

DOUGLAS TA-4J SKYHAWK | BuNo 156925



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AIRCRAFT LISTING DETAILS:

Total Hours: 8751

ENGINE: Pratt & Whitney Model J-52 P8

Total Hours: 8751

Total Hours since Overhaul: 303

Total Hours since Hot Section: 5

AIRCRAFT HIGHLIGHTS:

- 14 Month Refurbishment Completed in November 2016
- Full Garmin Glass Cockpit
- Garmin Digital Autopilot
- Like-new Condition Inside and Out - All Major Systems and Accessories Refurbished, Overhauled, or Replaced

AVIONICS:

- Dual Garmin G3X Touch Screen 10.6" PFD's with GDU 460 Screens
- Garmin G5 electronic standby (airspeed, altitude, and attitude)
- Garmin Synthetic Vision
- WAAS Capable
- GSU 25 ADAHRS system
- GMU 22 magnetometer
- GTP 59 Air Temperature Probe
- ARTEX – ME 406 ELT
- UHF Radios – Removed but re-installable (not compatible with Garmin)
- Radar Altimeter – removed but installable (not compatible with Garmin)

OPTIONAL EQUIPMENT:

- Two (2) 300 USG drop tanks
- Escapac Ejection Seats
- Turbine Start Cart (Huffer & Electrical)
- Custom Bruce's Canopy Covers
- Entry Ladder

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HISTORY:

BuNo 156925 served in the US Navy Instrument Training Program, and was largely used as a landbased instrument trainer. The aircraft has 115 arrested landings making it one of the lowest cycle TA-4J's in existence. Even though it was retired, it had an incredible 52% life remaining based on US Naval utilization standards.

The A-4 Skyhawk, in the two-seat TA-4J configuration, was introduced to a training role replacing the TF-9J Cougar. The TA-4J served as the advanced jet trainer in white and orange markings for decades until being replaced by the T-45 Goshawk. Additional TA-4Js were assigned to Instrument Training RAGs at all the Navy master jet bases under RCVW-12 and RCVW-4. The Instrument RAGs initially provided jet transition training for Naval Aviators during the time period when Naval Aviation still had a great number of propeller-driven aircraft and also provided annual instrument training and check rides for Naval Aviators. The assigned TA-4J models were installed with collapsible hoods so the aviator under training had to demonstrate instrument flying skills without any outside reference. These units were VF-126 at NAS Miramar, California; VA-127 (later VFA-127; NAS FALLON, NV) at NAS Lemoore, California; VF-43 at NAS Oceana, Virginia; and VA-45 (later VF-45) at NAS Cecil Field, Florida until its later move to NAS Key West, Florida.



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RENOVATION AND RESTORATION HIGHLIGHTS:

Originally manufactured in 1970. Restoration Completed in 2016.

BuNo 925 was retired from US Navy Training Command and was primarily in storage until 2006 when a 10 year \$1.5M restoration began. All major systems of the aircraft were overhauled, rebuilt or replaced.

- New canopy and glass installed (\$280,000)
- Landing gear was removed, overhauled, painted and re-installed (\$300,000)
- All flap and slat tracks were replaced
- All pumps, actuators overhauled
- Engine Hot Section Inspection
- In December 2015 the aircraft was ferried to Classic Jet Warbirds of Titusville, FL where an experienced A-4 restoration crew began re-assembly.
- All flight controls removed, balanced and reinstalled.
- Complete strip and zinc chromate primer of entire airframe
- New paint in Douglas / US Navy Gull Grey and White.
- Crew gaseous oxygen system conversion.
- Weapons control systems installed

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SPECIFICATION

Overall length	42 ft 7 in	12.9 m
Overall height	15 ft 3 in	4.6 m
Wingspan	27 ft 6 in	8.3 m
Wing area	260 sq ft	24.1 sq m
Basic empty weight	10,602 lbs	4,808 kg
Max weight	24,500 lbs	11,111 kg
External payload	Up to 9,900 lbs	
Internal fuel	670 g	
External fuel	Two 300 g Aero 1-D Tanks	

PERFORMANCE

Range	1,350 nm	2,173 km
Speed	585 kts	.95 mach
Celing	38,700	11,795 m
Climb Rate	8,440 fpm	
Endurance	4 hrs with Aero 1-D Tanks	

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