



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 38

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

DECEMBER 2009

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:



The prototype Boeing P-8 Poseidon is lifting off from Boeing Field on its first flight with a Navy pilot sitting behind the controls. This 3.3-hour flight occurred during late October. Many thanks to Robert Wilson for passing this photo along. Got something similar to share? If so, contact Marc J. Frattasio.

FINAL FLIGHTS:

It is our sad duty to report the recent deaths of Jack Harper and Donald Sletterink. Jack served in VP-911 and was the commanding officer of RTU-92. Donald was in VP-913.

OUR NEW WEB SITE:

Notice anything different about our masthead other than the fact that we are explicitly encouraging anybody with a past or present U. S. Navy patrol squadron affiliation to join? The VP Association now has its own official web site. The primary purpose of the new web site is to provide a presence on the Internet for the VP Association and, hopefully, catch the attention of former shipmates who are as yet unaware of this organization and bring in new members. The web site will also be used as a repository of back issues of the quarterly newsletter and to present important information in between the publication of the newsletter. So, take a look at <http://www.vpassociation.org> the next time you are out on the Internet. Be sure to save it as a "favorite" in your web browser and check back in from time-to-time to see what's new.

ADMIN FUND DONATIONS:

The VP Association has no dues. Voluntary contributions are always welcome to help defray the cost of printing and mailing newsletters to shipmates who do not have e-mail. To give you an idea of our re-occurring costs, producing and mailing the newsletter costs us a little over \$300 each time we do it. We'd like to thank Skip Burton, Ed Calahan, Andre Castellano, Robert Connolly, Paul Harriman, Bob Hickok, Paul Lapinski, Ray Pike, and Wayne Seer for their recent contributions to the administration fund. Remember, you can also contribute to the VP Association's Admin Fund by purchasing shirts, ball caps, and patches from Bill Hanigan (contact Bill at vpassociation@aol.com for availability and ordering information) or by purchasing any of the books (The Defender's History, Squantum Minutemen, VP squadron cruise books, VP Association Sea Story Library) produced as fund-raisers for the group and available from Lulu Press (<http://www.lulu.com>).

OTHER DONATIONS:

A big "Thank You" goes out to former VP sailor Sean Dever of Global Media International for his generous donation of photo image CDs that were used as door prizes at the recent VP Association annual reunion banquet. Sean's company is the #1 publisher of military photo image CDs. Among the many subjects covered by these CDs are P2 Neptunes, P3 Orions, S2 Trackers, P4Y Privateers, and other ASW aircraft. Check these military photo image CDs out at <http://www.militarywings.net>.

LOST CONTACT:

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

RECENT CHANGES OF ADDRESS:

Please note new e-mail addresses for Scott Alexander at se.alexander@verizon.net, Rainelda Escalante at raineldacf@hotmail.com, Christopher Kennedy at cxkennedy@1988.usna.com, Karen Loranger at kmabney71@gmail.com, Paul O'Hara at electrician.ohara@verizon.net, and John Wessing at jjwess@comcast.net.

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The VP Association has no dues at this time and we operate entirely on volunteer labor and donations. Consequently we prefer to send newsletters via e-mail if at all possible since this costs us nothing but time. If you have an e-mail address and have been receiving this newsletter through the U.S. Postal Service please contact Bill Hanigan at vpassociation@aol.com as soon as possible so we can start sending your newsletter to you by e-mail and reduce our printing and mailing expense.

RECENT VP ASSOCIATION ANNUAL REUNION A SUCCESS:

More than 110 VP Association members turned out for the group's annual reunion at the Hanscom AFB officers' club in Bedford, MA on Saturday September 26th. There were a number of displays of patrol squadron-related artifacts and photos set up. The excellent banquet, which was served buffet-style as in previous years, consisted of a salad, hot rolls and butter, roasted potatoes, green beans with slivered almonds, chicken, roast beef, brown and white gravy, an individual strawberry ice cream sundae, and coffee. Our guest speaker this year was John Gonsalves, founder of "Homes for Our Troops", a non-profit organization that provides FREE handicapped-accessible homes to severely injured veterans of the wars in Iraq and Afghanistan. Please check them out at <http://www.homesforourtroops.org>. A good time was certainly had by all. In fact, attendance this year was about 30% higher than last year. Please plan on attending next year's reunion, which will most likely be held at the same location on a Saturday in late September 2010, especially if you haven't been able to make it in the past.

The crowd at the recent annual reunion was top-heavy with the retired generation and we'd like to see some more younger members next year. NAS Squantum and NAS South Weymouth are GONE. NAS Brunswick's last squadrons are departing before the end of the year and in 2011 it too will be GONE. By the time you get this newsletter there will be NO naval aviation left in New England. Think about it! We are all that's left of the heritage of Navy Reserve patrol aviation in this region. Please consider coming to the reunion and monthly luncheons and help keep that heritage alive.



A NOTE FROM GEORGE DRISCOLL (VP-92) REGARDING HOMES FOR OUR TROOPS:

Back in June my wife and I were privileged to attend a dinner/fund raiser at the Boston Marriot-Copley Hotel for an organization called "Homes for Our Troops". I have to admit that I had never heard of this organization, but after looking them up on the web, I found that they perform a very important and necessary function. As their name states, this organization provides handicapped-accessible homes for our troops; servicemen and women who have been severely injured or handicapped in the line of duty. Since they are entirely dependant on private donations, they cannot provide as many homes as they would like nor as many as are necessary.

The troops we met that evening had been wounded in action, cared for by the military, given rehabilitation and any necessary prostheses, and then discharged from the hospital to get on with their lives. Not addressed by the military was how these handicapped veterans were going to make it on their own. Where do you find, much less afford, an apartment or house capable of providing some semblance of accommodation for a veteran who is a paraplegic, or worse, a quadriplegic? One Army couple, one of many we met that evening actually, had gotten married just prior to the husband's deployment to Iraq. Six weeks after their marriage, he, a Staff Sergeant, was shot in the neck by a sniper and left, for all intents and purposes, a quadriplegic. He has limited use of his left arm for controlling his electric wheelchair. This couple, just a pair of kids really, has been left with a very difficult life ahead of them. Homes for Our Troops had just finished designing and building a house for them that will allow them to live with all the accommodations necessary to live independently.

During the course of the evening we met other servicemen and women who are still waiting for a home to be built for them and currently living in way less than satisfactory quarters.

At the recent VP Association reunion held at Hanscom AFB on September 26th we were fortunate to have had Mr. John Gonsalves, the president of Homes for Our Troops, as guest speaker. He explained the need for financial support and the need for volunteers to help in the building of the special homes that they provide. As of that date, the organization had completed a total of 42 homes and has approximately 30 more in the works. From following the news reports from Iraq and Afghanistan, you know that there are many more disabled troops in need of help from Homes for Our Troops.

Many of us have the yellow ribbons on our cars emblazoned with the slogan, "Support our Troops", demonstrating our moral support for our service men and women. Homes for Our Troops is giving us an opportunity to provide more than moral support. Specifically, some much-needed financial support for the troops who have given so much for this country.

Homes for Our Troops is not a fly-by-night operation. Visit their website at <http://www.homesforourtroops.org> or via the link on the VP Association web site at <http://www.vpassociation.org> to see their list of major sponsors and contributors. But, these major sponsors can only do so much. Additional help is need from individuals; help that is not only financial. Volunteers are needed for every facet of the monumental task which has been undertaken; tasks that go from fundraising to driving nails on building projects.

Spend some time on their website to see some of the many ways in which you can help.

"DOC" HAYES IS BACK FROM IRAQ:

Dr. Gerald Hayes, who was formerly a flight surgeon with VP-92 but is now a reserve Captain in the Navy's construction battalions or "SeaBees", has recently returned home from Iraq. While deployed to the war zone, CAPT Hayes qualified in SeaBee Combat Warfare (SCW) and was also designated a Fleet Marine Force officer (FMF). Welcome home "Doc"!

SECOND ANNUAL "FRIENDS OF SAVELLE KAYAKS AND CRUSTACEANS WEEKEND":

The Second Annual "Friends of Savelle Kayaks and Crustaceans Weekend" was held at the home of Mark and Linda Hausler in Scarborough, ME for a small group of has-been aviation warfare systems operators (AWs) from VP-92 between Friday August 28th and Sunday August 30th. In attendance were former acoustic sensor operators Rick Caesar and Scott Savelle and former non-acoustic sensor operators Marc Frattasio, Mark Hausler, and Randy Minet. Although the Casco Bay kayaking trip that was supposed to happen on Saturday the 29th had to be cancelled due to driving rain an abundance of clams, lobsters, refreshing beverages, and sea stories were served up at the Hausler

residence throughout the weekend. Hopefully a few more former VP-92 personnel on the guest list (several more were invited than attended) will be able to make it to next year's event.

Former VP-92 AWs Rick Caesar, Mark Hausler, Scott Savelle, Marc Frattasio, and Randy Minet enjoying a hot batch of steamers at the Hausler residence in Scarborough, ME.



OVER 400 BID AIR BASE SQUADRON FAREWELL (Boston Globe 8/28/09):

Only three patrol planes are left at Brunswick Naval Air Station, and more than 400 people showed up yesterday to say goodbye as the base enters the final stages of its shutdown. A farewell ceremony at the base featured six admirals and former commodores who over the years oversaw operations of the last remaining squadron at the base. The P-3 Orions that remain are due for final departure the first week of December. Their new home will be at Florida's Naval Air Station Jacksonville. The base's airfield will close by the end of January and the entire base will shut down for good by May 2011.

MAINTAINING CANADA'S CP-140 AURORA FLEET (<http://www.defenseindustrydaily.com>):

The CP-140 Aurora is a "Canadianized" variant of the P-3 Orion aircraft used in the maritime surveillance role by the USA and many other countries. Like their fellow P-3s around the world, however, the Auroras have flown very long hours under very tough conditions. How to keep them flying at an affordable cost?

Canada's CDN \$1.67 billion Aurora Incremental Modernization Project began in 1998, and is an amalgamation of 23 individual projects grouped into 4 chronologically consecutive block upgrades. Key upgrades underway under the AIMP to date have included navigation and flight instruments (CMC Electronics) under Block II, and new electro-optical and infrared sensors (L-3 Communications) under Block III. A program to give these aircraft battlefield surveillance capability has also begun.

Hopefully, Canada's Aurora Incremental Modernization Program will enjoy smoother implementation than Royal Australian Air Force's recent "Project Air 5276" AP-3C modernization effort. AIMP, plus the Aurora fleet's new long-term, performance-based maintenance program, is designed to keep Canada's fleet flying until 2020.

LIBERTY BARS (this has been circulating around the Internet for a while):

Our favorite liberty bars were unlike no other watering holes or dens of iniquity inhabited by seagoing men and women. They had to meet strict standards to be in compliance with the acceptable requirement for a sailor beer-swilling dump.

The first and foremost requirement was a crusty old gal serving suds. She had to be able to wrestle King Kong to parade rest, be able to balance a tray with one hand; knock bluejackets out of the way with the other hand and skillfully navigate through a roomful of milling around drunks. On slow nights, she had to be the kind of gal who would give you a back scratch with a fly swatter handle or put her foot on the table so you could admire her new ankle bracelet some "mook" brought her back from a Hong Kong liberty.

A good barmaid had to be able to whisper sweet nothings in your ear like, "Sailor, your thirteen button flap is twelve buttons short of a green board." And, "Buy a pack of Clorets and chew up the whole thing before you get within heaving range of any gal you ever want to see again." And, "Hey animals, I know we have a crowd tonight, but if any of you guys find the head facilities fully occupied and start urinating down the floor drain, you're gonna find yourself scrubbing the deck with your white hats!"

They had to be able to admire great tattoos, look at pictures of ugly bucktooth kids, and smile and be able to help haul drunks to cabs and comfort 19 year-olds who had lost someone close to them. They could look at your ship's identification shoulder tab and tell you the names of the Skippers back to the time you were a Cub Scout.

If you came in after a late night maintenance problem and fell asleep with a half eaten Slim-Jim in your hand, they tucked your peacoat around you, put out the cigarette you left burning in the ashtray and replaced the warm draft you left sitting on the table with a cold one when you woke up.

Why? Simply because they were one of the few people on the face of the earth that knew what you did, and appreciated what you were doing. In addition, if you treated them like a decent human being and didn't drive 'em nuts by playing songs they hated on the jukebox, they would lean over the back of the booth and park their soft warm breasts on your neck when they sat two Rolling Rocks in front of you.

Then there is the imported table wipe down guy and glass washer, trash dumper, deck swabber and paper towel replacement officer. The guy had to have baggy tweed pants, a gold tooth, and a grin like a 1950 Buick. And a name like "Ramon", "Juan", "Pedro" or "Tico". He had to smoke unfiltered Luckies, Camels, or Raleighs. He wiped the tables down with a sour washrag that smelled like a skunk diaper and said, "How choo navee mans tonight? He was the indispensable man. The guy with credentials that allowed him to borrow Slim-Jims, Beer Nuts and pickled hard-boiled eggs from other beer joints when they ran out where he worked.

The establishment itself. The place had to have walls covered with ship and squadron plaques. The walls were adorned with enlarged unit patches and the dates of previous deployments. A dozen or more old, yellowed photographs of fellows named "Buster", "Chicago", "P-Boat Barney", "Flaming Hooker Harry", "Malone", "Honshu Harry", Jackson, Douche Bag Doug, and Capt. Slade Cutter decorated any unused space.

It had to have the obligatory Michelob, Pabst Blue Ribbon, and "Beer Nuts sold here" neon signs. An eight-ball mystery beer tap handle and signs reading:

- "Your mother does not work here, so clean away your frickin' trash."
- "Keep your hands off the barmaid."

- "Don't throw butts in urinal."
- "Barmaid's word is final in settling bets."
- "Take your fights out in the alley behind the bar!"
- "Owner reserves the right to waltz your worthless sorry ass outside."
- "Shipmates are responsible for riding herd on their ship/squadron drunks."

This was typical signage found in classy establishments catering to sophisticated as well as unsophisticated clientele.

You had to have a juke box built along the lines of a Sherman tank loaded with Hank Williams, Mother Maybelle Carter, Johnny Horton, Johnny Cash and twenty other crooning goobers nobody ever heard of. The damn thing has to have "La Bamba", Herb Alpert's "Lonely Bull" and Johnny Cash's "Don't take your guns to town" in memory of Alameda's barmaid goddess, Thelma. If Thelma is within a twelve-mile radius of where any of those three recordings can be found on a jukebox, it is wise to have a stack of life insurance applications within reach of the coin slot.

The furniture in a real good liberty bar had to be made from coal mine shoring lumber and was not fully acceptable until it had 600 cigarette burns and your ship's numbers or "FTN" carved into it. The bar had to have a brass foot rail and at least six Slim-Jim containers, an oversized glass cookie jar full of Beer-Nuts, a jar of pickled hard boiled eggs that could produce rectal gas emissions that could shut down a sorority party, and big glass containers full of something called Pickled Pigs Feet and Polish Sausage. Only drunk Chiefs and starving Ethiopians ate pickled pigs feet and unless the last three feet of your colon had been manufactured by Midas, you didn't want to get any where near the Polish Napalm Dogs.

No liberty bar was complete without a couple of hundred faded ship or airplane pictures and a "Shut the hell up!" sign taped on the mirror behind the bar along with several rather tasteless naked lady pictures. The pool table felt had to have at least three strategic rips as a result of drunken competitors and balls that looked as if a gorilla baby had teethed on the sonuvabitches.

Liberty bars were home and it didn't matter what country, state, or city you were in, when you walked into a good liberty bar, you felt at home. They were also establishments where 19 year-old kids received an education available nowhere else on earth. You learned how to "tell" and "listen" to sea stories. You learned about sex at \$25 a pop! -- from professional ladies who taught you things your high school biology teacher didn't know were anatomically possible. You learned how to make a two cushion bank shot and how to toss down a beer and shot of Sun Torry known as a "depth charge." We were young, and a helluva long way from home. We were pulling down crappy wages for twenty-four hours a day, seven days a-week availability and loving the life we lived. We didn't know it at the time, but our association with the men we served with forged us into the men we became. And a lot of that association took place in bars where we shared the stories accumulated in our, up to then, short lives. We learned about women and that life could be tough on a gal.

While many of our classmates were attending college, we were getting an education slicing through the green rolling seas in WestPac or the Med experiencing the orgasmic rush of a night cat shot, the heart pounding drama of the return to the ship with the gut wrenching arrestment to a pitching deck. The hours of tedium, boring holes in the sky late at night, experiencing the periodic discomfort of turbulence, marveling at the creation of St. Elmo's Fire, and sometimes having our reverie interrupted with stark terror.

But when we came ashore on liberty, we could rub shoulders with some of the finest men we would ever know, in bars our mothers would never have approved of, in saloons and cabarets that would live in our memories forever.

Long live those liberties in WestPac and in the Med! They were the greatest teachers about life and how to live it.

THE TRUE STORY OF JULIE AND JEZEBEL:

Ever wonder how the Julie and Jezebel acoustic sensor systems got their names? Julie, which used small explosive charges along with passive sonobuoys to detect submerged submarines, was developed at the Naval Air Development Center at Johnsville, PA during the mid-1950s. One night during a project review by Navy VIPs, a trip was organized to a Philadelphia burlesque theater called "The Wedge". The star performer at "The Wedge" was stripper Julie Gibson. The Navy men decided that Julie Gibson "made passive boys go active" and that's how the program became Project Julie.



Julie Gibson was subsequently apprised of the honor that was bestowed upon her by the Navy. Here's a promotional photograph that she autographed for the members of VS-880, a Canadian ASW squadron that apparently paid a visit to the NADC and stopped in at The Wedge at some point during the mid to late 1950s. More information about Julie Gibson can be found on the Internet at <http://javasbachelorpad.com/gibson.html>. Anybody out there remember "Half-Assed Julie"? This was a manual echo-location method that employed passive sonobuoys and explosive charges in the days before the reserve patrol squadrons got the Julie signal processing equipment. With "Half-Assed Julie", you dropped a pattern of sonobuoys and bombed them with practice depth charges (PDCs). The aircraft's co-pilot, who was tuned into the radio frequency of the sonobuoy being "bombed", listened for the echo from the sound of the PDC bouncing off the hull of a submerged submarine. Using a stopwatch, a plotter, two pens, and a length of string localization and tracking of submarines was possible.

Jezebel, a passive-listening acoustic sensor system that was also developed at the NADC in Johnsville during the mid-1950s, got its name from the Bible. In the Biblical book "Kings 1", a queen of ancient Israel named Jezebel was branded "a Betrayer". Supposedly the ability of this passive-listening sonar system to "betray" submarines inspired its developers to name it Jezebel.

TRI-CARE MADE SIMPLE (from VP-92's George Griffin):

TRICARE is a distinct Department of Defense (DoD) health care program. As a Reserve military retiree, you will be covered by TRICARE upon retirement at age 60 until age 65. If you have a retired ID card (DD Form 2), you will see that the medical expiration date is the day before the month in which you turn age 65. MEDICARE coverage begins the first day of the month you turn 65. Eligibility for TRICARE begins at age 60, based upon successful application for retirement pay. The retiree and eligible family members are automatically covered by TRICARE Standard the day you reach age 60. Three options for retirees under age 65 are:

TRICARE STANDARD: Currently no annual fee; medical services provided by medical treatment facilities (MTF) or any TRICARE authorized provider of your choice; a 25% co-pay for a civilian provider; annual family deductible of \$300. A good choice if freedom of choice is a priority to you.

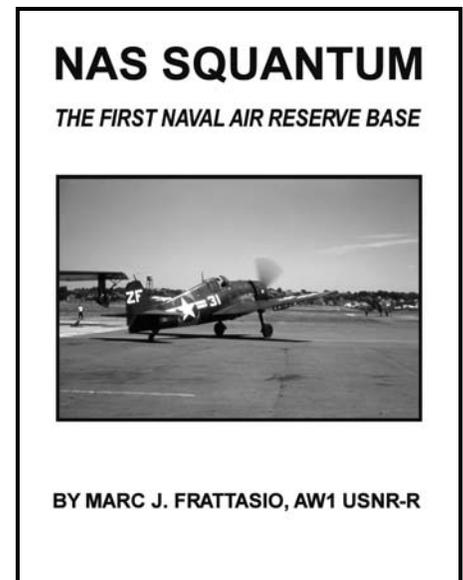
TRICARE PRIME: Currently \$460 per family annually; medical services provided by medical treatment facilities (MTF) or any TRICARE civilian network providers; Primary Care Manager (PCM) provides or coordinates your health care and makes referrals for specialty care; no deductible; claims filed by provider directly to TRICARE.

TRICARE EXTRA: similar to TRICARE STANDARD except the co-pay is 20% instead of 25%; no annual enrollment fee; annual family deductible of \$300. New ID cards reflecting retired status are required for TRICARE coverage. By law, if you have other health insurance, they are the primary and must pay first. TRICARE STANDARD or EXTRA will only pay after the primary insurer. TRICARE only pays an "allowable" amount and this may not cover the "billed" amount. A catastrophic cost "cap" is a cap on the amount you have to pay for TRICARE covered medical bills in any fiscal year (01 Oct to 30 Sep). The cap is \$3,000 on allowable services covered under TRICARE STANDARD and EXTRA. You are fully responsible for costs above allowable amounts and for charges for treatment and services not covered by TRICARE.

Questions??? Contact TRICARE directly at: 1-877-TRICARE or visit <http://www.tricare.mil>.

RECOMMENDED READING:

Your newsletter editor recently completed a new book about NAS Squantum. This book, "*NAS Squantum: The First Naval Air Reserve Base*" presents the complete story of the historic but nearly forgotten naval air station that once stood on the site of the Marina Bay condominium community in Quincy, MA. NAS Squantum, which was in existence in one form or another between 1917 and 1953, was the second naval air station after Pensacola and the first one in the naval air reserve program. The book is 367 pages long and features 437 illustrations. Like the author's previous book about VP-92 ("*The Minutemen of VP-92: The Story of New England's Naval Air Reserve Patrol Squadron*") the Squantum book is available in either softcover or hardcover directly from the printer, Lulu Press. Go to <http://www.lulu.com> to order on-line. Those persons who do not have Internet access can order the book by sending \$34 for the softcover version or \$51 for a hardcover to Marc J. Frattasio, PO Box 30, Pembroke MA 02359.



ON THE INTERNET:

Check out the following patrol squadron-related web sites the next time you are out on the Internet:

- VP-1: <http://www.vp1pops.com>
- VP-2: <http://www.patron2.com>
- VP-4: <http://www.vp4association.com>
- VP-8: <http://www.vp8alumni.org>
- VP-21: <http://www.vp-21.org>
- VP-45: <http://www.vp45association.org/index.html>
- VP Navy (all patrol squadrons): <http://www.vpnavy.org>

In addition, the Association of Naval Aviation Patriot Squadron, the group running the Shea Memorial Grove and naval aviation museum on the former NAS South Weymouth "SouthField" development now has its own web site. Check it out at <http://www.anapatriotsquadron.org>. There are a number of NAS Squantum and NAS South Weymouth related images on their web site that you will find interesting. They are always looking for new members. If you are interested in helping to preserve the heritage of NAS Squantum and NAS South Weymouth, please consider joining this organization.

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.

Note, due to the timing of the Thanksgiving and Christmas holidays the November meeting will be held on the 19th and the December meeting will be held on the 17th. If you are planning to attend the monthly meetings in November and December please put these dates on your calendar!

PARTING SHOTS:



Warren Gagner sent along this nice photo of some VP-911, FASRON-911, or stationkeeper personnel loading parachutes into the port waist blister of a Consolidated PB4Y-2 Catalina amphibian at either NAS Squantum or NAS South Weymouth sometime during the 1950-1954 timeframe. Several PB4Ys were transferred from NAS Squantum to NAS South Weymouth during December 1953. All of them were replaced by Consolidated P4Y-2 Privateers by the summer of 1954.



ABOVE: John Donatello provided this photograph of the old blimp hangar at NAS South Weymouth that was taken sometime during the early 1960s while he was with VP-912. This all-steel structure was called Hangar One or "The Big Hangar". It was one of two blimp hangars built on the base during the Second World War. The other blimp hangar, Hangar Two, was made primarily of prefabricated wooden components. It was located on the site of the base's modern-day CGA facility and control tower and was demolished during 1951 or 1952 to clear the way for runway construction. **BELOW:** Bob Kowalewski sent us this shot of VP-92's CAC-1 posed out on the ramp at NAS South Weymouth sometime during in the early to mid 1990s. Bob Mandeville's beard (far right) has been a no-no in the Navy for many years.





Aviation Fundamentals (AFUN) Class 703 "Charlie" at NATTC Millington, TN on May 5, 1967. Many of these men were newly-recruited reservists from NAS South Weymouth who went on to AX "A" School and then returned to New England to serve with the various reserve patrol squadrons at SoWey, some eventually becoming VP-92 plank owners. Unfortunately, we can't remember who sent this image to us (the original e-mail message from the sender appears to have been accidentally deleted) but it is much appreciated. Got something similar to share? If so, contact Marc J. Frattasio.



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

