



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 42

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

DECEMBER 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:



ABOVE: A sad sight. Current view of the empty airfield at NAS Brunswick taken from the control tower courtesy of Robert Wilson. Effective October 15th anybody who presents a driver's license at the gates can get on the old base Mondays through Fridays between 0600 and 1800. Got something similar to share? If so, contact Marc J. Frattasio.

FINAL FLIGHTS:

It is our sad duty to report the death of Russell Schupp on September 6th. AMSC (AC) Schupp had served with VP-92. He was buried at Washington Crossing National Cemetery with military honors.

ILL SHIPMATE IN NEED OF CHEERING UP:

Francis MacIntire, a Second World War veteran who later served as a stationkeeper (ADR) on the VP and VR line at NAS Squantum and NAS South Weymouth between 1946 and 1955, has been ill

and basically stuck at home for the past several months. Francis would appreciate hearing from any of his old Navy friends. You can write to Francis at 114 Hill Street, Raynham MA 02767 or call him at 508-821-4783.

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 without e-mail. We'd like to thank Jim Angeley, Tom Carroll, Jim Chadwick, Les Connolly, Julian Demeo, Marty Diller, John Donatello, George Driscoll, Marc Frattasio, Allan Gilman, Bob Hickock, Paul Lapinski, Dana Larsen, Joe McCann, Jim Oliva, Dan Ready, Art Ricca, Bob Shelton, Harvey Shore, Fred Squires, George Swallow, Charlie Sylvia, Herb Tallent, Jim Tanner, and Bill Williams for their recent contributions to the VP Association admin fund.

Because of the way we operate we have to keep our expenses to a minimum. If you have an e-mail address and have been receiving your newsletter through the U.S. Postal Service please send an e-mail to Bill Hanigan ASAP so we can start sending your newsletter to you via e-mail instead (which costs us nothing). Also, please let Bill Hanigan know if you move or if your e-mail address changes.

RECENT CHANGES OF ADDRESS:

Steve Baxter 509 Pomona Ave Coronado, CA 92118 Steven.Baxter@ccsg7.navy.mil	Jay Salhanick 75 Flagg St Bridgewater, MA 02324 jaysal3109@yahoo.com
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Please note new e-mail addresses for Fred Cantu at xp3bift@comcast.net, Fran Creney at fcreney@comcast.net, Brenda Thomas at harleycpo@yahoo.com, and Larry Rogers at rogers.ler321@gmail.com.

NEW MEMBERS:

Marc Bussiere 68 Christian Ln Whately, MA 01373 bussieremarc@aol.com	Ronald P. Cosgrove 27710 Twelfth Tee Ct Huffman, TX 77336 navypilotcoz@yahoo.com VP-48, VP-31, VP-94	Marty Diller 95 McKeen St Brunswick, ME 04011 mgdiller@comcast.net VP-50, VP-31, VP-10	Paul E. Dormont 20 Possum Way New Providence, NJ 07984 pedormont@msn.com VP-92	Ernie Farren L 76 Shellback Way Mashpee, MA 02649 ernestfarren@verizon.net VP-914
Barry LaFrance lafranceba@yahoo.com VP-92	Louise Leavitt 81 Willow Grove Rd Brunswick, ME 04011 lleavitt@ghi.net VP-10, VP-92	Robbie Rankin 247 Park St Wrentham, MA 02093 robrankin@comcast.net VP-MAU	Nick Russell 537 Houatter Rd Grayson, KY 41143 bigruss_usn_vet@yahoo.com VP-26	

RECENT VP ASSOCIATION ANNUAL REUNION A SUCCESS!

The VP Association Annual Reunion held at Hanscom AFB in Bedford, MA on Saturday September 25th was a terrific success. Over 100 VP Association members and their guests attended this year.

Paul Lapinski generously provided everybody with a CD ROM that he created filled with hundreds of digital images of NAS South Weymouth. Our guest speaker, former VP-92 C.O. CAPT Tom Reck, provided a fascinating presentation on the current and future state of reserve maritime patrol aviation. Former VP-92 flight engineer turned C-130 loadmaster Richard Volk was also there in his USAF dress blues for perhaps the last time as he's now retired from the Rhode Island Air National Guard.

We hold our reunion every year at Hanscom AFB on a Saturday in September. Please consider joining us next year. It's never too early to put the Annual Reunion on your calendar. Do it today!



ABOVE: Overview of the banquet hall and just some of the people at the 2010 VP Association reunion. **BELOW LEFT:** Deidre Gendron and former VP-92 flight engineer and RI-ANG loadmaster MSGT Richard Volk. **BELOW RIGHT:** Former VP-92 C.O. and guest speaker CAPT Tom Reck.



VP-92's DARRELL DAVIS BACK FROM MONTENEGRO:

Darrell Davis, who was formerly an Aviation Ordnanceman with VP-92 and is now an officer in the Maine National Guard, is back home in Kennebunk, ME after having been activated to run the Office of Defense Cooperation at the American embassy in Montenegro. If you served with Darrell in VP-92 drop him a note at darrell.davis@yahoo.com.

FORMER VP-92 C.O. PLACES THIRD IN RECENT NEW YORK PRIMARY:

Former VP-92 commanding officer (October 1996 to February 1998) and VP Association member Sean Coffee, CAPT USNR-R, came in third place out of the five Democratic Party candidates who recently competed in the primary election to get on the ballot for Attorney General of New York State.

RETIRED NAVAL AIRCREWMEN TAKE TO THE AIR AGAIN:



Former VP-92 AWs George Driscoll and Bob Mandeville took to the air in a vintage Piper J-3 Cub at Cranland (Monponsett) Airport in Halifax, MA on Sunday September 19th. Here's George giving Bob (the photographer) a thumbs-up before heading up with pilot Damian Frattasio (your newsletter editor's brother). As noted in the last issue the newsletter, a local chapter of the Experimental Aircraft Association (EAA) hosts a pancake breakfast and fly-in at the Cranland Airport on every third Sunday of the month from April through October. The breakfast costs only \$6 per person, starts around 8 AM, and the fly-in itself continues until around 10. Check it out!

HELP WANTED:

John Donatello, who was with VP-911, VP-912, and VP-913 between 1960 and 1968, is looking for any VP-912 crew photos. He says that he'll gladly pay whatever it costs to have copies made. Note, you can have very inexpensive copies of photos made at your local Walmart. John flew with Tony Piscopo and CDR Olford. If you can help him, e-mail him at donatej@juno.com or call 801-253-4689.

FIRST MID-LIFE UPGRADE P-3 ORION DELIVERED BY LOCKHEED MARTIN (Press Release):



ABOVE: The first P-3 Orion to receive Mid-Life Upgrade enhancements was re-delivered to U.S. Customs and Border Protection in ceremonies on July 13 and flown for the first time as seen here on July 19 from the Lockheed Martin facility without its familiar radar rotodome. Lockheed Martin Photo.

The first Lockheed Martin P-3 Orion with new Mid-Life Upgrade (MLU) enhancements was delivered to U.S. Customs and Border Protection officials in ceremonies at Greenville, SC, Tuesday. The newly re-winged P-3 will soon make its first flight and will immediately be a game-changer for U.S.

Customs and Border Protection. This aircraft is the first of many that will benefit with increased availability and reliability for critical homeland security missions.

"The P-3 Orion is unsurpassed in its flexibility in maritime patrol and reconnaissance," said Ralph Heath, president of Lockheed Martin Aeronautics. "The Mid-Life Upgrade will ensure this national asset continues to provide second-to-none service for the next 20 years."

The P-3 MLU program replaces the aircraft outer wings, center wing lower surface and horizontal stabilizer with new production components. U.S. Customs and Border Protection will receive up to 14 upgraded P-3s for deliveries planned through 2015. This first CBP MLU aircraft was completed in 14 months. To date, Lockheed Martin has 52 MLU kits under contract with six operators from four nations.

"(W)e are committed to providing them (U.S. Customs and Border Protection) with modernization enhancements to sustain the P-3 for decades to come," said Ray Burick, Lockheed Martin P-3 Programs vice president. "The MLU integrates well with our 10-year site and depot P-3 Fleet Maintenance Program, now underway with CBP."

The MLU replaces all fatigue-life limiting structure with enhanced-design components and incorporates a new metal alloy that is five times more corrosion resistant, greatly reducing the cost of ownership for P-3 Operators. The MLU removes current aircraft flight restrictions and extends the structural service life of the P-3 up to 15,000 hours and adds 20 years of operational use.

P-3C FLEET OPERATING AT INCREASED RISK OF 'CATASTROPHIC FAILURE' (Inside the Navy 08/16/10):

A recent report on the P-3C Orion maritime surveillance aircraft submitted to Congress by Navy acquisition chief Sean Stackley paints a bleak picture of an aging aircraft that is unable to meet the high demand placed on it and faces increasing risk of catastrophic failures during operations. The aircraft, originally intended to last 7,500 hours over its lifespan, is averaging 16,500 hours per aircraft, according to the report, dated July 22. As a result, only 40 percent of the P-3C fleet are operationally available, and 55 of 120 mission aircraft are either in depot or pending depot modifications, Stackley wrote.

In December 2007, the Navy grounded a quarter of the P-3C fleet due to wing fatigue, and the service has been struggling to make necessary repairs and return them to the fleet. The Navy is depending on the aircraft to last for several more years until its replacement, the P-8A Poseidon, reaches initial operational capability in 2013. Stackley submitted the report due to a provision in the Fiscal Year 2008 Defense Authorization Act requiring agency heads to notify Congress when a determination is made to award a sole-source contract in excess of \$100 million over a five-year period. The Navy plans to award such a contract for wing kits for the Lockheed Martin-built aircraft.

The age of the P-3C is forcing the Navy to utilize an aircraft that is "operating at increased risk of catastrophic failure due to material fatigue exceeding established safety thresholds," Stackley wrote. "Because this aging fleet operates in a maritime environment, these P-3 aircraft experience fatigue and corrosion issues which require extensive depot periods to repair and modify the aircraft," he continued. "The lengthy depot repair period severely impacts the fleet's ability to maintain an adequate number of P-3s to meet national security needs." Low availability of the aircraft has caused aircrew readiness levels to degrade, he said. "This scenario has led to increased concerns regarding aircrew readiness and the ability of the P-3 fleet to address national security concerns in a timely and effective manner," according to the report.

The program has been operating under a multiple-award contract (MAC), but so far contractors have been unable and unwilling to adequately plan and resource due to low quantities and intermittent orders, and the contractors have not maintained an adequate number of experienced workers, the report states. "The current MAC environment has (1) resulted in an unacceptable aircraft TAT [turn around time] that is harmful to national security and aircrew safety/readiness; (2) failed to deliver a robust competitive environment (i.e., contractors have not lowered prices nor reduced delivery schedules during the fair opportunity process); and (3) resulted in decreased quality due to ineffective quality management systems, including an inadequately skilled workforce," Stackley wrote.

To reduce turnaround time and increase readiness by returning P-3s to combatant commanders, Naval Air Systems Command wants to implement a new approach for the prospective indefinite delivery/indefinite quantity contract "by replacing the Outer Wing Assembly (OWA) of mission-configured aircraft with a contractor-managed rotatable pool of new and refurbished outer wings removed from Fleet-selected aircraft," the report states. "This rotatable wing concept entails the removal, disassembly and refurbishment of outer wings and subsequent systematic reinstallation of aircraft system components, including fuel, hydraulic, pneumatic, electrical, flight control and engine-related assemblies," the report continues. "These items are cannibalized and transferred from other on-site inducted aircraft to later support a complete outer wing replacement.

The contractor awarded this contract will conduct other depot-level maintenance requirements concurrently with the wing replacement." Awarding a single-source contract would reduce turn-around time from the current average in excess of 550 days to only 345 days. The report does not specify how much the total contract award would be worth. Doug Abbotts, a Naval Air Systems Command spokesman, said the Navy is currently under contract with Lockheed Martin for 13 wing kits averaging about \$10 million apiece, although he said future contracts may differ from the figure depending on what materials or modifications are needed. On Aug. 11, the P-8A program received approval to begin low-rate production, referred to in Pentagon parlance as Milestone C, bringing it one step closer to its 2013 IOC, according to a statement from Naval Air Systems Command. Naval Air Station Jacksonville, FL, will host the first operational P-8A squadron.

Inside the Navy article by Dan Taylor

NEWS ABOUT THE NEW AIRCREW RATE:

As you may know, the Navy has consolidated all enlisted aircrew positions under a new rate called Naval Aircrewman that adopted the old AW rating badge. Initially, there were plans to create new aircrew wing designs for each specific aircrew position, i.e., a different wing design for flight engineers, in-flight technicians, non-acoustic sensor operators, acoustic sensor operators, observers, etc. However, this is apparently not going to be the case. According to the crew members of a VP-30 P-3C that attended the International Air Show at Barnes Field in Westfield, MA during the weekend of August 21st and 22nd, the Navy has decided to retain the old aircrew wings and will not be creating any new wing designs for enlisted men. All of the VP-30 crewmembers at Barnes Field were wearing their new aircrew rate designations on their flight suit nametags. An airman flight engineer trainee was observed with "AWFAN" on his nametag and a first class non-acoustic sensor operator was observed with "AWO1". Also, it may interest you all to know that all TAR AWs were recently forced to leave the USNR and are now members of the regular Navy. This action was taken to provide better opportunities for advancement to full-time AWs engaged in training part-time reservists.

IMPORTANT VETERAN'S OUTREACH INFORMATION (from VP-92's John Schwind):

Hey guys, just wanted to let you all know that we have a friend in the Veterans Outreach Organization in Massachusetts. He is a retired CMC/COB (SS) and I had the pleasure of meeting him a few weeks ago. We talked at great length about the things his organization does for veterans including housing,

training, and other assorted needs that a veteran might face. His name is John E Ratka and he is the executive director of this organization. John's office is located at 10 Reed Street, Haverhill MA.01830, his phone number is 978-372-3626, and the organization's web site is at <http://northeastveterans.org>. If you know a veteran who needs some assistance pass this info on.

DD-214 AND SOCIAL SECURITY BENEFIT (from VP-92's Tom Doughty):

FYI...worth checking out. Good information for all Veterans who served on active duty between January 1957 and December 31, 2001 and is planning for retirement. In a nutshell it boils down to this:

You qualify for a higher social security payment because of your Military service, for active duty any time from 1957 through 2001 (the program was done away with 1 January 2002). Up to \$1200 per year of earnings credit credited at time of application - which can make a substantial difference in social security monthly payments upon your retirement.

You must bring your DD-214 to the Social Security Office and you must ask for this benefit to receive it! See the Social Security web site at <http://www.ssa.gov/retire2/military.htm> for details. This is something to put in your files for when you apply for Social Security down the road. It is NOT just for retirees, BUT anyone who has served on active duty between January 1957 and December 31, 2001.

FYI - this benefit is not automatic, you must ask for it! We've all been on active duty between 1957 and 2001 or know someone who has. Passing on good information for all you military folks when you apply for social security. I know this may be too early for some of you to think about social security but, keep living and you will reach that age.

IMPORTANT TRICARE INFORMATION (from VP-92's Jim Fitzgerald):

Medicare does not provide medical coverage while traveling overseas, in most places other than U.S. territories. TriCare and TriCare For Life do not either, or at least they didn't. Beginning September 1, 2010, TriCare and TriCare For Life will provide medical and prescription coverage almost anywhere you travel, even dental and eyes, if you have that option. The only difference with TFL is that you must pay the annual deductible of \$150 per member and the basic co-pay for TriCare. This is a significant and wonderful improvement for retired military that want to do world traveling or settle outside the U.S. Details are available on the TriCare web site at <http://www.tricare.mil>. I called their toll free number (800-444-5445) to verify this. I thought I was dreaming but it's true. Check out the details for yourself.

A SPECIAL INVITATION FROM ENS JOHN LEEDS:

I would like to extend an invitation to all the members of the VP Association to join us for the 2011 Maritime Patrol and Reconnaissance Force (MPRF) Reunion, Symposium, and Heritage Celebration at NAS Jacksonville, FL between April 4th and 8th 2011.

Next year will mark the Centennial of Naval Aviation, and we would like to celebrate the entire MPRF's contribution to Naval Aviation history. Events planned for the MPRF Reunion, Symposium, and Heritage Celebration will include fly-in and static displays of aircraft (PBY Catalina, PV Harpoon, P-3 Orion, EP-3 Aries, P-8 Poseidon, and BAMS-D UAS-model [the mix of aircraft is subject to change]), a golf tourney, an evening social, a Heritage flight-suit dinner, and many other events and speakers honoring Maritime Patrol and Reconnaissance history.

Please feel free to pass this information along to anybody else who is or was associated with Maritime Patrol and Reconnaissance who might be interested in attending. We would like to have as large a turnout of past MPRF Warriors as possible to help celebrate our great community. If you have

any questions, please contact me at ENS John Leeds, CPRW-11 BLDG 659, NAS Jacksonville FL, landline 904-542-1321, cell phone 919-698-3865, e-mail john.leeds@navy.mil.

More information and pictures can be found on-line at www.facebook.com/mprfheritage.

VP ASSOCIATION P-3 ORION SHIRTS:



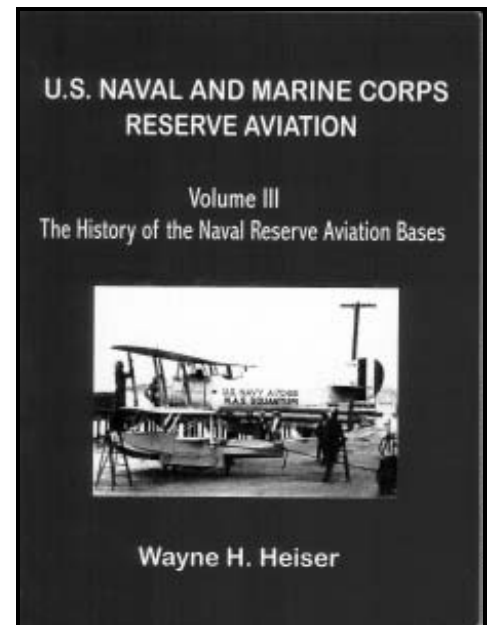
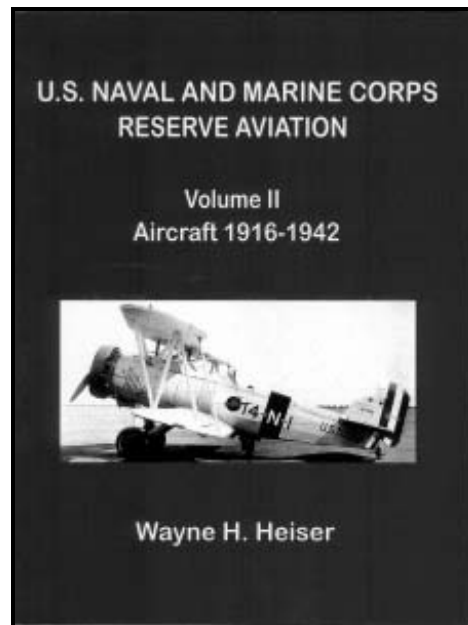
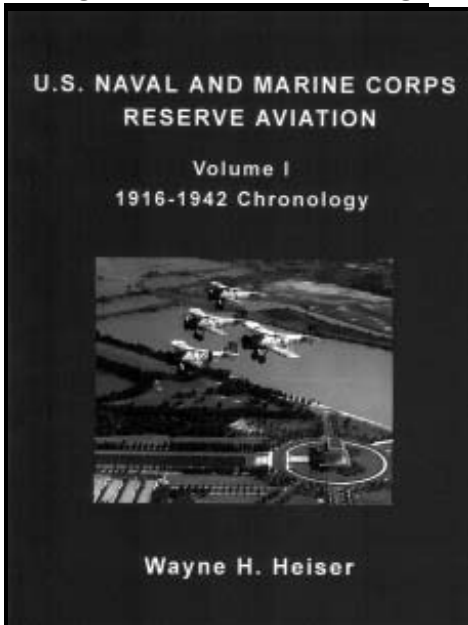
We still have a few of the polo shirts left over from the recent VP Association reunion. The 100% cotton shirts are maroon and feature a P-3 Orion with "US Navy" and the slogan "Four Turning VP Four Burning" embroidered over the left breast as shown here. The shirts are \$30 plus \$5 for shipping while supplies last. Contact Bill Hanigan at vpassociation@aol.com if you would like a shirt. There are also a few gray VP-92 shirts and VP Association hats from previous reunions available too.

A FEW VP-911 AND VP-92 PATCHES ARE STILL AVAILABLE:



A few VP-911 and VP-92 patches are still available. Each patch costs only \$6 and all the profits go to the admin fund. Shipping is \$5 for the first patch and is free for additional patches in the same order up to the capacity of a USPS Priority Mail envelope. There are only a few left and once they are gone that's probably it for them. If you want any contact Marc Frattasio ASAP at marc_frattasio@yahoo.com or call him at 781-294-4491. We may also produce VP-912, VP-913, VP-914, VP-915, and VP-MAU patches if demand exists (we have to order at least 35 of each). Contact Marc if you want patches from these squadrons.

RECOMMENDED READING:



Wayne H. Heiser, a former career Navy Stationkeeper/TAR CPO, has written a comprehensive three-volume history of the Naval Air Reserve during the years 1916-1942. The first volume (ISBN 978-0977826704) presents a chronological history of the Naval Air Reserve from its early origins through the beginning of the Second World War, when the USNR basically ceased to exist due to the

mobilization of the reserve. The second volume (ISBN 978-0977826711) covers the aircraft flown by the Naval Air Reserve during that period. The third volume (ISBN 978-0759682375) covers the early bases used by the Naval Air Reserve during that period. These books are very well researched and make for very interesting reading. There is substantial coverage given to NAS Squantum in each volume as this base was an important part of the early Naval Air Reserve program. These are terrific books that together provide a very detailed history of the early years of the Naval Air Reserve. The easiest way to order these books is to do so on-line via the links presented on the "Geedunk" page of the VP Association's web site at <http://www.vpassociation.org>. Alternatively, you could try having a local bookstore order them for you using the ISBN numbers presented here.

ON THE INTERNET:

Did you know that the VP-93 Alumni Association has "adopted" and maintains a Lockheed P-3B Orion at the Selfridge Military Air Museum and Air Park (<http://www.selfridgeairmuseum.org>) on Selfridge Air National Guard Base near Detroit, MI? Former VP-93 P-3B LH02 has been restored and is open to visitors on weekend schedules from April through October. Guided tours through the aircraft's cabin are presented that are in many cases operated by former VP-92 people such as Jerry Lach and Cindi MacKool who were airlifted from Selfridge ANGB to NAS South Weymouth and NAS Brunswick so they could continue drilling after VP-93 was decommissioned in September 1994. For more information go to the VP-93 Alumni Association web site at <http://home.roadrunner.com/~vp93> or contact Jerry Lach at ss1jsl@comcast.net.

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:

RIGHT: Arthur Ricca, Raymond St. Onge, and Jaque LaValee are in VP-92's Maintenance Control office sometime during the late 1990s. Courtesy of Arthur Ricca.





ABOVE: VP-92 maintenance/admin detachment relaxing sometime during the mid-to-late 1990s. Courtesy of Arthur Ricca. **BELOW:** CPOs assembled on the hangar deck at Hangar One at NAS South Weymouth in front of a VP-92 P-3A sometime in the late 1970s. Courtesy of Fran Creney.



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

