



VP ASSOCIATION NEWSLETTER

AN ASSOCIATION OF VETERANS WHO SERVED WITH THE NAVAL AIR RESERVE PATROL SQUADRONS BASED AT NAS SQUANTUM MA, NAS SOUTH WEYMOUTH MA, AND NAS BRUNSWICK ME.

NOTE, CURRENT AND FORMER MEMBERS OF ANY U.S. NAVY PATROL SQUADRON ARE WELCOME TO JOIN US!

ISSUE 40

[HTTP://WWW.VPASSOCIATION.ORG](http://www.vpassociation.org)

JUNE 2010

Welcome to another edition of the VP Association newsletter. As always, please direct all general VP Association-related inquiries or correspondence to William Hanigan, 23 Parkview Terrace, Duxbury MA 02332, 781-585-4950, vpassociation@aol.com. Please send all newsletter-related correspondence to Marc J. Frattasio, P.O. Box 30, Pembroke MA 02359, marc_frattasio@yahoo.com.

RECCO:



Boeing P-8 Poseidon T1 test article and the maritime patrol aircraft that it will eventually replace, a Lockheed P-3C Orion, over NAS Patuxent River, MD on April 10th, 2010. Official U.S. Navy photo by Liz Goettee. Got something similar to share? If so, contact Marc J. Frattasio.

FINAL FLIGHTS:

It is our sad duty to report the death of former VP-92 TAR AO1 Richard "Dick" Pierce, who passed away in Florida on February 18th from Wegener's Disease. According to Dick's wife Bernice, donations in Dick's name to any organization that provides assistance to needy veterans (such as Homes for Our Troops – see the VP Association web site at <http://www.vpassociation.org> for details) would be appreciated. We also lost Harvey Shore, who lived in Randolph, MA and Andre "Casey" Castellano recently lost his wife Jean. Both men had served with VP-92 at NAS South Weymouth.

In addition, we also recently lost Joseph P. O'Neill. Joe may have been the last of the real Squantum old-timers. He joined a Navy Reserve surface division in 1933 at 18 and transferred to aviation with VS-2R at NRAB Squantum in 1940 where he served as a radioman-gunner flying Vought SBU biplane dive-bombers. Given a choice between becoming an LDO and a WO after Pearl Harbor, Joe chose the latter path and spent WW2 assigned to ships as a communications officer. He returned to the Naval Air Reserve after the war ended, serving with VP-ML-69, VP-911, and FASRON-911 at either NAS Squantum and/or NAS South Weymouth. Joe retired from the USNR as a CWO4 in 1959.

ILL SHIPMATE IN NEED OF CHEERING UP:

Walter O'Connell is recuperating from recent knee replacement surgery at home. You can contact him at 123 Colonel's Lane #4, South Weymouth MA 02189, 781-335-0553, wocon24376@aol.com.

THE ANNUAL REUNION:

The VP Association's annual reunion banquet will be held at the Officer's Club at Hanscom AFB in Bedford, MA on Saturday September 25th from 1200 to 1700. The banquet, which will be buffet style once again, costs \$40 per person and a mail-in reservation form is on the last page of this newsletter.

Attendance is limited, reservations are required in advance, and will be taken on a first-come first served basis. Tickets will not be sold at the door. Please mail your reservation as soon as you can to prevent possible disappointment and so we can tell the caterer how many people to expect.

Hanscom AFB requires a military ID, active or retired, to be presented to the gate guards for entry under normal circumstances. If you do not have a military ID be sure to indicate this on the banquet reservation order form so your name can be added to the base's security access list for the reunion. All persons without a military ID will have to enter the base at the civilian gate, not the Hartwell gate. If you have any questions about this contact Bill Hanigan at 781-585-4950 or vpassociation@aol.com.

Anyone who wants to stay overnight should contact Hanscom AFB directly at 1-888-235-6343 for information regarding accommodations on the base or in the local area. Please try to get the word out about the reunion to as many of your old Squantum/SoWey/Brunswick reserve patrol squadron friends as possible. Don't assume that every former shipmate you're in contact with is affiliated with or aware of the VP Association. Guests, military or civilian, are also welcome to attend the reunion.

As in prior years tables will be available in a room adjacent to the banquet hall for displays of any memorabilia that you may wish to bring. If you have photos, cruise books, patches, caps, NATOPS manuals, or any other interesting memorabilia that you'd like to show off please bring it with you.

Please note that your newsletter editor is bringing a portable scanner to the reunion. If you have any old NAS Squantum, NAS South Weymouth, or NAS Brunswick-related photographs or slides please bring them with you to the reunion so they can be scanned for possible future use in the newsletter.

Our guest speaker will be Tom Reck, who was C.O. of VP-92 from February 2004 to June 2005.

ADMIN FUND DONATIONS:

The VP Association has no dues and contributions are always welcome to help defray the cost of printing and mailing newsletters to shipmates without e-mail. We'd like to thank Marc Frattasio (via Lulu Press), Dr. Vincent Pattivina, and Tom Wall for their recent contributions to the admin fund.

SPEAKING OF THE COST OF PRINTING AND MAILING NEWSLETTERS...

If you have an e-mail address and have been receiving this newsletter through the U.S. Postal Service then we do not have a valid e-mail address for you. If this is your situation, please contact Bill Hanigan via e-mail as soon as possible so we can begin sending your newsletter to you by e-mail.

LOST CONTACT:

Please let Bill Hanigan know whenever your street or e-mail address changes.

RECENT CHANGES OF ADDRESS:

Andrew Snowdon
1003 Sunfish Drive
Silverdale, WA 98315
snowx5@hotmail.com

Please note a new e-mail address for Tom Kelley at tdkool64@hotmail.com, Mike McSweeney at mikepmcs@yahoo.com, and Steve Winter at libertynh@myfairpoint.net.

NEW MEMBERS:

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321-288-1608

HELP WANTED:

Former VP-911 and VP-92 alumnus Walter O'Connell, who is active in the Association of Naval Aviation Patriot Squadron (<http://www.anapatriotsquadron.org>), the group that maintains the A-4 Skyhawk jet, Shea Memorial Grove, and Navy museum at former NAS South Weymouth, is seeking donations of unwanted Navy uniforms. The uniforms will be made available to members of the ANA Patriot Squadron who are Navy veterans to wear at official ceremonies and events. If you have an old uniform to donate e-mail Walter O'Connell at wocon24376@aol.com or call him at 781-335-0553.

P-8A POSEIDON, THE NEW KID IN TOWN (USN Press Release 4/12/2010):

NAVAL AIR STATION PATUXENT RIVER, MD - The first P-8A Poseidon test aircraft arrived at Pax River, April 10.

The aircraft, recently assigned to Air Test and Evaluation Squadron (VX-20), arrived after a six hour, 55 min flight from Boeing's Seattle facilities. VX-20's Government Flight Test Director, Cmdr. Jim Reining, along with VX-1's Operational Test Director, Cmdr. John Verniest, and Boeing's P-8A chief pilot, Chris Dobb, delivered the aircraft referred to as T1.

T1 began formal Navy flight testing at the Boeing facility in October 2009. The Integrated Test Team (ITT) spent the past six months executing ground and flight tests while maximizing the expertise of Boeing P-8A engineers and technicians.

“It was an exciting moment to watch the first P-8A Poseidon touch down at Pax River today,” said Capt. Mike Moran, Maritime Patrol and Reconnaissance Aircraft program manager (PMA-290). “The maritime patrol and reconnaissance platform is in great demand throughout the world and this flight put us one step closer to delivering Poseidon to the Fleet. I cannot be more proud of our team as they work to ensure this aircraft will meet our warfighters’ requirements.”

Moran said that the program continues to meet all performance criteria and is on track for initial operational capability in 2013.

“The ITT, along with all Boeing’s Seattle production and maintenance team has worked very hard to get the aircraft to Pax River to complete the planned test program,” said Reining. “The ITT is grateful for the strong support from PMA-290 and Boeing management and is excited to get to work testing at Pax River.”

The Poseidon ITT, comprised of Navy test squadrons (VX-20 and VX-1), and Boeing, will utilize T1 to evaluate the P-8A’s airworthiness and expand its flight envelope.

The program’s other two flight test aircraft, T2 and T3, will transfer to Pax River later this year. These aircraft will focus on extensive mission systems and weapons system testing, ensuring the P-8A’s ability to carry out the anti-submarine warfare, anti-surface warfare and intelligence, surveillance and reconnaissance operations.

The Poseidon will replace the P-3C Orion as the Navy’s premier maritime patrol and reconnaissance aircraft. Its advanced mission systems, software and communications technology will allow the Fleet to carry out the same missions as the Orion, but with greater situational awareness that will enhance mission success.



ABOVE: Boeing P-8 Poseidon T1 test article touching down at NAS Patuxent River, MD on April 10th, 2010. Official U.S. Navy photo by Liz Goettee.

A MESSAGE FROM CAPT JIM HOKE, PATROL WING 5’s LAST COMMODORE:

Today I have the honor of hauling down the CPRW-5 pennant for the final time as the 20th and last Commodore. I would be remiss of me if I did not highlight some of the command’s history and how it has touched nearly every maritime patrol aviator in our great Navy. From Wing FIVE’s origin in 1937

onboard the flagships USS Owl and seaplane-tenders USS Gannet and USS Goldsborough, through transitions ashore to Norfolk, Boca Chica, Patuxent River, and finally Brunswick, Wing FIVE has had one goal: to prepare squadrons to support and defend our national interests both abroad and off our own shores.

Wing Five squadron tail flashes have proudly adorned aircraft nicknamed Catalina, Marlin, Neptune, Orion and most recently, Global Hawk. Wing Five based aircrews have always strived to answer the call of duty, whether it be: Atlantic neutrality patrols; coastal ASW patrols after Pearl Harbor; Gulf Coast Frontier patrols; 38th parallel patrols; Cold War patrols from Keflavic to Rota/Lajes to Bermuda to the Caribbean; Cuban Missile Crisis surveillance patrols; Mercury and Gemini support; Vietnam patrols; Mediterranean patrols; Desert Shield and Storm; Yugoslavia/Kosovo; and finally, Operations Iraqi Freedom and Enduring Freedom. Our squadron mates have operated from the North Pole to the most southern tip of South America and on any given day, any latitude and longitude between the International Date Line and Greenwich Meridian.

Many of you have fond memories of cutting your teeth on anti-submarine patrols in the local warning areas and flying home marveling at the beautiful Maine coast. There was no better feeling than when driving by Fat Boy's on Old Bath Road, seeing your squadron's tail flash pass overhead on final approach.

On behalf of the last Sailors at CPRW-5, we salute all our squadron mates from units present and past (VP-8, VP-10, VP-11, VP-14, VP-15, VP-21, VP-23, VP-26, VP-44, VP-92, VPU-1, VP-MAU, TSC Brunswick, FMP MOCC ALFA, FSU-5, NAVCOMTELDET, NCTAMSLANTDET, ASD and AIMD). The bonds of Sailors serving at Wing Five and in Brunswick, Maine have strongly influenced our maritime community and we hope it will remain an enduring legacy of excellence for many operations and missions to come.

Best wishes to all in the future as we haul down our pennant for the final time. It has been an honor to serve in this capacity and with so many phenomenal people. Fly safe and Godspeed. Wing Five....out.

VT-10 ANNIVERSARY CELEBRATION:

Since the establishment of the Basic Naval Aviation Officer School in 1960 at NAS Pensacola, FL, which was later re-designated VT-10, the "Wildcats" have trained virtually every NFO. July 2010 marks this training squadron's 50th anniversary, which will be celebrated over three days in June at NAS Pensacola. Fleet aircraft are welcomed to fly-in beginning on June 21st. Official events begin on June 23rd and include a kickoff social at the NAS Pensacola O'Club, a golf tournament, a symposium at the National Museum of Naval Aviation, a VT-10 alumni "dining-out", as well as an NFO winging ceremony at the museum on June 25th. Other events available will include tours, fishing, and discounts from local establishments. The full schedule of events and details can be accessed on-line on the VT-10 web site at <https://www.cnatra.navy.mil/tw6/vt10/index.asp> or on the "VT-10 Wildcats" Facebook page at <http://www.facebook.com/group.php?gid=123871625321>.

THE 13TH ANNUAL NORTHERN NEW ENGLAND MILITARY RETIREES ACTIVITY DAY:

The 13th Annual Northern New England Military Retirees Activity Day is scheduled for Saturday July 31st. This event will be held at the New Hampshire Army National Guard Army Aviation Support Activity (AASF) at 26 Regional Drive in Concord, NH from 0800 to 1400. Information will be provided regarding legal assistance, healthcare, survivor benefits, recreational facilities, commissaries, exchanges, ID cards, veteran's homes, veteran's cemeteries, etc. For more information, e-mail Frank Musmanno at muzzy@qsinet.net or call him at 603-495-3042.

UP-COMING EVENTS (from VP-92's George Griffin):

Here are some up-coming events that may be of interest to VP Association members living in New England:

- On June 12th and 15th the 2010 Aviation Exposition at the Portland Airport in Portland, ME.
- On June 16th the Spanish Navy training ship Juan Sebastian de Elcano will arrive in Boston, MA.
- On June 26th and 27th the USAF Thunderbirds will be at former NAS Quonset Point, RI.
- Boston Navy Week begins on June 30th. See <http://www.navyweek.org/boston2010/index.html>.
- On July 4th the frigate USS DeWert will be visiting Eastport, ME.
- On July 31st the submarine USS Missouri will be commissioned at NS Groton, CT.
- On August 21st and 22nd the USAF Thunderbirds will be at Barnes Field in Westover, MA.
- On August 28th and 29th the USN Blue Angels will be at former Pease AFB in Portsmouth, NH.

INFORMATION ABOUT RETIRED PAY FROM DFAS (from VP-92's Bill Hanigan):

On February 1 the Defense Finance & Accounting Service brought retired and annuitant pay administration back in house after outsourcing this function to a contractor for nearly eight years. Read more at <http://www.dfas.mil/rna-news/march2010/directorscorner.html>. At the same time, the DFAS launched new and improved web pages for retired military and annuitant customers. They reviewed all of the information they were providing over the Internet and removed outdated or irrelevant material, reducing the number of web pages in the retired pay section of the web site from 88 to 26. Read more at <http://www.dfas.mil/rna-news/march2010/newandimprovewebpage.html>.

Two recent changes to the IRS tax tables have a lot of military retirees and annuitants asking questions. Read more at <http://www.dfas.mil/rna-news/march2010/2010taxupdate.html>.

Many military retirees and annuitants who live overseas and receive their benefits through International Direct Deposit have voiced concerns over missing information on their electronic fund transfers. International Treasury Services has restored this information to electronic funds transfers. Read more at <http://www.dfas.mil/rna-news/march2010/iddinforestored.html> and at

Imagine it's March 30th and your appointment with the tax preparer is only 30 minutes away. You open the folder containing your financial information and discover that your 1099R is missing. What do you do? Read <http://www.dfas.mil/rna-news/march2010/mypayputsyoincontrol.html> to find out.

Do you have a question or feedback for the Defense Finance & Accounting Service? Call their Customer Contact Center toll free at 1-800-321-1080 or submit an inquiry over the Internet at <https://ca.dtic.mil/dfas/s-retired/ret-pay.htm>.

THE ORIGIN OF THE NAVY PETTY OFFICER:

The naval term "petty officer" comes from the French word "petit", which primarily means something small. However, in other usages the word can also mean minor, secondary, and subordinate. From the Middle Ages up through the early modern era English villages usually had a number of "petite", "pety", or "petty" officers, who were subordinate to the major office holders such as the steward or the sheriff. These "petty officers" served as assistants to the senior office holders.

Similarly, in the early British Navy, the senior naval officers such as the boatswain, gunner, and carpenter had assistants known as "mates". Since the early sailors were familiar with the concept of petty officers as used in their home villages, they subsequently employed the term to refer to the mates on board their ships. In those days a British Navy ship's captain selected his own petty officers, who served at his pleasure, before each voyage. When the ship returned to its base, or

whenever the ship's crew was paid off and released from duty, the petty officers lost their positions and titles. There were petty officers serving in the British navy as early as 1600s but the rank did not actually become official until 1808.

There were petty officers in the United States Navy from its beginning in 1775. As was the case in the early British Navy, in the early U.S. Navy the petty officers were appointed by the ship's captain. These petty officers did not have special uniforms or rank insignia at that time and they usually held their appointments only while they were serving on board the ship whose captain had selected them.

U.S. Navy petty officers got their first rank insignia in 1841. This was an embroidered eagle perched on an anchor that was worn on the sleeve. Some petty officers wore the insignia on their left arms while others wore it on their right but all of them wore the same insignia. Rating devices did not appear officially until 1866 but they may have been used informally for several years before they were officially approved.

In 1885 the U.S. Navy recognized three classes of petty officers; first class, second class, and third class. The following year the Navy introduced rank insignia for petty officers consisting of downward-pointing chevrons under a spread eagle (facing left instead of right as it does today) and a rating mark. A third class petty officer had one chevron, a second class petty officer had two chevrons, and a first class petty officer had three chevrons.

First class petty officer was the highest enlisted rank in the U.S. Navy until 1894. That year, the chief petty officer rank was established as the highest enlisted naval rank. The chief petty officer was given a rating badge similar to the other petty officer ranks but with three chevrons surmounted by a curved "rocker". In 1958 the ranks of senior chief petty officer and master chief petty officer were created. These wore the same insignia as the CPO, with the addition of one star over the eagle for the senior chief petty officer and two stars for the master chief petty officer.

ENLISTED PILOTS:

Did you know that prior to 1948 the Navy trained enlisted men as pilots? In fact, for a time there was actually an enlisted pilot rating, "NAP", which stood for Naval Aviation Pilot. Enlisted pilots wore wings that were basically identical to those that were worn by the commissioned Naval Aviators except that they were silver in color instead of gold. The NAP rating badge was a small embroidered representation of these wings.

Congress had mandated that thirty percent of all pilots be drawn from the enlisted ranks back in the early days of naval aviation. For the most part this was done as an economy measure since enlisted men were (and still are) paid substantially less than officers. However, another reason was to provide an incentive for technically trained enlisted men such as electrician's mates, machinist's mates, carpenter's mates, etc., to transfer from the fleet to aviation. The "incentive" was that after a year of duty as an aircraft mechanic with exemplary evaluations an enlisted man could apply for pilot training. In 1932, due to the Great Depression, the thirty percent quota was cut down to twenty percent in order to provide more pilot billets for officers. As a result the Navy put a moratorium on all enlisted pilot training between 1932 and 1936.

The heavily caste-oriented Navy never really knew how to treat its enlisted pilots. For example, Seaman Second Class George Webber, who was later commissioned and became a full Commander, was a member of the first group of enlisted men who were sent directly from boot camp to flight training during 1929. Previously, enlisted pilot candidates had to have some time in service and were either PO1s or CPOs before they were eligible for flight training. Once he earned his wings, S2c Webber was assigned to Scouting Squadron 3 as a pilot. VS-3 was embarked on the aircraft

carrier U.S.S. Lexington at that time. When Webber reported aboard ship there was no billeting for him and he was forced to sleep on a cot set up on the deck. As if that weren't bad enough, he was assigned to mess duty in the ship's galley like any other new Seaman. So, Webber flew missions with his squadron, peeled potatoes and washed dishes in the galley, and then slept on the deck. The cooks in the galley were concerned that Webber was impersonating an officer and told him to stop wearing his pilot's wings. To put the cooks' worries to rest, Webber invited them to go topside to watch him go flying. Eventually the Lexington's skipper, CAPT Ernest King, found out that one of his pilots was working in the galley and terminated Webber's mess duties. Its not known if Webber got better billeting out of the deal

Here's another related story. During the early phase of the Battle of Guadalcanal, in August 1942, Marine Air Group 14 discovered that they were missing two enlisted pilots. It turned out that the two missing men, sergeants Ollie Michael and Rohe Jones, had been detailed to dig latrines on the island of New Caledonia! The two enlisted pilots were immediately given orders back to their squadron, where they flew Douglas SBD Dauntless dive bombers on strike missions against Japanese ships and land targets.

The Navy did away with the Naval Aviation Pilot rate during 1948 and many enlisted pilots were subsequently offered commissions. Several refused to "move up", changed rate, and hung on in various billets wearing their silver wings for several more decades. The last enlisted pilot in the Navy, ACCM Robert Jones, retired from active duty on January 31, 1981.

ALL KINDS OF PATROL SQUADRON BRANDED STUFF AVAILABLE FROM ZAZZLE:

On-line printer Zazzle (<http://www.zazzle.com>) offers an amazing variety of products (T-shirts, aprons, ball caps, tote bags, coffee mugs, key chains, mouse pads, postage stamps, etc.) over the Internet featuring the VP-911, VP-912, VP-913, and VP-92 squadron insignia. To see what's available, go to the Zazzle web site and search on keywords "VP 911", "VP 912", "VP 913", and "VP 92". Remember to drop the dash in the unit designation when performing searches on the Zazzle web site.

RECOMMENDED READING:



Former Navy pilot Mel Shettle has written a wonderful series of books on the Army, Navy, and Marine Corps air stations of WW2. His first volume, "United States Naval Air Stations Of World War Two – Volume One, Eastern States", covers NAS Squantum, NAS South Weymouth, and NAS Brunswick. Shettle's books are thoroughly researched and well-illustrated. You can preview and order this book or any of his other books on-line at <http://airbasebooks.com> or through any good book store.

ON THE INTERNET:

Just when you think you've seen everything, something new and totally unexpected pops up. Check out this P-3C Orion made from 2,423 plastic Lego blocks at <http://mechanizedbrick.com/p3.html>. For just \$600 you can have one too!

MONTHLY MEETING:

Don't forget that we meet for lunch on the last Thursday of every month at the Officer's Club at Hanscom AFB in Bedford, MA from 1130 to 1330. Please join us if you can. If you don't have a military ID (base stickers are no longer required) contact Okie O'Connell at 781-335-0553 or Bill

Hanigan at 781-585-4950 so your name can be added to the base's security access list. Note, all persons without a military ID are required to enter the base at the civilian gate, not the Hartwell gate.

PARTING SHOTS:



ABOVE: The last resting place of former VP-92 Lockheed SP-2H Neptune "Lima Yankee 14" was the boneyard at Davis Monthan Air Force Base. This sad image is from The Lockheed P2V Neptune Research Project's web site at <http://www.verslo.is/baldur/p2/>. **BELOW:** This portrait photo of VP-912 personnel at NAS South Weymouth circa 1965 is from former squadron member John Donatello. This photo demonstrates how small reserve squadrons were before the reorganization of the Naval Air Reserve program in 1970. Prior to the reorganization reserve squadrons were not really expected to be self-sufficient and they had to lean heavily on the full-time stationkeepers or TARS, who were assigned not to the squadrons but to the base, for administrative and maintenance support.





ABOVE: Ken Sherman sent us this neat montage. Ken flew as a tactical coordinator on board P-2s and P-3s during the course of his Naval Reserve career with VP-92. **BELOW:** Early VP-92 Lockheed P-3C Orion on static display at an air show at NAS South Weymouth about 1991. Remember how the Navy removed all external squadron markings from aircraft for a time as a security measure in the wake of the Reagan administration's bombing raid on Libya? Photo courtesy of John C. Yaney.





ABOVE: Lineup of Consolidated PBY-5A (one on the left) and PBY-6A (two on the right) Catalinas from NAS Squantum during VP-ML-69's annual training cruise to NAS Miami, FL in the summer of 1949. Photo courtesy of Joseph P. O'Neill **BELOW:** VP-92 TAR and SELRES personnel at NS Roosevelt Roads, Puerto Rico during the summer of 1994. Plan on coming to this year's VP Association reunion at Hanscom AFB in September. The changes are good that you'll see some of your old Navy friends there. Photo courtesy of George Griffin.





Until Next Time, Lose Not Thy Speed In Flight Lest The Earth Rise Up And Smite Thee – “Frat”.



----- **Please Detach Here** -----

VP ASSOCIATION 2010 ANNUAL REUNION
HANSCOM AFB OFFICER’S CLUB BEDFORD, MA
SATURDAY SEPTEMBER 25, 2010 FROM 1200 TO 1700

Appetizers and Cash Bar between 1200 and 1300, Dinner at 1300, Music between 1200 and 1630

BANQUET RESERVATION ORDER FORM

Name: _____

Street: _____

City: _____ State: _____ Zip Code: _____

Telephone Number: _____

E-Mail Address: _____

Squadron Affiliation(s) and Years: _____

Number in Party: _____

Guest’s Name(s): _____

Military ID (Yes or No): _____

Amount Enclosed (\$40 Per Person): \$_____

Make Checks Payable to “**The VP Association**” and Mail to William Hanigan, 23 Parkview Terrace, Duxbury MA 02332.

If you haven’t been to a VP Association reunion before, how about joining us this year?

Don’t assume that everybody you know from your Navy Reserve or regular Navy patrol squadron days is aware of the VP Association or the annual reunion banquet. Spread the word about us to your Navy friends and former shipmates.

Our guest speaker this year will be Thomas G. Reck, CAPT USNR, who served as the commanding officer of VP-92 at NAS Brunswick, ME between February 2004 and June 2005.

Also, tables will be available for displays of any Navy memorabilia that you may wish to bring. If you have photos, cruise books, squadron or crew patches, squadron ballcaps, NATOPS manuals, or any other interesting memorabilia that you’d like to show off to your friends and former shipmates at the reunion banquet please bring it with you and we’ll find a table for you.