I probably would have had to jump out of the aircraft. The aircraft was written off as a total loss as the fuselage had melted to the wing, making repair cost too expensive.

I then launched in the number 7 jet with Lieutenant Nile Kraft, the narrator at the time, to fly back to NAS Pensacola that evening. The good deal was that I could spend the night with my family. But next morning, I had to launch early to fly the spare jet back to El Centro. It became my new jet for the season. I joined the rest of the team and we headed for El Toro for the weekend air show. The troops painted number 5 on the tail, and I flew the first practice with the paint still wet. In flying that replacement jet during both seasons, I had accumulated more than 500 hours in bureau number 154176. ■



(Ed. note: Denny Sapp was commissioned through AOCS in 1968 and flew A-4s with VA-55 from USS Hancock in 1970-1972. He was a test pilot with VX-5 before joining the Blue Angels in 1975. He left active duty but remained in the reserves, eventually serving as the CO of VA-305, flying A-7s and FA-18s. He retired as a Navy captain and also as a captain for Northwest Airlines.)



As number 6, opposing solo in 1975. Note how low I sit in the cockpit. When pushing negative G, it kept me from jamming my head into the canopy. We even had a 5-point seat belt system. DR. USN photograph.

NAS KINGSVILLE NAMES HANGAR AFTER FIRST NAVY VIETNAM POW, REPLICATES HIS AIRCRAFT

By Rod Hafemeister, NAS Kingsville Public Affairs



The TA-4J restored to match the aircraft flown by then-LT Alvarez when he was shot down in August 1964 being installed on the air park at Naval Air Station Kingsville.

The retired Navy commander stepped out of the bright sunshine and through the wide hangar door – and stopped – and stared.

“Oh... It looks just like my plane,” Cmdr. Everett Alvarez Jr. said.

He saw a TA-4J *Skyhawk* painted in the same colors and insignia as the A-4 then-Lt. Alvarez flew off the deck of the USS *Constellation* on Aug. 5, 1964 – and into history.

Two days before that life-changing flight, the USS *Maddox* reported being attacked by North Vietnamese boats in what became known as the Gulf of Tonkin Incident.

Sent to strike back, Alvarez became the first Navy aviator shot down in the Vietnam War. He would spend the next eight years and seven months in captivity at the Hoa Lo Prison, the first and longest-held prisoner of war in the infamous “Hanoi Hilton.”

“It was six months later before I was joined by the next man shot down,” he said.

“They kept us apart; I didn’t see him for seven more months.”

Alvarez was the guest of honor at Naval Air Station Kingsville as the South Texas training base named a newly refurbished hangar in his honor March 14, 2019.

Capt. Erik Spitzer, the base commanding officer, brought him to the hangar the day before the ceremony.

“I wanted to surprise him with the jet, but not at the ceremony,” Spitzer said.

Alvarez earned his wings in November 1961 at NAS Kingsville and, after further training, reported to VA-144 flying the A-4 *Skyhawk*.

“We soon found ourselves on the USS *Constellation* as it made her maiden voyage,” he said.

“But it was on my second cruise, on the night of August 4th, 1964, that the Connie was positioned in the South China Sea and a call for help went out, sent by two American destroyers.”

Two days earlier, the USS *Maddox* was attacked by North Vietnamese torpedo boats but escaped unharmed.

Aug. 4, the *Maddox* and the USS *Turner Joy* reported they were under attack by North Vietnamese torpedo boats in the Gulf of Tonkin.

A flight of three A-4s launched from the Connie to assist the destroyers.

Two of them were armed with rockets; the third A-4, flown by Alvarez, carried flares.

Alvarez still recalls the nasty weather of that night, dark and stormy, with thunderclouds that topped about 35,000 feet and the ceiling as low as 1,200 feet.

“And the scene was very chaotic,” he said.

“The destroyers were calling out torpedo bearings that they were picking up with their sonars all while they were twisting and turning to avoid being hit.

“And the aircraft were flying overhead, in and out of the clouds trying to spot the destroyers in the dark, trying to help them. continued...



As retired CDR Everett Alvarez, Jr. looks on, CAPT Erik Spitzer, Commanding Officer of NAS Kingsville, unveils the plaque dedicating the main NASK aircraft hangar after Alvarez. Alvarez earned his “Wings of Gold” at NAS Kingsville in 1961 and returned to NASK for refresher training after he was repatriated in 1973 during “Operation Homecoming.” The hangar is home to training squadrons VT-21 and VT-22, as well as being the primary maintenance hangar. Images via author, used with permission.

NAS KINGSVILLE NAMES HANGAR AFTER FIRST NAVY VIETNAM POW, REPLICATES HIS AIRCRAFT CONTINUED...

“And amid that chaos, a call went out, ‘Was anybody carrying flares?’”

Alvarez descended through the storm and “lit up the sky.”

“Our two destroyers were clearly visible in that lit up area, but because of the stormy sea swirling around them, it was difficult to see if anything else was out there.

“Some of the aircraft fired their armament at what they thought was a torpedo boat – but still they were not certain.”

There is still controversy about what really happened that night, but Congress quickly passed the Gulf of Tonkin Resolution authorizing President Johnson to send troops to Vietnam.

“How were we to know that our actions that night would start a war that lasted until 1973?” Alvarez said.

“I was shot down the very next day in the raid that was retaliation for the torpedo boat attack.”

Johnson had gone on national television to announce retaliatory air strikes, but the time difference was miscalculated and the announcement came three hours before the planes launched. North Vietnamese gunners heard reports on the announcement – and were ready.

“It was the first raid that we had into Vietnam and I was soon the first American into that infamous prison,” Alvarez said.

The North Vietnamese claimed they were not bound by the Geneva agreements on treatment of POWs because they never signed the agreements and the United States had not declared war.

“In their view, we were considered to be criminals and we were treated as such,” Alvarez said.

The communists claimed the POWs needed to get rid of their “anti-social tendencies” and “bad attitudes.”

“They said we could be cured of this if we only bought their propaganda about American imperialism and it’s true light, the subjugation of other peoples, war crimes and on and on,” he said..

“If we could just see that and admit it freely in any circumstances that they demanded – making tapes, radio broadcasts and even preaching it to our fellow

POWs. Then we’d be ‘cured’ and we could go home.

“On the other hand, if we didn’t show progress and repentance in our re-education, as they termed it, then we were diehard criminals and subject to the severest of punishments.

“They used torture.”

Camp authorities imposed a stringent list of actions, including prohibiting any communication between cells.

“But fortunately, some of the first POWs that arrived worked up the operating procedures that became the lifeline of our underground society – the tap code,” Alvarez said.

The ability to communicate allowed senior officers to issue rules of resistance for the POWs.

“These were homemade regulations, designed to impede the Vietnamese efforts of extortion,” Alvarez said. “Our senior officers understood well the importance of our physical resistance. And in turn we all understood what we all needed to do.”

POWs were not exceptional heroes, but ordinary guys in an extraordinary situation, he said.

“They understood that they could be forced to submit to demands, mainly for propaganda, through torture,” he said.

“But that was not an excuse to use, because we soon learned that compliance extracted by brute force is in no way so damaging to the spirit as compliance that is given away by merely being threatened.

“Our heroes were these ordinary guys who made the prison guard torture them to submission one day, then made them start all over again the next time and again the next and the next.”

POW leadership put the best interest of others before their own and were the first to lead by example, Alvarez said.

After the POWs were returned in 1972, some people questioned the tactic of repeatedly enduring torture rather than simply submitting to demands.

“In our case, it was the right tactic. For it enabled us to return home with important elements of our personal character intact – our self-respect, our integrity, loyalty, patriotism and belief in our God.

“Our motto was, ‘Return with Honor.’”

After his release on Feb. 12, 1973, as part of “Operation Homecoming,” Alvarez returned to NAS Kingsville for refresher training.

He eventually retired as a commander and continued public service as a deputy director of the Peace Corps and deputy director of Veterans Affairs before working in the private sector.

When NAS Kingsville completed a \$19 million renovation on its primary maintenance hangar, which is also home to the two training squadrons, VT-21 and VT-22, the command decided to name it after someone with a strong connection to the air station.

Alvarez immediately rose to the top of the list.

Some of his fellow POWs and his wingman from that fateful flight joined him for the hangar naming ceremony.

“I am honored and humbled to be in the presence of so many of Cmdr. Alvarez’s contemporaries,” Spitzer said, opening the ceremony.

“Men who the Air Boss, Vice Adm. Miller, calls ‘giants on whose shoulders we stand on today.’”

Alvarez spoke directly to his fellow POWs in attendance – and to all the Vietnam POWs.

“We went through an ordeal that very few have experienced in history,” he said.

“Future aviators who pass through here will be reminded of their story.

“Together we survived that experience. None of us could have done it

by oneself. We were a team. We pulled together.

“I accept this honor, but in reality it is honoring you. All of you – and all of those who have passed and flown West and could not make it today.

“I want to thank you for having me up here in your name.” ■

Former POW Everett Alvarez Jr. signs the nose of the TA-4J Skyhawk painted in the same colors and markings as the one he was flying when shot down in August 1964. The aircraft was painted as part of the program to honor Alvarez by naming the main hangar at NAS Kingsville, TX, after him.



Retired CDR Everett Alvarez Jr. and fellow former POWs with the TA-4J painted to replicate the one Alvarez was flying when he was shot down in August 1964.

Bat 21 and the Garfish

By Denny Sapp

In the spring of 1972, the North Vietnamese invaded the South with more than twice the troop strength of the 1968 Tet invasion. We know it as the Easter Invasion. On March 30th, over 200,000 NVA regulars crossed the border at three different locations, concentrating their major force at the DMZ. Two days later, B-52s were fragged on the concentrated enemy troops in the DMZ and were escorted by two B-66 ECM aircraft. The story most of us know is about the rescue of Bat 21, a B-66 that had been hit and destroyed by a surface to air missile fired out of the DMZ. Navigator LtCol Iceal Hambleton aka Bat 21 Bravo, was the only survivor. After departing the aircraft from 30,000 feet, he landed smack in the middle of that invasion force. The ensuing days of rescue attempts ended with the loss of more than a dozen aircraft and thirteen servicemen captured or killed. Over 800 sorties from all services were flown, attempting to pull the downed airmen out. After 11 days on the ground, LtCol Hambleton was rescued safely by an extraordinary individual, Navy SEAL, LT Tom Norris.

Forty-seven years later, the pilots of VA-55, which had been deployed on USS *Hancock*, held a reunion. A special invitation was extended to the SEAL who had completed that rescue. Sixteen aviators, many accompanied by their wives, gathered to regale each other of the daring deeds of those days. We were treated to the personal experiences that Tommy Norris faced during those first two weeks of April 1972.

continued...

1972
VA-55



VA-55 Officers in Spring 1972 aboard USS *Hancock* deployed.
USN photograph.



VA-55 Skyhawk loaded with Shrike missiles for Iron Hand mission into North Vietnam, April 1972. Photo via author.

Tommy had been watching the events of the invasion unfold from his assignment at MACV in Saigon. As the days went by, airborne rescue attempts were hampered by low cloud cover. The first major attempt involved 2 Jolly Green H-53 helicopters and 2 Sandy A-1s that were so heavily damaged that they had to divert to Quang Tri airfield. A couple of days later another attempt ended tragically with one of the Jolly's being shot down with the loss of all crewmen. The heavy concentration of fire and bad weather precluded any further attempt to rescue by air. Also, by this time, two more OV-10 aircraft had been shot down with one pilot being captured immediately and another aircrewman, a back-seat Marine forward observer, lost and who remains MIA today. Two other pilots had survived the ejection and were now evading on the ground. At this point, approximately 9 April '72, Tommy volunteered to lead a ground rescue attempt that would take 3 days to complete. With the help of a South Vietnamese SEAL team, he first pulled out an OV-10 pilot. Then, with only one SVN SEAL to help, he spent the next 24 hours rowing upriver to rescue Hambleton, while evading the NVA.

Tom Norris was familiar with the Garfish of VA-55. In 1971, while deployed to



BAT 21B, Ltcol Hambleton on stretcher being loaded into APC after rescue by LT Tom Norris, SEAL, in background, 11 April 1972. USN photo.

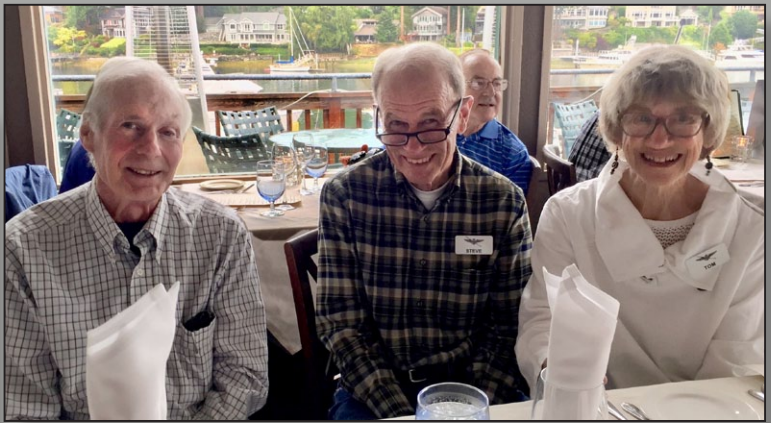
Vietnam, time came for his R and R. As opposed to most who would pick Bangkok or Hawaii to spend their R and R time, Tommy opted to come to *Hancock* to see his childhood buddy, Steve Keibler, who was attached to VA-55. While he was aboard *Hancock*, we had the good fortune to get to know him, and he learned about us and our Garfish callsign.

While he was extracting Hambleton down the river, Tommy started coming under machine gun and mortar fire from a village. He pulled into cover at the river's edge and contacted an overhead FAC. Asking for immediate air-cover, the FAC told him he had expended all assets and did not expect any more for some time. Tom desperately needed that cover before the NVA had him zeroed in. The FAC made a call on guard frequency for any aircraft with weapons in the vicinity of the DMZ to come up on his tactical frequency. It just so happened that a flight of 5 A-4Fs were passing the DMZ en-route to the An Loc area. In answering the call, Tommy was advised that 5 Garfish were overhead. He said "bring 'em on, I know those guys." The FAC advised the Gars to take out a village on the north edge of the river. This gave Tommy the time to clear the area and continue down river to the forward operating base.

continued...



President Ford presents the Medal of Honor to LT Tommy Norris at ceremony held 6 March 1976. Previous awardees James Stockdale and Bud Day look on. USN photo.



Tommy Norris (L) with Steve Keibler, childhood friend from VA-55 (R) and wife June. (C) Photograph via author.

As Tom told us his story, we commented on the fact that we had no idea what was happening or who we were supporting. We didn't know until sometime later that it was Tommy, the SEAL, who was on the ground rescuing the 2 downed aviators. His one focus in volunteering for SEAL duty, and multiple trips to SE Asia, was to rescue pilots. For his gallantry, Tom was awarded the Medal of Honor. His amazing story doesn't end there. Six months later during another action, he was severely wounded. Thinking he was dead, another SEAL, Mike Thornton, carried him to sea and swam him to a pickup boat where he was found to still be alive. Mike received the MOH for saving his life.

Much has been written and filmed about these two heroic individuals, including the 1988 feature movie starring Gene Hackman. We were extremely honored that Tommy chose to spend time with us, the VA-55 Garfish, and we presented Tommy with an Honorary "Garfish" certificate at our reunion. Fourteen wives attended our reunion, most of whom had suffered the trials of NAS Lemoore and lived in fear of seeing the black sedan pull into their cu-de-sac. Many of us had not been together in over 45 years. We regaled each other with tales, some of which were true (mostly).

In keeping with the fine Navy tradition, wishes for "Fair Winds and Following Seas" were toasted with the hopes that we'd see one another again at a future reunion. ■

Oriskany's Day #267 of Rolling Thunder, On the Line with Walleyes

By Richard Schaffert

It all started with VA-163 Old Salt Skipper Bryan Compton's theory of how to provide a "quieter" (relative term only) moment in combat for his guys to put their head in the cockpit, concentrate on the Sony scope, and lock their Walleye on target. It morphed into an "all hands" effort on 21 August '67, with the Air Force and our three carriers hitting 7 targets in the Hanoi area, with coordinated attacks only a few minutes apart. For the Navy, *Intrepid* had the Hanoi Army Depot, *Constellation* had the rail yards, and *Oriskany* had the Walleyes for the thermal power plant.

Magnolia's (Bryan Compton) theory included giving the NVN SAM sites other juicy targets to consider, while his Walleye shooters were in their runs and heads-down on the scopes. We

Iron Handers called it "trolling for SAM's." *Cool Hand* (VA-164's Rock Hodges) and I did that for *Magnolia* too many times; like orbiting for 20 minutes, under constant fire, while he took some handheld photography of Phu Ly (even though a courageous Crusader "Photo Beanie" already had the BDA). You saw the photos in Time/Life.

For Oriskany's 21 August '67 Hanoi Thermal Power Plant Walleye effort, we four Iron Handers (believe the other section was my VF-111 Skipper Bob Rasmussen and VA-164's Denny Weichman) rendezvoused with *Magnolia's* six A-4E Walleye shooters and four F8 TARCAPs over the "O" boat. As the strike group later neared the coast, we broke away, went feet dry over the Red River delta, and trolled

"straight up the gut" for Hanoi. *Magnolia* proceeded farther north and lead his Walleye shooters and TARCAP near the crotch and down the ridge line before he turned for Hanoi.

I guess it worked? There were 150 recorded SAM launches during the one hour that we Iron Handers were doing our thing. I had the impression those Air Force Wild Weasel guys did a good job on the SAM sites northeast of Hanoi. They were on target a few minutes before us. We saw an initial volley of those "telephone poles" heading west for the Doumer Bridge area, not southeast for our Walleye guys.

We chummed and dodged a few SAM's coming up the Red River, but *Cool Hand* was saving his Shrikes for what we knew would come from the numerous hardened SAM sites

southwest of the city. He wasn't disappointed! We had our IFF gear (which we believed the Gomers were monitoring) set on a code to falsely identify us as strike (Walleye) aircraft. About 20 klicks out, it looked like a Nebraska prairie fire as three of the southwestern SAM sites launched a couple missiles each. They came at us in a line abreast formation. It was a wild couple minutes; but *Cool Hand* managed to lock a Shrike on a Fansong guidance radar, pull his A-4E up into a loft maneuver, and launch his weapon. We followed the Shrike and picked up the firing site visually. Rock leveled at about 12,000 feet, and I knew he'd be delivering his MK-82 on the missiles still on the launchers. I was about 500 feet off his right wing, when he rolled inverted and dove for the site. I checked armament switches for my dual Zuni rocket pods and followed him down. Out of the corner of my left eye, I suddenly saw those four streaks of fire coming up for us, about 45 degrees left of our dive for the SAM site. I keyed the mic and transmitted (read screamed) "Pouncer Three, Abort! Nose up! Barrel roll left! NOW!"

Thanks, God, Rock reacted immediately. The 4 SAMs were obviously still heavy with fuel, and they couldn't perform the tight climbing turn required to knock us down. Take a deep breath ... tell *Cool Hand* he's got the lead back ... and we turned for another run on the site. I could see smoke from where Rock's Shrike had probably hit the Fansong trailer. We were in a steep dive as he released his MK-82. I adjusted my gunsight picture and fired one of my Zuni packs at the missile and launcher on my side of the site. It continued with a wild fight that never seemed to end, but finally we were *Winchester* with all Shrikes, MK-82s, Zunis, 20MM, and most of our liquid oxygen, expended.

None of our Walleye guys were hit by a SAM. Unfortunately, the more deadly threat over Hanoi was always the hundreds of 37/57/85MM barrage and radar tracking AAA sites. *Magnolia* had, appropriately, not scheduled any flak suppression aircraft. Over Hanoi, it would have been a misuse of assets. There were too many guns, it was "mission impossible;" often stated as like opening your canopy in an attempt to pressurize the world.

When our six Walleye shooters went into their glides and flew into that heavy cloud of orange flashes and grey/black smoke enveloping Hanoi, the inevitable happened. Dean Cramer and Jim Busey got hit ... hard! Incredibly, Busey was able to complete a successful run. Cramer was not. Overcoming his catastrophic aircraft damage was compounded by several SAM firings at him as he fought his way back down the Red River to feet wet. Thanks to God, and probably several Angels, he was able to make Oriskany with 53 holes in his aircraft (including one he could stand up in) as was Jim Busey with 127 holes.

Oriskany's Walleye guys really did the job! It was probably dark, and hopefully too warm, in Ho Chi's Palace for a couple weeks. Navy Crosses and Silver Stars all around for the Walleye guys. A couple DFCs, but mostly Air Medals and sour grapes for the Iron Handers, who'd been over Hanoi in the fight at least three times longer than any Walleye shooter. *So geht das Leben*

Very Respectfully submitted,
Dick Schaffert (aka Brown Bear)



A-4 Skyhawks Still Flying Update to our Yearly Report

Hun reporting



The "Found" TA-4.

Our Spring 2019 The A-4Ever Journal "still flying" update noted that some 44 venerable *Skyhawks* were still actively flying with close to a dozen military, contract and private operators across the Americas. Well, we've "found" another TA-4, have some hints on the old ATSI TA-4s at Mesa, and have several ownership changes that you might find of interest! Current count: **45 flyers!**

The "found" TA-4 is proudly owned by Vic Miller, and now lives and flies out of Visalia, CA. Vic has owned the *Skyhawk* since 1996 but had it tied up in a lawsuit for a number of years. Well, Vic WON! ...and promptly flew it from Texas out to Visalia. It's a beauty and sports a distinctive blue-grey camouflage paint job (above). Welcome back to flying status Vic!

Top Aces, BTW, is getting close to having one of its 3 (old ATSI) TA-4s down in Mesa, AZ, back up in flying status. There are hints around that it may end up over in

Germany with its (7) A-4N contract birds. Another of those birds has been passed over to Maj McDougal at Fighting Classics to play with. I have no firm word on what will become of the third TA-4 that came with the ATSI purchase.

AVMAT, St. Louis, however, has acquired Doug Matthew's (Classic Fighters) TA-4 and may work some magic to get that last Top Aces TA-4 out of Mesa. We'll let you know when we get firm word on what this new player in the A-4 market is up to!

Fighting Classics Restoration, Marana, AZ, is 'Maj' McDougal's operation. He's been restoring and upgrading 2 A-4C's for Argentinian (now a Floridian) Fred Machado. That's still in progress, and they're both still flyers...but Maj is now working part time out of his new shop in Ontario, OR, as well as Marana. Look for those two Charlies to be in and out of both facilities.

Hun sends.....

Santa Ana/Orange County, CA, Marine A-4M Memorial Relocated and Rededicated



On 9 November, static display A-4M 160031 was relocated and rededicated at the Orange County Fairgrounds "Heroes Hall" plaza. The *Skyhawk* monument was originally a privately funded memorial to the Marines who served at both MCAS El Toro and MCAS Tustin and was erected at the Santa Ana, CA, Civic Center in September 2008. In a county Veterans Day program of events, the newly pedestaled A-4 was praised by former VMA-211 Commanding Officer Norm Marshall, as a workhorse of the Marine Corps close air support efforts for close to 40 years. "Animal" also introduced some 20 former Skyhawkers, most of whom had flown this particular A-4. 160031 had served with VMAs-211, -311 and -214, mostly at El Toro or Iwakuni. A-4 drivers present at the ceremony were: Norm Marshall (speaker), Kevin Donohue (SoCal Marine Skyhawkers POC), Chris DeFries, Jack Enke, G.I. Roberts, Hal Henderson, Todd Frommelt, George Ampagoomian, Rich Donaghy, Gary Galiger, Duke Lind, Pat Moxley,



Russ Dudley, Carey Branch, Doug Kirschke, Dave Pereira, Jim Berkson, Neil Shepard, Birdie Bertrand and Greg Rath. A pair of special guests also were in attendance...Ed Heinemann's granddaughters, Loren Heesacker and Kristen Lamont.

Semper Fi, Hun

PS. The ceremony also included a 244th Marine Corps Birthday salute!!

Puresome Unplugged

~ YP's Excellent Adventures ~

By Jack "Puresome" Woodul

Last Night Ashore in Olongapo

Puresome was on the prowl. "Chingum tu serape!" he hissed as he menaced the ready room, hoping the insult would cause some mad fool to try to draw his pistola against the legendary pal of Pancho Villa, harasser of Federales, returner of land to peasants, protector of Santa Tunita, and general bad-ass. All that was lacking was a sombrero, bandoleers of fat cartridges across his manly chest, and five-inch Spanish spurs instead of a crew cut and a guayabera shirt.

"I, Carrasco, could have hondred womens!" he roared.

"You buy me air-conditioned Honda, I love you no shit," was the obligatory reply from Candy Andy, nominal leader of the Last Chance Expedition into Darkest Olongapo.

Since the ship was scheduled to depart scenic Subic Bay early the next morning en route Yankee Station, festivities seemed in order. Brown-Bar bachelor Candy Andy, the Prince of "Po," was selected as guide. The entire Reserve Junior Officers Association, except for those poor souls who had the duty and integrity watches, had signed on. What had Puresome especially excited was that someone had found a "Mexican" restaurant in town, and supper was to be there. The prospect of doing monkey tacos instead of scarfing with the rest of the air wing at the Cubi Club was almost too much to bear. Especially since the obligatory incident amongst the golden-braided Black-Shoed Folk of the posh Subic Bay Officers Club, the squadron needed a different place to eat, anyway. They had been invited to go far, far away, strong letters to

follow. It was not enough that they had eaten all the lobster tails and drunk all the champagne—they were eversomuch loud, obscene, rude, and otherwise aviator-like. Especially Almost-Major Spider.

Riling the Senior Citizens

Stingers had been ordered, and Spider had launched into a story at about the same decibel level as a Fox-4 in max burner sitting on No. 1 catapult, parting the hair and displacing cutlery on the mandatory group of the distinguished looking, silver-haired gentlemen and their wives two tables away.

"Haw! Haw! Haw!" began Spider, pointedly not checking his six. "I knew this really sensitive F-8 pilot who showed up as an FNG with the Checkertails, who were overjoyed to have a sensitive FNG among fellow sensitive fighter pilots. Of course, every FNG frabb-up made by the sensitive young FNG was tenderly pointed out on every possible occasion with great gusto. Finally, the kid had enjoyed all the tenderness he could stand — it was damaging his self image, and he was tearing out his already thinning hair in anguish. So he stood and announced at an AOM that he was tired of being known as the FNG."

"All right," the operations officer shot back, "From now on, you will be known as 'The Bald-Headed Chicken Frabber'!"

The "Har! Har! Har!'"s" were still subsiding when Silver Rocket One separated himself from his dinner group trembling in righteous indignation at about 40 quivers a second,



Jack "Youthly Puresome" Woodul

and walked over to the rowdies. He quickly picked the two Senior Citizens out of the rowdy group, identified himself as ComNavFacFocFrable there at the naval base, whose pleasure it was that they leave, since they were a bottled-in-bond offense to womanhood, especially his wife. This did not rankle too much, because, of course, it was quite true. But more importantly, it meant that they had won the game of "goof the black shoes," widely held to be prissy types only tolerated to drive the Boat around for the pleasure of Naval Aviators.

So the skipper and XO explained that they were just a nice bunch of boys from VF-41 on convalescent leave whose wounds sometimes made them act like attack pilots. They were doing a pretty good job of disengaging the squadron and bugging out when Spider stopped by the Head Black Shoe's table and whispered something in the wife's ear that possibly involved Mad Monkey Kung Fu. The whispered note was shortly followed by a shriek, much screaming for the shore patrol and anti-aviator nastiness by the Senior Boat Driver Present Aboard.

The squadron quickly unloaded for energy and left the fight at the speed of heat. Doorknobs did not strike their beautocks on the way out. Later, safely back aboard USS *Boat*, the Subic Bay Officers Club was marked on everybody's chart as a max threat area to be avoided by a whole bunch of miles.

Across the Sludge River and Into Po City

Olongapo, on the other hand, was incapable of being grossed out. The town outside the squeaky-clean confines of Subic Bay Naval Station and the aviation ghetto of NAS Cubi Point was set up to accommodate sailors driven bat-shit by the 24-hour-a-day rat race of long line periods at Yankee Station. Once across the Sludge River outside the main gate, it was snuffy paradise of nasty girls and endless brown bottles of San Miguel beer. Officers and gentlemen aviators could break furniture and swill Cubi specials at the Cubi O' Club with some immunity, but Po City was a sailor's damp dream.

But manly men do not live on Cubi specials alone, and chaps like Candy Andy had quickly got the gauge on places like New Paulines and The Willows that catered to officer types who didn't object to the occasional barong-challenged lady floor show and bar girls that might subtly tweak about to offer intent.

The whole setup took Puresome nostalgically back to his college days of high-speed car trips to the closest border town for dime highballs, horse filet-mignons, the floor show at the new Waikiki and adventures at Irma's. But that was in another country and pre-Tunita. Tonight, Puresome was just happy to get off the boat and do something different the last night ashore.

Puresome was so happy he tossed all his change at the kids anchored in the Sludge River, amazed as always that they actually dived through the chunks of stuff in their chase for the coins.

Candy Andy commandeered a couple of jeepneys and led the way. Cold beers were had at several places, where he personally knew most of the bar girls, which of them were temporarily "hangar queens," and which was the exotic toot named "Snakey" that went for commanders only. Puresome drank San Miguel, defended his unit, and admired the interesting choreography of dancer

in white vinyl go-go boots that exposed the original ethnic and must have been art.

Mystery Meat at a Mexican Restaurant

Finally, as Worm put it, it was time to "take it in the mouth." A short jeepney ride took Puresome, Weed, Worm, Pee-nut and Candy Andy to Papagayos, a genuine Filipino-Mexican restaurant! Inside, a genuine Filipino mariachi band was blasting out revolutionary favorites as trumpets broke bar glasses on some of the more enthusiastic passages. It was mother's milk to Puresome.

Many more beers were bought. Vast quantities of "mystery meat" tacos and enchiladas were scarfed as monkey and iguana surely became candidates for the endangered species list. Puresome soulfully sang the songs of his youth at the top of his lungs, and managed a sad tear while describing that great Ciudad Juarez cabaret favorite, "Bride of the Burrito."

"Ay! Yi, Yi . . . Yi, Yi!" howled Puresome when it was time to head on back to the ship.

Crowds saluted the poop and saluted the deck, reporting back aboard the great gray, hulking iron boat before liberty expired. Black shoes did their thing, and, at zero dark thirty early, CVA-62 eased away from the pier and thrummed out to sea. Puresome, still in his party clothes, was oblivious to it all, sacked out as he was in his palatial stateroom above the boiler.

Paying the Piper

Stewing gently in his own juices, he awoke with the realization that the thrumming of the ship was matched by an identical sound from his innards. As he lay there, pondering possible reasons for his malaise, the interior thrumming escalated to sharp interior kicks, as if he had swallowed a live, feisty animal that was looking for a way out. Puresome knew there was a way out and, clamping himself together, rolled off his top rack and started a Charlie

Chaplin-like waddle for the closest head just around the corner. Flinging open the door, the head was . . . full of salt water and floating chunks that sloshed with the motion of the ship.

"Yaaaaaaa!" howled Puresome as he turned for the ladder to the next deck, manfully pinching his gluteae maximae and moving as fast as this configuration would safely allow.

Needles on pressure gages were definitely in the yellow and creeping toward the red as Puresome made it to the next deck. "Yess!" he exhaled through clenched teeth and accelerated, doing his best to stay out of burner. But he had forgotten about the knee-knockers. . . .

Puresome rounded the corner to the head like a runaway Peterbilt 18-wheeler swerving down Peligro Canyon with no brakes. Screaming to a halt in front of the stall, his aviator hands blurred in a tricky, coordinated maneuver that involved opening the stall door with one hand and loosening his "I-been-there" belt buckle with the other.

But in the pressure of the moment, the left hand bounced the stall door off the stops while the right was tugging at the buckle, and the door whanged back closed. On Puresome's finger. Which broke. Almost exactly simultaneously with a tremendous migratory movement from Puresome's interior. Clearly, it would have been better if his pants had been down.

Which was exactly the point Weed was trying to make back in the palatial stateroom above the boiler just before Puresome smacked him hard with the hand with the unbroken finger.

Come the morning, not one of the Sidewinders cut him any slack. His application for a "Distinguished Dysentery Cross" was denied. And Candy Andy informed him with great finality that neither did it qualify as one of the "Breaks of Naval Air."

You just had to expect some losses in an operation like this.



TINS!*

By Dave Dollarhide

Have you ever seen a *Skyhawk* loaded with 210 2.75" Forward Firing Aircraft Rockets loaded in 30 LAU-68 pods on 5 Multiple Ejector Racks? Not a sight I've seen! The black paint is different also! ...more like what you'd see at China Lake

"210 Mighty Mouse Rockets"

With no rear fairings, it makes you wonder what the drag count was like enroute, but it had to have been crazy piggy after the rockets turned the pod fronts into trash cans over the target.

When my squadron, VA-46, transitioned from the *Scooter* to the *Cor-sair*, somebody decided to see what all those wing racks could do and loaded up bunches of LAU-69 19 shot pods packed with 2.75s on one jet. Then, they

discover the ship had no fairings...but what the hay! Let's go anyway! After the cat shot, it took the airplane a couple of miles to get cleaned up, then 250kts and 10,000' was all there was.

This cool photo below reports to be from the VA-164 Ghostriders, aboard the USS *Hancock* in 1968/9. Maybe you were there and remember the event? Pass any input to "Hide" at davedollarhide@msn.com



SIZE DOES MATTER

Modelers' Corner

By Joe Turpen

Visit [<http://skyhawk.org/article-modeling/modelers-hangar-bay>]

Here's something for the modelers that is different. The model started as an out of the box Hasegawa A-4C but didn't end that way. Instead it's painted as BuNo 145063, which is the aircraft that tested the wing for the A-4E. Needless-to-say some of the decals had to be custom made for this model. A friend of Gary Verver's made the decals used on this kit. I have included its history for those who are interested.

According to Baughers page: 145063 (MSN 12309) To storage at MASDC as NA-4C 3A0491 June 4, 1976. To Singapore AF as a A-4SU with serial #939.

A4D-2N	12309	11/14/58	BAR M&S	El Segundo, CA	Accepted
A4D-2N	12309	01/06/59	BAR R&D	El Segundo, CA	
A4D-2N	12309	02/29/60	BWR RDT&E	El Segundo, CA	
A4D-2N	12309	10/03/61	NAF RDT&E	NAF China Lake, CA	
A-4C	12309	11/30/62			Re-designate A-4C
A-4C	12309	06/21/68	NAF R&T	NAF China Lake, CA	
A-4C	12309	02/22/70	NavAeroRecovFac	NAS El Centro, CA	
A-4C	12309	06/05/74	NatParaTestRange	NAS El Centro, CA	
A-4C	12309	06/30/76			Stricken : 350
A-4SU	12309	07/01/76	Republic of Singapore AF	Republic of Singapore	As A-4SU serials 939 & 940
A-4SU	12309	06/15/05	Republic of Singapore AF	France	Sighted



NEW MEMBERS

Barthol, Aaron • West Dundee, IL
Bray, Ken • Lake Oswego, OR
Griggs, Toby • Ashland, OR

Jernighn, Clark • Greenville, SC
Miller, Ronald • Sandia Park, NM
Oliver, Frank • Albany, OR

Piranian, Alfred • Chalfort, PA

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., Beaver Creek, OH 45431



★TAPS★

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

ADM James L. Holloway, Alexandria, VA, 11/26/2019
Tim O'Laughlin, Orange Park, FL, 10/31/2019.
Rich Jordan, May 2018
Al Rome, Cordova, TN, 2/13/2019
Stephen Carey, Salt Lake, UT, 6/5/2019
Tommy Hampton, Coupeville, WA

The A-4Ever Index
Summer 2004 to Fall 2019

This index is sorted by Issue beginning with Summer 2004. Additional indices sorted by Author and Category (such as Skyhawk History or Skyhawk Operations), can be found on the Skyhawk website at www.skyhawk.org. We hope that this index will be useful to our members by providing a means to quickly locate articles and other items of interest.

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Hickerson	Bob	Or Sometimes the Gods Smile On You	Winter 2005	11.1	18	Skyhawk History
Jobin	Ed	A Nugget and That Brand New Jet	Winter 2005	11.1	16	Skyhawk History
Powell	Boom	RA-5C Vigilante Units in Combat (Powell)	Winter 2005	11.1	14	Book Review
Powell	Boom	Chute Shots	Winter 2005	11.1	21	TINS
Trout	Mike	Flying Final on Fujiyama	Winter 2005	11.1	20	Skyhawk History
Turpen	Joe	50 Years of Skyhawk Models Part II	Winter 2005	11.1	19	Modeling
Woodul	Jack	Bouncing the Spider	Winter 2005	11.1	12	Puresome
Woodul	Jack	Born Fighting: How the Scots-Irish Shaped America (Webb)	Winter 2005	11.1	14	Book Review
Caiella	Jim	Skyhawk "508" and Lt. Al Carpenter	Spring 2005	11.2	12	Skyhawk History
Gann	Harry	Bicentennial Skyhawks of VT-24	Spring 2005	11.2	5	Gann's Gallery
Powell	Boom	Boy in a Skyhawk	Spring 2005	11.2	6	Skyhawk History
Powell	Boom	TA-4 Fallon Follies	Spring 2005	11.2	20	TINS
Smith	R.G.	Sandblower	Spring 2005	11.2	1	Cover
Taylor	Jeremy	Shadows of War (Robert Gandt)	Spring 2005	11.2	18	Book Review
Turpen	Joe	Hasegawa 1/32nd Model of A-47 155018 "Lady Jesse" (Turpen)	Spring 2005	11.2	11	Modeling
Weber	David	Twidget Goes Cyber - Skyhawk Association Ready Room	Spring 2005	11.2	19	Website
Wood	Drury	Flight Testing the Scooter	Spring 2005	11.2	14	Skyhawk History
Woodul	Jack	Seagull-O-Rama	Spring 2005	11.2	16	Puresome
Coleman	Adam	Skhawks in the Falklands: the Crash Site of A-4B (C-215)	Summer 2005	11.3	6	Skyhawk History
Editors	Staff	The Dumbest Contest	Summer 2005	11.3	19	Skyhawk History
Gabbard	John	No Warm Breakfast for Me, Or How a Landing Gear Can Make You Cry	Summer 2005	11.3	15	Maintenance/Ordnance
Gann	Harry	Blue Angels in Winter Training - El Centro 1975	Summer 2005	11.3	1	Cover
Gann	Harry	MCCRTG-10 Group Gaggle 1977	Summer 2005	11.3	10	Gann's Gallery
Mares	Ernie	What the Heck Were Bullwinder and Bombwinder? (Verver)	Summer 2005	11.3	13	Maintenance/Ordnance
Powell	Boom	Nose Gear Squash	Summer 2005	11.3	18	TINS
Smith	R.G.	Sandblower II	Summer 2005	11.3	10	R.G.'s Art

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Turpen	Joe	IPMS 2005 Best Skyhawk by Joe Driver	Summer 2005	11.3	7	Modeling
Verver	Gary	The Mystery of the Mystery FOD: Intake Mistake	Summer 2005	11.3	12	Maintenance/Ordnance
Verver	Gary	Searching for Skyhawk Info on the Web	Summer 2005	11.3	16	Website
Williams	Mark	A Case of the CLAB: Chu Lai Air Base	Summer 2005	11.3	8	Skyhawk History
Woodul	Jack	The Great Firepower FRABBUP	Summer 2005	11.3	14	Puresome
Anonymous		A Whoosh Award	Fall 2005	11.4	22	Skyhawk History
Foster	Wynn	The Saints of VA-163 Part I	Fall 2005	11.4	10	Skyhawk History
Galanti	Paul	In Memoriam: VADM James Stockdale	Fall 2005	11.4	21	Memorial
Gann	Harry	El Toro Based H&MS-13 TA-4s off Los Angeles in 1975	Fall 2005	11.4	1	Cover
Gann	Harry	VMA-331 Snake Eyes	Fall 2005	11.4	4	Gann's Gallery
Homer	Joe "Toad"	First Skyhawk Atlantic Crossing by Buddy Store	Fall 2005	11.4	16	Skyhawk History
Langworthy	Ted	We Say Goodbye To Ernie Laib	Fall 2005	11.4	21	Memorial
Powell	Boom	Flight Plan	Fall 2005	11.4	15	TINS
Smith	R.G.	A4Ds Over the Golden Gate Bridge circa 1957	Fall 2005	11.4	4	R.G.'s Art
Turpen	Joe	Skyhawk Modeler's Family Tree	Fall 2005	11.4	9	Modeling
Weber	David	The Skyhawk Association Website Ready Room	Fall 2005	11.4	18	Website
Woodul	Jack	Douglas A-4 Skyhawk: Attack and Close-Support Bomber (Winchester)	Fall 2005	11.4	5	Book Review
Woodul	Jack	Readyroom-O-Rama: the Drop Tanks of Doom	Fall 2005	11.4	14	Puresome
Adkinson	Larry	Who Were Those Guys? Setting the Record Straight	Winter 2006	12.1	16	Skyhawk History
Coletto	Nick	Dumbest: It's Not Just for Pilots!	Winter 2006	12.1	23	TINS
Foster	Wynn	The Saints of VA-163 Part II	Winter 2006	12.1	8	Skyhawk History
Gann	Harry	TA-4F 3-Point Landing on USS Lexington	Winter 2006	12.1	6	Gann's Gallery
Lamers	John	The Bent Probe	Winter 2006	12.1	12	Skyhawk History
Powell	Boom	Gremlins 1977	Winter 2006	12.1	14	TINS
Powell	Boom	The World's Worst Aircraft (Winchester)	Winter 2006	12.1	7	Book Review
Sanders	Kit	A-4 Nightmare: the Dangerous Flight Deck	Winter 2006	12.1	17	Skyhawk History
Smith	R.G.	A4D-1 Delivers Nuclear Weapon	Winter 2006	12.1	1	Cover
Staff	Editors	Virginia Aviation Museum Restoration of A-4C 148543	Winter 2006	12.1	19	Restoration
Walthers	Jim	Training for the A-4 Nuclear Weapons Delivery	Winter 2006	12.1	4	Skyhawk Operations
Weber	Dave	Open Source Software	Winter 2006	12.1	17	Website
Woodul	Jack	The Great Goatsby, Part I	Winter 2006	12.1	20	Puresome
Woodul	Jack	Oral Tradition #406	Winter 2006	12.1	13	Puresome
Gann	Harry	VMA-324 A-4M 158158 Firing 5" Zuni Rockets	Spring 2006	12.2	20	Gann's Gallery
Powell	Boom	VA-127 Adversary A-4F over Sierra Nevada	Spring 2006	12.2	1	Cover
Powell	Boom	Skyhawks and Submarines Part I	Spring 2006	12.2	6	Skyhawk History
Powell	Boom	Le Cielfaucou Francais	Spring 2006	12.2	13	TINS
Renella	Marco	Naval Weapons Center China Lake	Spring 2006	12.2	10	Skyhawk History
Smith	R.G.	Kuwaiti A-4 Low Level over the Desert circa 1991	Spring 2006	12.2	20	R.G.'s Art
Williams	Mark	Skyhawk Restoration Review with Joe Turpen	Spring 2006	12.2	22	Restoration
Woodul	Jack	The Great Goatsby, Part Deux	Spring 2006	12.2	14	Puresome
Aloni	Shlomo	Eight Stored AHIT N Aircraft	Summer 2006	12.3	1	Cover
Aloni	Shlomo	The A-4 AHIT Today and the Rada AHIT-M	Summer 2006	12.3	12	Skyhawk History
Coletto	Nick	TINS for Ordies	Summer 2006	12.3	21	TINS
Gann	Harry	Gann's Gallery (A-4M and F-4U Topeka 1979)	Summer 2006	12.3	11	Gann's Gallery
Hickerson	Bob	Clash of the Carriers: the Story of the Marianas Turkey Shoot (Tillman)	Summer 2006	12.3	22	Book Review
Powell	Boom	Skyhawks and Submarines Part Deux	Summer 2006	12.3	6	Skyhawk History
Romm	Giora	The Yom Kippur War and My First Skyhawk Flight	Summer 2006	12.3	16	Skyhawk History
Smith	R.G.	A-4Hs over Israel	Summer 2006	12.3	11	R.G.'s Art
Turpen	Joe	Models by Nick Monopoli	Summer 2006	12.3	21	Modeling
Woodul	Jack	Crubfoot Active	Summer 2006	12.3	19	Puresome
Ellis	Gerry	The Last (and first) A-4 Out of Khe Sahn	Fall 2006	12.4	14	Skyhawk History
Shipman	Dick	The Air Barons: the Other Navy Flight Demonstration Team	Fall 2006	12.4	11	Skyhawk History
Smith	R.G.	A-4Ms under the SA-2s	Fall 2006	12.4	4	R.G.'s Art
Turpen	Joe	IPMS Best Skyhawk by Steve Ellis	Fall 2006	12.4	23	Modeling
Turpen & Williams	Joe & Mark	The Antatomy of a Restoration	Fall 2006	12.4	16	Restoration
Vincent	Hal	Testing the X and YA-4D	Fall 2006	12.4	8	Skyhawk History
Williams	Mark	VMA-324 A-4E over Mount Rainier	Fall 2006	12.4	1	Cover
Woodul	Jack	Flarelight	Fall 2006	12.4	18	Puresome
Bertrand	Birdie	The Tomcats of VMA-311 1964 - 1966 Part I	Winter 2007	13.1	8	Skyhawk History
Chesterman	Al	More Nickel Grass - A-4s to Israel	Winter 2007	13.1	18	Skyhawk History
Fitch	William	The Development of the Multiple Carriage Bomb Racj	Winter 2007	13.1	13	Maintenance/Ordnance
Kitrell	Charlie	Skyhawk Display Dedicated at Bartlesville, OK	Winter 2007	13.1	19	Restoration
Powell	Boom	Zanek: A Chronicle of the Israeli Air Force (Stevenson)	Winter 2007	13.1	22	Book Review
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Shipman	Richard	A-4s to Israel	Winter 2007	13.1	16	Skyhawk History
Woodul	Jack	Blood Brothers	Winter 2007	13.1	20	Puresome
Bertrand	Birdie	The Tomcats of VMA-311 1964 - 1966 Part II	Summer 2007	13.2	10	Skyhawk History

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Turpen	Joe	Great New Models from Randy Fuller and Carlos Garcia	Summer 2007	13.2 8	Modeling
West	Denny	The A-4 Glider	Summer 2007	13.2 18	Skyhawk History
Williams	Mark	Roger Ball (Auten)	Summer 2007	13.2 9	Book Review
Winchester	Jim	Speed Record	Summer 2007	13.2 21	Attic Attack
Woodul	Jack	Way Up North	Summer 2007	13.2 14	Puresome
Dann	Rich	A-4E 149969 Project Rainhat	Fall 2007	13.3 1	Cover
Davisson	Budd	Flying with the Blue Angels in '75	Fall 2007	13.3 20	Skyhawk History
Larson	Mike	Bad Luck & Trouble: the TRANSLANT From Hell	Fall 2007	13.3 13	Skyhawk History
Mersky	Peter	The Ghostriders' Smiling Giant	Fall 2007	13.3 17	Skyhawk History
Powell	Boom	U.S. Navy and Marine Corps A-4 Units of the VN War (Mersky)	Fall 2007	13.3 16	Book Review
Sapp	Denny	Jim "Taco" Potter Remembered	Fall 2007	13.3 23	Skyhawk History
Tambini	Tony	Project Rainhat	Fall 2007	13.3 8	Skyhawk History
Turpen	Joe	Great New Models from Andrew Abshier	Fall 2007	13.3 6	Modeling
Weber	Dave	TINS X 2	Fall 2007	13.3 19	TINS
Weber	Dave	Twidget Goes Cyber	Fall 2007	13.3 12	Website
Woodul	Jack	Hosing Santini	Fall 2007	13.3 18	Puresome
Bartels	John	RAN A-4G During Operation Sand Grouper 82	Spring 2008	14.1 1	Cover
Miecznikowski	Bob	Playboy 11 is Down	Spring 2008	14.1 10	Combat
Patrick	Pat	Flame-out Stories, Part I	Spring 2008	14.1 17	Skyhawk History
Stanton	Duke	TINS X 2	Spring 2008	14.1 20	Skyhawk History
Tambini	Tony	Armed Forces Day: China Lake 1963	Spring 2008	14.1 16	Skyhawk History
Woodul	Jack	Adios, Whiz	Spring 2008	14.1 5	Memorial
Woodul	Jack	Bagging	Spring 2008	14.1 14	Puresome
Cupido	Joe	VMA-133 Dragons over Golden Gate Bridge	Summer 2008	14.2 1	Cover
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
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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
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Arnold	Bob	A Trip to the Suburbs	Spring 2010	16.1 9	Combat

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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
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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
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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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McBride	J.J.	The Last Combat Cruise of the A-4 Charlies	Fall 2011	17.3 15	Skyhawk History
Powell	Boom	Le Cielfacon Francais - 1963	Fall 2011	17.3 12	Skyhawk History
Powell	Boom	Triple Sticks by Bernard Fipp	Fall 2011	17.3 18	Book Review
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
Editors	Staff	Fact or Fiction? Inverted Plugs	Spring 2012	18.1 14	Skyhawk History
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
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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
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Rivas	Santiago	Argentina's Fighting Hawks	Fall-web	2012	18.3	6 Skyhawk Operations
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Smith	R.G.	A-4 MiG Victory by T.R. Swartz	Fall-web	2012	18.3	5 R.G.'s Art
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
Mersky	Peter	On Heroic Wings: Stories of the DFC (Lanman and Wendling)	Winter	2012-13	18.4	10 Book Review
Smith	R.G.	Marine Tradition	Winter	2012-13	18.4	1 Cover
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 ShriII 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
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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
Schneider	Bob	Restoration of Fanny Hill - H&MS-14 Det N	Summer	2013	19.2	20 Skyhawk Restoration
Verver	Gary	TINS! Splash Coy	Summer	2013	19.2	21 TINS
Woodul	Jack	Keeper of the Flame	Summer	2013	19.2	23 Puresome
Kolasa	Rick	Skyhawk Ventures' A-4C and F4U Corsair Heritage Flight	Fall	2013	19.3	1 Cover
Mersky	Peter	Hero of the Angry Sky: David S.Ingalls, America's First Naval Ace	Fall	2013	19.3	6 Book Review
Quaid	Marvin	Scooter Memories: Flying the A-4 Skyhawk in Vietnam	Fall	2013	19.3	8 Skyhawk History
Gray	Stephen	Scooter Memories: Flying the A-4 Skyhawk in Vietnam	Fall	2013	19.3	8 Skyhawk History
Wood	Drury	The Army A4D	Fall	2013	19.3	16 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
McCoy	Earl	Heat Waves!	Winter-web	2013-14	19.4	1 Cover
Mersky	Peter	Before They Were Blacksheep: VMF-214 and the Battle for the Solomans	Winter-web	2013-14	19.4	10 Book Review
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
Paul	Bob	New Beginnings for Proud Warriors: VMA-225 Chu Lai 1965	Winter-web	2013-14	19.4	22 Skyhawk History
Dollarhide	Dave	Restoration Corner: Aging A-4s Achilles' Heel	Winter-web	2013-14	19.4	23 Skyhawk Restoration
Research	Team	Skyhawk Research Thread	Winter-web	2013-14	19.4	30 Skhawk History
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Woodul	Jack	The Early Worm: A Personal Recollection	Winter-web	2013-14	19.4	38 TAPS

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Simms	Don	The Skyhawks' Final Resting Place(s)	Spring	2014	20.1	7 Skyhawk History
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
USN Photo		1984 Blues Solos at the Pass	Summer	2014	20.2	1 Cover
Pennings	Marco	Skyhawks Over Israel	Summer	2014	20.2	6 Skyhawk Operations
Woodul	Jack	Fabled Fifteen:The Pacific War Saga of CAG 15 (Cleaver)	Summer	2014	20.2	11 Book Review
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
Mersky	Peter	Solitary: The Crash, Captivity and Comeback of an Ace Fighter Pilot (Romm)	Fall	2014	20.3	6 Book Review
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 Gram paw Pettibone	Fall	2014	20.3	21 Puresome
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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
Woodul	Jack	The Great Cubi Shootout	Winter	2014-15	20.4	34 Puresome
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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
Fipp	Bernie	Resurrection	Summer	2015	21.2	12 Skyhawk Operations
Vaughan	Jeanette	Lady Jesse Beck and The Navy Ghost Riders	Summer	2015	21.2	14 Skhawk History
Williams	Mark	Skyhawks In Middle Earth	Summer	2015	21.2	16 Skyhawk Displays
Dollarhide	Dave	TINS! Close Call in the Caribbean	Summer	2015	21.2	18 TINS
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
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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
Pridgen	Norm	Midair Over the Target!	Summer 2016	22.2 14	Skyhawk History
Mares	Ernie	Lt. Eward Andrew Dickson, USNR	Summer 2016	22.2 16	Skyhawk History
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Terrell	Jerry	VA-15 A-4Bs over the Florida Coast	Winter-web 2016-17	22.4 1	Cover
Bertrand	J.T.	The Tomcats of VMA-311 1964 - 1966 Part 1	Winter-web 2016-17	22.4 4	Skyhawk History
Bertrand	J.T.	The Tomcats of VMA-311 1964 - 1966 Part 2	Winter-web 2016-17	22.4 14	Skyhawk History
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