

ATKRON 12 NEWSLETTER

SQUADRON LINEAGE

1946 VBF-4
1946 VF-2A
1948 VF-12
1955 VA-12

VA-12

PUBLISHED BY THE
VA-12 REUNION ASSOCIATION
See CONTACT INFO Page 4

ALL ARE WELCOME TO VISIT

THE FLYING UBANGIS

AT OUR WEBSITE WWW.VA12.COM



Volume XV, Issue 1 March 2016

A4-C Skyhawks onboard CVA-42 F.D. Roosevelt

VA-12 IN 1955



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UBANGI? UBETCHA!

COVER PHOTO SCHEME

2017 REUNION LOCATION

The site for our 2017 Reunion has been selected and it will be Portland, OR. This will be the first reunion held on the West Coast. It will be a longer travel for many of us, but it seems fair as those living west of the Mississippi have been doing most of the traveling for the past 8 reunions. Personally I am looking forward to visiting Oregon, as I have never been there before.

John Larch will serve as the “Man on the Ground” and has already begun to line up several adventures for us.

We are in the process of finding a suitable hotel with reasonable pricing. If all goes as planned the September Newsletter should have greater detail regarding the Hotel, Cost, & Dates. In the meantime, I would appreciate emails to indicate if you expect to attend. Sometime in July 2017 is what we are thinking at this point.

TREASURY REPORT

Previous Balance	491.09
Dues	0.00
SUB TOTAL	491.09
Stamps *	48.00
Printing *	135.87
CURRENT EXPENSES	183.87
NEW BALANCE	304.22

2016 Dues

Many of you have already paid your dues for this year, but others I believe have forgotten. I do get a lot of questions about if you are current or not and how much you owe. The new structure is as follows: If you prefer the Newsletter mailed to you, so that you can have it in your hot little hands, then annual dues are \$10.00 (at least until my printer decides to up his costs.) If you just want the electric copy, then there is no set amount for dues, feel free to send whatever you think it's worth.

Long-time readers of the Newsletter know that the cover picture has consisted of VA-12 aircraft, in order of aircraft assignment from 1946 through 1986. Starting with the next issue after the A7-E, we will begin adorning the cover page with a picture of the aircraft carriers the squadron deployed aboard, in the same date cycle from 1946 to 1986.

Just as a preview, here is a list of those carriers and what VBF-4/VF-2A/VF-12/VA-12 was flying in that era.

<u>CARRIER</u>	<u>AIRCRAFT</u>	<u>YEAR</u>
CV-40 Tarawa	F4U-4 F8F-1	1946-48
CVB-43 Coral Sea	F2H-2	1951
CV-18 Wasp	F2H2	1952
CVA-42 F.D. Roosevelt	F2H-2	1953
CVA-59 Forrestal	A4D-2	1958-59
CVA-38 Shangri-La	A4D-2	1960
CVA-42 F.D. Roosevelt	A4D-2 A4D-2N	1961-68
	A4-C	
	A4-E	
	A4-C	
CVA-38 Shangri-La	A4-C	1969-70
CVA-62 Independence	A7-E	1971-77
CVN-69 D.D. Eisenhower	A7-E	1978-85

Note 1

I'm not going to promise that we have a beautiful shot of the carrier with a VA-12 bird on the deck. That is more possible in the modern era and less likely farther back in time.

Note 1: In July and August 1963, VA-12 conducted a short-term assignment in placing a detachment of A4-C aircraft and squadron personnel on board CVS-9 USS Essex and CVS-11 USS Intrepid to assist as fighter support in anti-submarine exercises.

John Larch 76-79

"Looking for Mr. Baer"

After completing class "A" school in Millington, Tenn. I reported for duty to VA12 at Cecil Field in June 1956. I checked in at the office topside & was told I had to check in with Mr. Baer in the ready room next door. I was told that he was flying at the time but he would be returning shortly. So I bided my time looking down at the men working on the F7U Cutlasses visualizing me working along with them before long. Soon here comes a pilot & before I could say anything he disappeared into the ready room. I know it was Mr. Baer because I saw his name on his life vest "BUAER". I thought I'd wait for him to come out & catch him. Before long here comes 2 more pilots & each of them was also named "Buaer" I thought "Holy shit" how many Mr. Baers is in this squadron!! Little did I know that BUAER stood for "Bureau of Aeronautics"!! I finally found the real LTJG Baer & checked in. Thanks. Looking fwd to the next reunion.

George Hinds 56-59

Ewald Trucks serving in 1958 sent me the following photos.



**ON THE COVER
DOUGLAS A-4C SKYHAWK**

VA-12 had been flying the A-4E model Skyhawk since March 1965. Two years later, in March 1967, the squadron transitioned back to the A-4C and continued flying that model until moving over to the new A-7E Corsair 2 in April 1971.

	A4-E	A4-C
Engine	(1) Pratt & Whitney J52-P-6A **	(1) Curtis-Wright J65-W-16 **
Max Weight	8,400 Lb/Ft	7,700 Lb/Ft
Max Speed	24,500 Lbs	24,500 Lbs
Max Altitude	673 MPH	657 MPH
Max Range	38,800 Ft.	44,000 Ft
Rate of Climb	2,540 Miles	2,000 Miles
	?	7,100 Ft/Min

** Some A-4C aircraft were fitted with the J65-W-20 engine of 8,200 Lbs thrust. And many later A-4E's were fitted with the Pratt & Whitney J52-P-8 engine of 9,300 Lb/Ft thrust.



Question: Why did VA-12 (and other squadrons too) leave the A4-E model behind in 1967 and switch back to the A4-C model?
The reasons for this transition back are not mentioned in many of the sources I use to generate this ON THE COVER item in our newsletters.

Thanks to Wayne Scarborough for sharing this letter of accommodation received while on the Line in 1070, Well Done Wayne



THE COMMANDING OFFICER

Attack Squadron Twelve
6 October 1970

Mr. and Mrs. Earl Scarborough
1034 Putnam St.
Macon, Georgia 31404

Dear Mr. and Mrs. Scarborough,

It is my pleasure to inform you that the officers of this command have selected your son as Attack Squadron TWELVE's "Plane Captain of the Month" for September 1970. His selection was based upon his professional performance, courtesy and assistance rendered to the pilots, military appearance, aircraft cleanliness, and the quality of his preflight inspections.

During the squadron's longest and most demanding line period in Southeast Asia your son's continual high performance has been noted by both his immediate supervisors and all pilots in the squadron. Steve was always available to provide assistance to his fellow plane captains in addition to his own duties and was instrumental in helping his division accomplish its mission smoothly and safely. The determination and exemplary performance demonstrated by your son during the long and tedious hours demanded in combat operations reflect credit on himself and his family.

My personal congratulations to you on your son's selection as "Plane Captain of the Month".

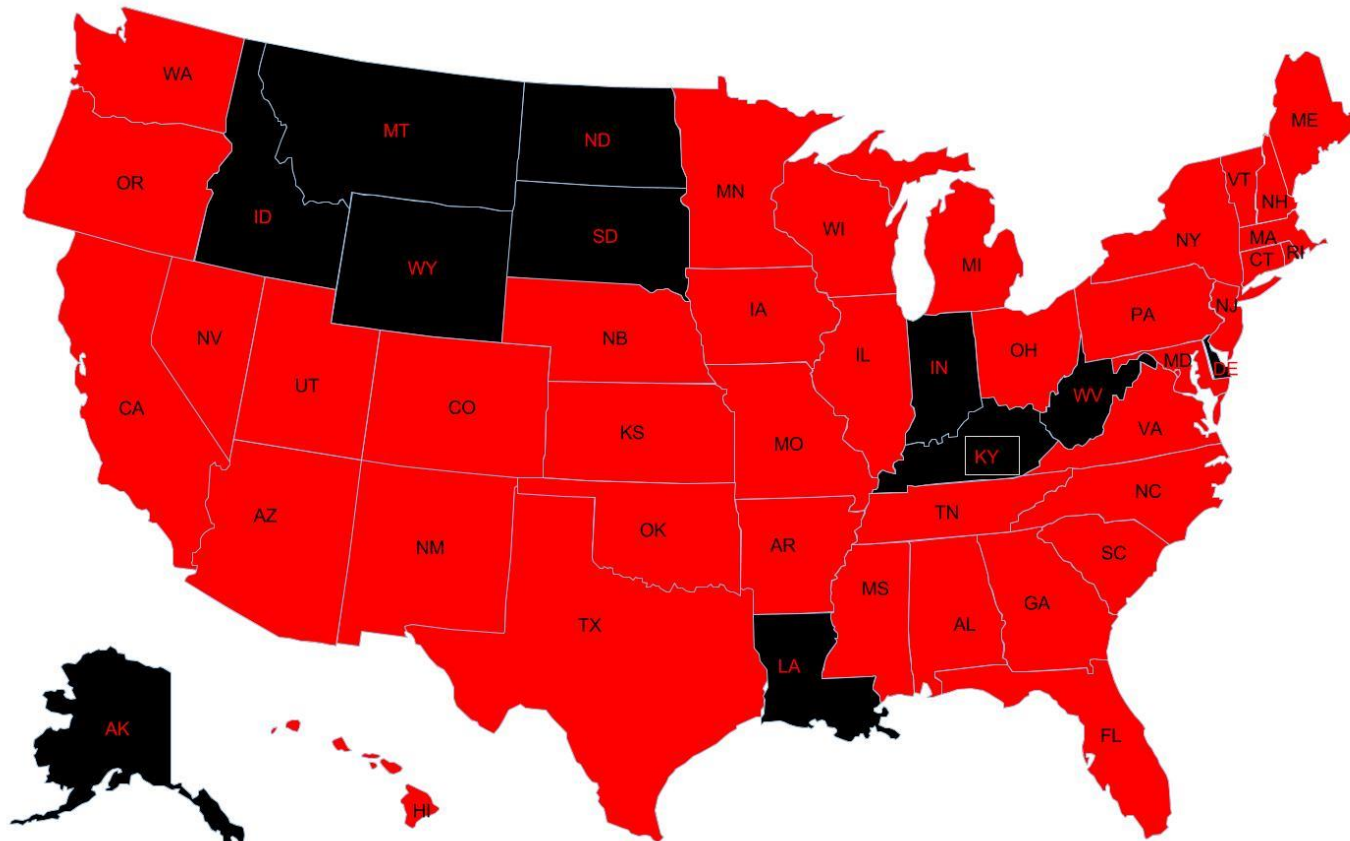
Sincerely,

D. H. L. Gholson
D. H. L. GHOLSON
Commander, U. S. Navy
Commanding Officer

Below is a little map I put together to show where our Squadron Alumni reside. **UBANGI NATION**

Ubangi Representation in the US

Red indicates States where at least one Alumni lives, Black has no known representative



CONTACT INFO

JOE KYLE	10421 Barbara Pinckney MI 48169	Home (734) 878-0556	Cell (810) 923-4426
JOHN LARCH	7127 Janelle Ct SE Salem OR 97317	Home (503) 362-3550	