

# ATKRON 12 NEWSLETTER

# VA-12

PUBLISHED BY THE  
VA-12 REUNION ASSOCIATION

WE INVITE YOU TO VISIT **THE WORLD FAMOUS FLYING UBANGIS** AT OUR WEBSITE **WWW.VA12.COM**



Volume XI, Issue 2 August 2012

A-7E, On Board CV-69 D.D. Eisenhower

VA-12 in the 1970's



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## UBANGI?

**THE 2012 REUNION:  
OCTOBER 4-6, AT THE  
SHERATON AIRPORT HOTEL,  
CHARLESTON, SOUTH CAROLINA  
UBANGI GONNA BE THERE?**

**UBETCHA!**



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## 2012 VA-12 REUNION NEWS

### Reunion Plans

August 31 is the last day that you can register for the October Reunion in Charleston. If you have forgotten to register and do not see your name below please send me your form and \$ today. For those of you that are coming in early, we are planning a day at the Charleston Market <http://thecharlestoncitymarket.com/> on Thursday, lots of great things to do and see there, including many restaurants. We will have our traditional icebreaker get-together on Friday evening, followed by an informal dinner at the hotel restaurant, or a place near by. One Saturday we will tour **Patriots Point Naval & Maritime Museum**, and include some time for additional sightseeing. Saturday evening will be our Banquet at the Hotel. On Sunday for those that do not have to depart we will spend the afternoon at the Aquarium Wharf, where there are a number of interesting sites and excursions, including The Maritime Center, Harbor Tours and Shopping for the ladies. It is likely that we will have lunch and or dinner in this area.

For those interested in arriving early and playing golf you should email Ed Thomas [eltva12@hotmail.com](mailto:eltva12@hotmail.com) before the end of August so he can add you to his tee times.

The following is the current list of Ubangis that have signed up for this years Reunion. We didn't quite double the number but it will still be a very good turnout if everyone shows up.

#### **Gerald and Doni Barnett**

#### **Joe and Carol Cassel**

Bill and Faith Doody

Rod and Sara Dunlap

#### **Paul Englert and Jane Salz**

Ed and Nancy Fennell

Rich and Rhonda Forristall

Frank and Robbi Giaccone

Eric Harvie

Bill and Lynn Heck

George Hinds and **Carol Hagenau**

Rich and Carol Kichline

Joe and Kathy Kyle

John Larch

Ed Lewitz and **Linda Rusch**

#### **James and Barbara McBride**

Marty and Nancy McCormick

Joe McFadden

Johnny Miller

#### **Doug Muzik**

Terry and Joan Nies

James Renfro

JD and Sandy Rogers

#### **Wayne and Brenda Scarborough**

Jerry Schwartz

Barry Smith

Bob Smith

Ed Thomas

#### **Barry and Sharon Wheeler**

Harmon and Denease Winborn

*First time attendees in **Bold***

## LETTER TO THE EDITOR

4/1/12

Dear Joe (actually this is for Terry Nies)

Yesterday I received the April 2912 ATKRON 12 NEWSLETTER and as always, found it interesting and informative. I do heed your call for early registration for the October reunion in Charleston and enclose my registration and fee. I will make a copy of the registration form so my wife Barbara and I can book lodging. She is in Maryland as I write, visiting her mother. I have been to Charleston a couple of times so I want Barbara to see the place as well as wonder how us old Ubangis can have so much fun recalling our days with VA-12.

I was particularly interested in your VA 12 Project Plane story, Many VA-12 old timers who either made the 1970 WestPac deployment on board the USS Shangri-La, transition to the A-7E Corsair II jet at NAS Cecil Field and made the 1971-1972 Mediterranean cruise or both, may take you to task when you say Senior Chief Bud White's second tour with the squadron was during the transition to the A7 A/C aircraft.

By 1971, when we transitioned from the faithful A4C Skyhawk, it was to 12 brand new A7E's. Nevertheless, having the Flying Ubangi and VA12 on the tail of the aircraft at the Museum is OK and a job well done.

A good number of the squadron enlisted stayed through the transition after the Shang cruise. A number made the Mediterranean deployment with the "Bobby Socks" VA-12, I see, from the Shangri-La cruise book, an ATC H. D. White, who could be Senior Chief Bud White, who you met. I do hope he will make the reunion as I could not find his photo from the Independence cruise of 1971-1972 so he may have stayed at Cecil Field. Of Course, there always are individuals who do not get into individual (Independence) or group (Shangri-La) photos. The Idea of a "Bobby Socks" command was a Zumwalt idea of advancing promising Lieutenant Commanders to squadron skippers and XO's. The two East Coast experiments with light attach were VA-12 and VA-66. The idea never caught on and I think little really is known of our participation in the "Bobby Socks" experiment. If you would like an article for the newsletter, let me know. I hope we get some Shang and "Bobby Sockers" together at the reunion.

The squadron flew the A7E aircraft until disestablishment 1 Oct 1986. I will bring my book ShangLog to sell \$25.

*James McBride Cmd VA12 69-72*

## TREASURY REPORT

Previous Balance	\$1617.50
Dues/Reunion fees/interest	1110.32
<b>SUB TOTAL</b>	<b>\$2727.82</b>
Stamps	75.90
Envelopes/Lables	34.96
Printing *	98.82
Bell Stand	30.72
<b>CURRENT EXPENSES</b>	<b>240.40</b>
<b>NEW BALANCE</b>	<b>2487.42</b>

## VA-12 SHIP'S STORE

For this Reunion we have established a "Ships Store" so that attendees and non-attendees may order shirts and hats online. The website has a link from our VA12 page and is operational currently.

I will bring all gear ordered to Charleston to save you the shipping charge if you place your order prior to Sept. 15, 2012. After that date you will have to have items mailed to your house for a standard shipping charge. The site will remain active through October or as long as there is a reasonable amount of ordering being done. Go to

<http://www.co-store.com/VA-12>

Joe Kyle 66-68

## VA-12 FLYING UBANGI A-7A RESTORATION PROJECT - JUNE 2012

A little history would be in order. This A/C is tail number 153135. This plane was # 40 of the A7A production run. It is on loan from the US Navy Aviation Museum in Pensacola, Fl. Prior to the Valiant Air Command obtaining it about 10 years ago, it sat outside at the Orlando Recruit Training Center.

One of our former shipmates, Chief Jim Scoggins, used this plane to demonstrate basic aviation to recruits as a Recruit Company Commander and was promoted to an LDO in front of its sister ship 402 While at RTC. The Valiant Air Command eventually received custody ( the



Navy does not dispose of its A/C but "loans" them out) of the A/C and after many years outside it found a place of honor in the new Vietnam War Era display hanger among many other famous Viet Nam War Birds.

If you read the last newsletter you would have seen that we had just started to work on the plane. We have made significant progress since then but have a long way to go. We had agreed to fund and paint the tail section but as we started working we found significant corrosion throughout the entire fuselage. As do many projects go, it grew in scope. The Valiant Air Command commander has now agreed to help fund the remaining cost to paint the entire A/C.

We started at the worst area of the plane. The port elevator, which had the worst corrosion and paint cracking. This was the only section that had to be completely sanded to bare metal. As we were feeling a sense of accomplishment we started looking closer and



started finding many corroded areas and continued working our way up and forward. Several mechanical items began to become obstacles to progress. Keep in mind this plane will NEVER fly again. We just want it to look good and provide a proud mounting place for the Flying Ubangi "Kiss of Death". There are many many cut and disconnected hydraulic lines. An equal number of ragged and bare wires. So consequently no power either hydraulic or electrical can be applied. For those that belong to the VA12 Facebook Group know, we post lots of questions there to try and find solutions. Sometimes it is just plain trial and error. Some times just dumb luck. Some times we get lucky and find someone that knows what "that thing" is and how to deal with it. A couple of examples are the wing flaps and the canopy. The flaps were stuck in the full down position since 197X its last flight. We finally, with assistance from a former Ubangi, used our favorite hydraulic substitute, the **BONB** ( **B**ig **O**ld **N**itrogen **B**ottle) direct on the actuator. Bam! Up they went with a bang. No more banged heads on the wing flaps. Another critical item for a display A/C is the cockpit. The kids (big and little) love to look into and sometimes sit in the cockpit. My Grand kids can attest to

how "NEAT" it is to sit there and pretend to fly a jet plane. They have visited the museum a few times already. It took two of us to lift the canopy open and brace it with a support bar. This was hard on the back and dangerous at the least. After many posts and lots of trial and error, we found the correct schrader valve and with our trusty **BNOB** and 350 lbs of pressure the canopy now goes up and down as it should. The canopy release handle was also broken and required a monkey wrench to open it. After trying to locate one from the Navy Musuem in Pensacola and finding that they needed 3 themselves, we were able to remove it and fabricated a replacement out of a solid block of aluminum from the scrap pile. We can now open and close the canopy easily and safely. We have cleaned the cockpit instruments and control boxes as best we can and are painting the interior trying to make it look good. The Flying Ubangi has been created and ready to put on as soon as the plane is painted this fall.



Bud and I will be taking some time off this summer for travel and a break from the heat. The plan is to finish off the final sanding and smoothing of the surfaces and get it ready for painting as soon as we can recruit a painter to shoot it. We still need to jack the plane and service the main gear to get the wheels riding correctly. The big jacks are currently supporting the TBM that is being restored to flight. It is scheduled off the jacks in late July. We have some bombs coming in but still need the racks to hang them on the plane.

This is such a rewarding and fun experience. It is great to sweep the cobwebs away and get the hands dirty working on this airplane. The tourist that come by show great interest in the plane and what we are doing. It is enjoyable to meet all these people from all over the world that come and tour the museum.

You don't have to be a certified A&P to work on the static display A/C. All you need is the desire to give back and to provide some good old elbow grease. If you can not come to central Florida to work, PLEASE consider

providing financial support to our effort. Your donations are tax deductible and help to support a legacy of flight history.

See you at the reunion! Lots of pictures will be shown there.

Terry (Stubby) Nies ATN2 VA12 67-69

### ON THE COVER VOUGHT A-7E CORSAIR

The A-7A Corsair was chosen to replace aging A-4 Skyhawks. Enhancements and upgrades were started immediately. Some squadrons transitioned from A-4 Skyhawks to the "A" model, others directly to the "B", still others (including VA-12) directly to the "E" model. The "E" was so good at it's job that all remaining A-4 units and all A-7 "A" and "B" equipped units moved over to the "E".

	A4-C	A-7E
Engine	(1) Pratt & Whitney J52-P-6A	Allison TF41-A-2 Turbofan
Thrust	8,400 Lb/Ft	14,500 Lb/Ft
Max Weight	24,500 Lbs	42,000
Max Speed	673 MPH	698 MPH
Max Altitude	42,500 Ft.	42,000 Ft.
Max Range	2,000 Miles	3,044 Miles
Rate of Climb	8,440 Ft/Min	15,000 Ft/Min



#### VA-12 AND THE A-7E:

Received their A-7E's between January and Sept. 1971. Equipped with the "E" model until squadron dis-establishment in 1986. The cover bird 405 is shown on-board CV-69 Eisenhower on 6 July 1980.

### CONTACT INFO

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