



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 43

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

MARCH 2011

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: Lockheed SP-2H Neptune "Seven Zulu 204" making a low pass over SoWey during 1967. Photo courtesy of Angelo Romano. Got something similar to share? If so, contact Marc J. Frattasio.

FINAL FLIGHTS:

It is our sad duty to report the recent deaths of Al Warnick and Peter Blessing. Al, who passed away after a long illness, had served with VP-10 and in later years resided in Pennsylvania. Peter, who succumbed to heart failure while undergoing treatment for pancreatic cancer, served as the commanding officer of VP-92 between April 1986 and October 1987. His widow Linda (Jarvis) was a

CPO in the squadron. They resided in Kentucky in later years. Peter will be buried with full military honors at the Arlington National Cemetery on April 20th.

ILL SHIPMATE IN NEED OF CHEERING UP:

Francis MacIntire remains ill and basically stuck at home as reported in the previous newsletter. He was a WW2 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. 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.

THE VP ASSOCIATION'S ANNUAL REUNION:

It's never too early to make plans to attend the VP Association's annual reunion! We hold our annual reunion on a Saturday in September (usually during the latter half of the month) at Hanscom AFB in Bedford, MA. More information about this year's event will be presented in the next issue. Stand by!

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 Philip Baker, Ray Beauchemin, Joseph Dion, Dan Ready, and Frank Wall for their 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. We are looking for valid contact information for Bo Jones, formerly of North Pitt Street in Alexandria, VA.

NEW MEMBERS:

Barbara (Bourn)	Brian Cabral	Edward M. Koch Jr.	Ross Lewis	J. Michael McKinney
Bauer-Chen	707 Mesa Ridge	2013 Alban Lane	rmcniellewis@aol.com	michael.mckinney@lmco.com
Bobbi5@yahoo.com	San Antonio, TX 78258	Bowie, MD 20716	VP-23	Lockheed Martin Aeronautics
VP-44, VPU-1, VP-92	bcabral@datumpointllc.com	EdKoch1952@gmail.com		
	VP-92, VP-94	VP-8		
Jerry Newman	John Prichette	Lanny Starr	Grant Strakoulas	Don Vestal
143 Rembert Drive	577 Finson Rd	508-359-4811	3237 S. Erie Ave	563 N. Lincoln Ave
Atoka, TN 38004	Bangor, ME 04401	lanny.starr@comcast.net	Tulsa, Ok. 74135	Fullerton, CA 92831
901-837-2615	j_prichette@yahoo.com	VP-92	grant610@cox.net	vplanner@roadrunner.com
jern46@bigriver.net	VP-5, VP-11		VP-9, VP-67	VP-31, VP-40
VP-8, VP-40, VP-31				

HELP WANTED:

Cindy MacKool, who was one of the VP-93 people who came over to VP-92 on the weekend airlifts after NAF Selfridge closed down in the early 1990s, is looking for a VP-92 challenge coin. If you've got an extra one that you can give up contact Cindy directly at 586-242-7777 or cmac404@aol.com.

Did anybody out there know a pilot named John J. Moriarty at NAS Squantum or NAS South Weymouth? If so, please contact his daughter Patricia via e-mail at plm1212@comcast.net. She is working on a family genealogy and would like to know more about her father's Navy Reserve career.

THE 2011 MARITIME PATROL AND RECONNAISSANCE HERITAGE CELEBRATION:

The Navy is celebrating the 100th anniversary of naval aviation this year. It all began when the Navy Department sent LT T. C. Ellyson to the Curtiss Aviation Camp at North Island in San Diego, CA to learn to fly. Glenn Curtiss pronounced LT Ellyson qualified to fly on April 12, 1911. He was presented with an Aero Club of America pilot license on July 6th and designated Naval Aviator #1.

The Navy plans to hold a number of commemorative events across the country this year. Here's an important message from LCDR Robert Wilkerson of VP-30 about the most important of these events from our perspective, the up-coming 2011 Maritime Patrol and Reconnaissance Heritage Celebration:

In recognition of the Centennial of Naval Aviation (CoNA), the 2011 Maritime Patrol and Reconnaissance Heritage Celebration will be held at NAS Jacksonville from 4-6 April, 2011 in conjunction with the annual MPRF Reunion. Heritage events run from Monday-Wednesday and include a Flight Suit Dinner with guest speaker Vice Admiral Myers, Commander Naval Air Forces. Other highlights include a Heritage Fly-in, Heritage Golf Tournament, PBY rededication and more. As the Navy wants maximum participation from every era of MPR aviation, the events are open to all current and past MPRF warriors.

Information on the event, as well as, registration, is provided on the CoNA website (www.mprfcona.org). The website includes information on travel, lodging, base info and a detailed description of each event. There is a \$20 registration fee, which includes an official patch and coin designed for the celebration. The event is fully supported by the MPRF and we intend to make it one of the most memorable events to date.

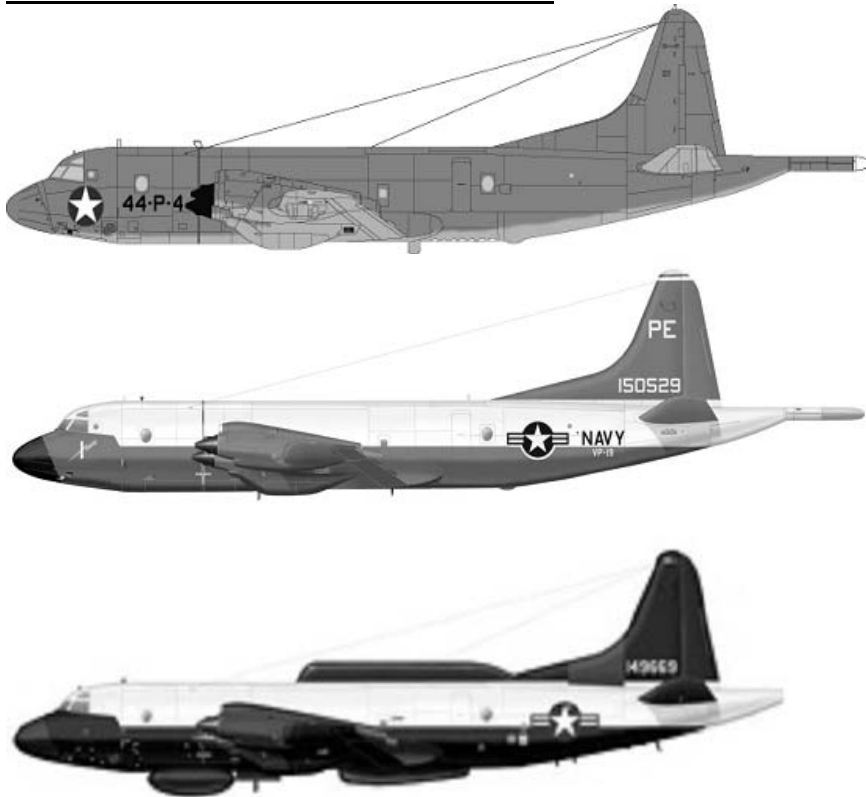
During the "heritage dinner," we will be introducing the inductees into the inaugural "Hall of Honor." The inaugural MPRF Hall of Honor will set a precedent of honoring the men and women who have helped shape the heritage of our community and/or displayed acts of heroism in and out of combat. Beginning in 2011, these individuals will be honored in conjunction with future Maritime Patrol and Reconnaissance Force Reunions.

We are currently looking for nominations to the inaugural MPRF Hall of Honor. These nominations will be gathered via the MPRF Centennial of Naval Aviation (CoNA) Celebration website (<http://www.mprfcona.org>) and judged by a panel of MPRF Flag Officers. Once approved, the 2011 selectees will be presented at the MPRF Heritage Dinner during the CoNA Celebration. The requirements for submission are any members who have made significant contributions which have shaped Maritime Patrol and Reconnaissance Force heritage or displayed acts of heroism during the following eras: WWII, Korea, Vietnam, The Cold War, Post Cold War, and Global War on Terror.

Any suggestions, ideas and assistance would be greatly appreciated, as we plan this first-of-its-kind event. Your help, in particular, in promoting the MPRF Centennial of Naval Aviation Celebration will be the foundation that makes this a historical event. We look forward to working with you. Please feel free to contact LCDR Rob Wilkerson by telephone at (904) 542-5373 or via e-mail at vp30_mprfcona@navy.mil if you have any questions or suggestions about this event. Registration forms for this event can be obtained through the MPRF Centennial of Naval Aviation (CoNA) Celebration website at <http://www.mprfcona.org> or by contacting LCDR Wilkerson directly.



MPA HERITAGE COLOR SCHEMES:



As part of the MPRF Centennial of Naval Aviation Celebration described above the Navy is painting several Lockheed P-3 Orions in what they call “heritage” color schemes. Among these are the designs at left. From top-to-bottom are a P-3 in a representation of the blue and gray camouflage colors applied to Navy maritime patrol aircraft during 1942, a P-3 in the original seaplane gray and white colors used in the early 1960s, and the black and white color scheme used on the first EP-3s. There is supposed to be at least one P-3 painted up in the light gull gray and white color scheme with full-color squadron markings on its tail to represent the 1970s and 1980s period as well. These aircraft will be on display at NAS Jacksonville in April.

THE NATIONAL MUSEUM OF NAVAL AVIATION BRICK PAVER PROGRAM:

The National Museum of Naval Aviation in Pensacola, FL is soliciting sponsorship of custom engraved paving bricks as a fund-raiser. These paving bricks will be used to pave a new “brick plaza” on the grounds of the museum with the money raised from this effort going to help support the museum’s aircraft restoration programs and other worthy purposes associated with the museum.

There are two different sized paving bricks available, one for \$100 and the other for \$250. The \$100 brick has space for two 20-character lines of text while the \$250 brick has space for four lines of text. The museum suggests that you have a brick engraved with your name, rank, units you served with, etc., as a memorial to your service. You can check out the program and make arrangements to sponsor a brick on-line at <http://www.navalaviationmuseum.org> or write to the Naval Aviation Museum Foundation at 1750 Radford Blvd. Suite B, NAS Pensacola FL 32508 or call them at 850-453-2389.

BLUE ANGELS RETURNING TO FORMER NAS BRUNSWICK IN AUGUST:

The Navy is bringing the Blue Angels to Brunswick, ME on the weekend of August 27th and 28th 2011 for what is being called the Great State of Maine Air Show & Business Aviation Expo. Former NAS Brunswick is now called Brunswick Landing and the air show is being hosted by the Midcoast Regional Development Authority, the state agency charged with transitioning the base from military to civilian use. For more information about the air show go to <http://www.greatstateofmainearshow.us>.

STREET AT SOUTHFIELD NAMED FOR RECORD-SETTING NADU BLIMP:

LNR Property LLC, in consultation with the Association of Naval Aviation Patriot Squadron, has decided to name a major street in the first residential neighborhood presently under construction on the SouthField development at former NAS South Weymouth, Massachusetts “Snow Bird Avenue” in honor of the famous Navy blimp. The Snow Bird, Goodyear ZPG-2 Seafarer BuNo 141561, made a record-setting unrefueled non-stop flight across the Atlantic Ocean and back during March 1957.

Operated at that time by the Naval Air Development Unit (NADU) based at NAS South Weymouth, the Snow Bird departed "SoWey" on March 4th 1957, flew across the Atlantic Ocean to Africa, turned southwest, and then returned to the Continental United States at NAS Key West, FL on March 15th. The blimp remained in the air for 264.2 hours and flew a total of 9,448 miles. By so doing, the Snow Bird broke the previous unrefueled endurance record for an aircraft of 6,980 miles set by the German passenger airship Graf Zeppelin during 1929. The Snow Bird's mission commander, CDR Jack B. Hunt, was awarded the 1957 Harmon Trophy in the aeronaut category for this achievement.

LNR Property LLC is in the process of developing the former NAS South Weymouth property into a planned mixed-use residential and commercial community called SouthField. The Association of Naval Aviation Patriot Squadron is a local ANA affiliate that operates the Shea Field Naval Aviation Historical Museum and the Shea Memorial Grove, both dedicated to preserving the heritage of NAS Squantum and NAS South Weymouth, at the SouthField development. The Association of Naval Aviation Patriot Squadron welcomes new members. Membership is only \$15 per year and members meet once a month in the museum spaces at the old USN Shea Fitness Center gymnasium on the SouthField development. For details, see the group's web site at <http://www.anapatriotsquadron.org>.

RIGHT: Work is progressing on the first residential neighborhood on former NAS South Weymouth. Note Hangar One and the old checkerboard-painted water tank in the background. If you want photos of the base, get out there soon and take them. Nearly all the old Navy buildings are marked with signs indicating that they are condemned and they won't be there forever. Courtesy of LNR Property LLC.



NAVY PLANS TO KEEP 40 P-3C ORIONS (Inside the Navy 11/01/10):

The Navy plans on keeping about 40 P-3C Orion maritime surveillance aircraft online years after the fleet's scheduled shutdown in 2019 due to the cancellation of the EPX spy plane program, a Lockheed Martin official said last week. The Navy had been planning on phasing out all P-3s by 2019 to make way for the follow-on P-8A Poseidon, scheduled to begin joining the fleet in 2013.

However, the P-3C program office announced at Lockheed's annual P-3 international operators support conference in Marietta, GA, last week that the Navy intends to fly special mission P-3Cs beyond that because there is no replacement for them since EPX was canceled earlier this year, Ray Burick, Lockheed's vice-president for the P-3C program, told Inside the Navy. "They anticipate flying a handful of airplanes, about 40 planes, specifically special mission airplanes, well beyond 2019 because there's no fundamental replacement program," Burick said. "The Navy cannot replace special mission airplanes unless they've demonstrated a fully operational platform."

The news comes as the Navy is in the midst of a program to install new wing kits on the aging aircraft to deal with fatigue issues that have plagued the fleet. The Navy is still trying to dig itself out of a hole caused by the December 2007 grounding of a quarter of the P-3C fleet. The aircraft was originally intended to last 7,500 hours, but the average aircraft is beyond 16,500 hours now and must last for many more years to fill the maritime surveillance role until the P-8A comes online.

The new wing kits will add an extra 15,000 hours to the life of the aircraft, however, and "my guess is they'll fly much longer than that," Burick said. Burick said installing the new wing kits will increase the aircraft's availability and reduce the risk to the fleet. He noted that P-3C aircraft in Canada - hundreds of P-3s are flown by other nations around the world - are already in the high 20,000s, proving the aircraft can last far beyond the Navy's average P-3 service life levels.

The new wing kits can better resist corrosion that comes from flying many hours over the sea, he said. "We identified a new aluminum alloy that is five times more corrosion resistant," he said. "With the new wing, you have an airplane that can go 20 to 25 years based on your flight profiles."

Inside the Navy Article by Dan Taylor

KESTREL LANDS AT BNAS, SETS UP SHOP IN HANGAR 6 (Brunswick Times 12/17/10):

BRUNSWICK — Nearly a year after the last military plane departed from Brunswick Naval Air Station, the touchdown of Kestrel Aircraft Co.'s prototype JP10 on Thursday at the base offered a tangible sign of the property's civilian future.

The 37-foot-long turboprop airplane, piloted by Joe Thorne, arrived with Kestrel Aircraft chairman Alan Klapmeier, Midcoast Regional Redevelopment Authority Executive Director Steve Levesque and state Sen. Stan Gerzofsky, D-Brunswick, just after 3:30 p.m. The aircraft taxied to an open bay at the cavernous Navy Hangar 6, and was pushed inside by 10 company and base redevelopment officials. Navy officials granted Kestrel special permission to land on the runways, which have otherwise been closed to aircraft since late January.

With much fanfare in July, the startup airplane manufacturer announced its choice of Brunswick as the site where Kestrel will launch its headquarters. Gov. John Baldacci, base redevelopment officials and a host of dignitaries gathered July 23 at Augusta State Airport to formally welcome Klapmeier's team to Maine, amid promises of a \$100 million project and, eventually, 300 new high-paying jobs.

But until the cornerstone tenant arrived to set up shop Thursday, base redevelopment news remained confined to the realm of hopes, expectations and paperwork. "This is the first one with a piece of equipment and some personnel here," Arthur Mayo, chairman of the MRRA board of trustees, said Thursday. "This is a banner day."

Kestrel's arrival comes just two days after information technology firm Resilient Communications announced it also plans to set up shop on base property, an initiative that redevelopment officials hope will create 150 jobs. The Navy is scheduled to close Brunswick Naval Air Station by May 31 of next year, after which the 3,200-acre property will be available for civilian use and renamed Brunswick Landing. In the meantime, Midcoast Regional Redevelopment Authority (MRRA) representatives have worked with the Navy to gain early access to air station buildings seen as key to jump-starting local job creation. The MRRA is charged with overseeing the civilian redevelopment of the base, and is focused on replacing the thousands of jobs lost as a result of the Navy's departure.

On Thursday, the Kestrel airplane landing in Brunswick offered the highest profile sign yet of changes to come. With Kestrel officials starting work in Hangar 6, the largest private employer thus far for

Brunswick Landing went from being a strong proposal to a physical reality. "I was asked, 'How do you feel about the depression in the community?' and I said, 'I really don't see that,'" Klapmeier, who co-founded the successful Cirrus Aircraft Co. and served as its chairman for 25 years before leaving the company last year. "We see this as a great opportunity. We are really excited about being here."

Kestrel has a 10-year lease agreement with MRRA to occupy about 93,000 square feet of the 174,000-square-foot hangar. Klapmeier said the company's next most immediate task is to push through "a lot of paperwork" related to financing, then assemble a team to build composite parts for mock-ups and engineering studies. During the next six months, the company will likely gather an initial work force of about 50 team leaders, engineers and support staff as it looks to finish designing and certifying its first model, the 37-foot-long JP10. Over the next five years, the company plans to increase its employment to more than 300 workers as it moves into manufacturing phases.

In addition to Kestrel and Resilient, Swedish medical supplies producer Mölnlycke Health Care plans to build a nearly 80,000-square-foot research and manufacturing facility on base property. Harpswell-based Great Island Boat Yard has moved large crafts into another section of Hangar 6 for winter storage, and Bowdoin College and Southern Maine Community College plan to expand onto base property as well.

Brunswick Times Article by Seth Koenig

BRUNSWICK GETTING PRIVATE AIRPORT (Portland Press Herald 02/04/11):

More than 990 acres with runways, hangars and other aviation facilities will be given at no cost to the agency that is overseeing the redevelopment of the Brunswick Naval Air Station. That means that in just two months, Brunswick will be home to a fully functional airport. The Brunswick Executive Airport will open for business April 2.

The Navy's conveyance of the airport and surrounding land to the Midcoast Regional Redevelopment Authority will be announced Monday during a ceremony at 10 a.m. in Hangar 6. Gov. Paul LePage, U.S. Rep. Chellie Pingree, D-Maine, base commander Capt. Will Fitzgerald and officials from the Base Closure and Realignment Commission are expected to attend, said the authority's Executive Director Steve Levesque. Levesque said the conveyance is a significant milestone in the redevelopment of the base from military to civilian use. "It represents the first major piece of property transferred to us by the Navy," he said.

The Navy discontinued use of its Brunswick base in January 2010. The base will officially be closed down -- the victim of a national effort to close military installations -- on May 31. The land transfer follows a review of the proposed airport operation by the Federal Aviation Administration and the Navy. The FAA had to make sure that the airport could safely handle air traffic before it could agree to the property transfer, said Jeffrey Jordan, deputy director of the redevelopment authority.

The transfer of land and airport facilities will allow the authority to establish a civilian airport in Brunswick. A private company, FlightLevel Aviation, will handle landings and takeoffs by privately owned planes and jets, general aviation aircraft and planes that are owned by tenants of the base.

Levesque said the Brunswick Executive Airport will enhance the state's airport system. It will have dual 8,000-foot-long runways and more than 300,000 square feet of hangar space. Levesque said the authority has approved leases with Kestrel Aircraft Co., Resilient Communications, Maine Tool and Machine, Mölnlycke Health Care and FlightLevel Aviation.

Portland Press Herald article by Dennis Hoey

SEVERODVINSK: STEALTHILY PROWLING AFTER AIRCRAFT CARRIERS (Voice of Russia):

The Russian Navy is set to receive a powerful shot in the arm – the marines will welcome the newest multipurpose Yasen-class submarine - the Severodvinsk. The nuclear powered attack submarine is armed with several types of cruise missiles and torpedo launchers, and can be used to accomplish a wide range of tasks, including seeking out enemy aircraft carriers. But its core function is supporting ballistic missile-carrying nuclear submarines that are part of the country's strategic nuclear forces, notes an expert at the Institute of Political and Military Analysis, Alexander Khramchikhin.

This sub doesn't belong to the triad of strategic forces: this is a multipurpose – that is, torpedo-launching – submarine. It strengthens the stability of this triad. Missile subs can't function without such torpedo and multipurpose submarines. Right now, we have an obvious imbalance: there are three missile subs being built and only two torpedo ones. Meanwhile, there should be at least twice as many of the latter as of the former. So the introduction of the Severodvinsk is an absolutely essential thing. Such vehicles guard the missile carriers and can engage both the submarines and surface ships of the enemy. And now, with the help of cruise missiles, land targets are also possible, the expert points out.

The Severodvinsk submarine is a fourth generation vehicle. This project is an update of third generation Akula – also known as Shark or Typhoon – class submarines, which are successfully accomplishing their missions in the oceans of the world. The construction of the Severodvinsk is distinctly different from its predecessors, both in terms of its body and its armaments. The vessel is equipped with a nuclear energy block, which fully accords with modern nuclear safety requirements. The submarine is also decked out with the newest communication and navigation equipment and has a pressurized water reactor. The Yasen submarines surpass the newest US Sea Wolf vessels as far as quietness goes. The Russian missile carrier is armed with eight missile launchers for the newest supersonic Oniks cruise missiles, which have a range of 300 km – and there are 32 such missiles on board the ship. Several such rockets can be used in a strike. Thanks to a the digital databases of the magnetic and physical fields of various types of ships, the Oniks missiles can independently identify targets, classify them and automatically distribute themselves in the course of the attack.

Following the Severodvinsk's entry into service, a number of other submarines of the same type are set to be built. The Sevmash factory in Severodvinsk has started construction of the second Yasen class vehicle, the multipurpose Kazan sub. It is set to join the Navy's combat forces in 2015.

For the first time in the history of Russian shipbuilding, torpedo launchers will be placed in the central part rather than the front of the submarine to make room for the antenna of a new hydro-acoustic system. Thanks to the latest developments of Russian military-industrial complex, such submarines will surpass their foreign analogies as far as noiselessness and stealth.

NEW MILITARY ID CARD REQUIREMENTS (from VP-912's James Tanner):

With the recent upgrade and installation to DEERS/RAPIDS 7.0 there are increased security requirements that must be met in order to obtain either a Common Access Card or dependent identification card. Among the many changes the most important is each identification card recipient must present two forms of identification. The mandatory requirement to present two forms of identification cannot be waived. The DEERS/RAPIDS 7.0 system will not produce a new CAC or dependent identification card without first scanning in your two forms of identification. For further information, and to see a list of acceptable forms of identification, go to <http://www.cac.mil>.

THE ANA PATRIOT SQUADRON:

The ANA Patriot Squadron, a local affiliate of the Association of Naval Aviation that maintains the Shea Memorial Grove and operates the Shea Field Naval Aviation Historical Museum on the site of

former NAS South Weymouth, has been trying to accommodate younger members by meeting every few months on Saturdays. This is a great group of people who were associated with or are interested in the heritage of NAS Squantum and NAS South Weymouth. Check them out on the Internet at <http://www.anapatriotsquadron.org>, attend a meeting or two, and consider becoming a member. The Saturday meetings are typically held for an hour starting at 11 AM in the museum spaces in the Shea Fitness Center (remember that?) and members usually go to a local pizza parlor for lunch afterwards.

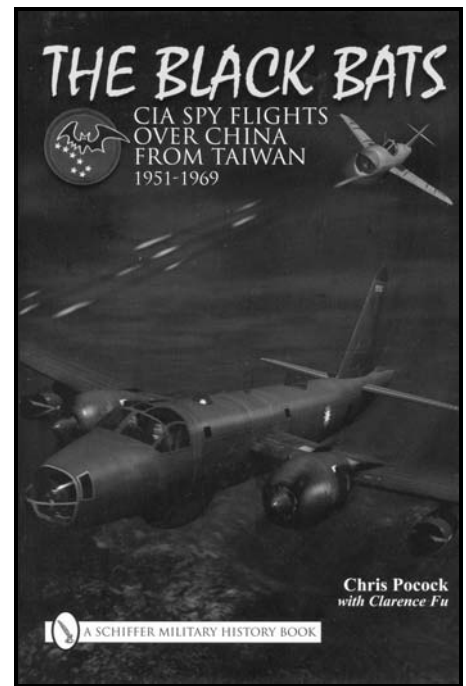
NAS SQUANTUM, NAS SOUTH WEYMOUTH, AND NAS BRUNSWICK PATCHES AVAILABLE:

McGrogan's Patch Designs has patches for NAS Squantum, South Weymouth, Brunswick and other USN bases available. To order, go to the McGrogan's link on the VP Association web site's Geedunk page at <http://www.vpassociation.org> or call them directly at 208-762-4481.



RECOMMENDED READING:

Did you know that the Central Intelligence Agency in cooperation with the United States Air Force, the United States Navy, and the Nationalist Chinese Air Force flew various types of aircraft including Lockheed P-2 Neptunes and P-3 Orions on intelligence-collection and other "black ops" type missions over Communist China throughout the 1950s and 1960s and that at least ten aircraft were shot down and about a hundred aircrewmembers were killed in gun battles with PRC MIG fighters? Well, it happened and for many years these missions were kept a very closely guarded secret. However, in recent years the Department of Defense has declassified many details regarding these clandestine overflights. This new book, "The Black Bats" (ISBN 978-0-7643-3513-6), by Chris Pocock and Clarence Fu, tells the story of this little-known aspect of the Cold War in the Far East in 144 pages and with over 100 black & white photos. You can purchase this terrific book at any time on any day of the week over the Internet from on-line bookseller Amazon at <http://www.amazon.com> or special order it from any good book store.



ON THE INTERNET:



Here's something that you've really got to see for yourself. The Russians are decommissioning surplus nuclear submarines by dumping them at sea. There's a web site called "English Russia" that has a gazillion photos showing a pair of Victor II class SSNs being disposed of in this manner, the photo shown on the previous page being just one sample of what's available out there. Check this web site out at <http://englishrussia.com/index.php/2010/05/30/final-song-of-transshelf-subs-transport/>.

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:



LEFT: Here's the first of the "heritage" P-3s that will be on display at NAS Jacksonville during the MPRF Centennial of Naval Aviation Celebration in April. This aircraft has been painted up in the blue and gray camouflage color scheme used on Navy patrol aircraft during the first year or two of the Second World War. **BELOW:** Here's the VP-6 "heritage" P-3 in the dark seaplane gray color scheme worn by Orions up through the mid-1960s at NAS JAX. Looks neat, huh? Photos courtesy of VP-30's LCDR Robert Wilkerson.





ABOVE: Many older VP Association members started out in NAS South Weymouth's VS squadrons. Here's a shot of VS-911 members from Middleboro, MA around 1960. **BELOW:** Here's a shot of VP-92's CAC-5 that was taken sometime in the late 1970s or early 1980s. Courtesy of Charlie Sylvia.





LEFT: Enlisted TARs associated with Reserve Air Wing 91's patrol squadron training program during an outing at the ball field on NAS South Weymouth sometime during the early to mid-1960s. Courtesy of Fran Creney. **BELOW:** VP-92 personnel during a FOD walkdown conducted on a drill weekend Saturday morning at NAS Brunswick sometime during the late 1990s. Marc Frattasio collection. Got something similar to share for possible inclusion in a future issue of the VP Association newsletter? Then contact Marc J. Frattasio at marc_frattasio@yahoo.com.



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

