



# 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 51**

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

**MARCH 2013**

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, vp92association@gmail.com. Please send all newsletter-related correspondence to Marc J. Frattasio, P.O. Box 30, Pembroke MA 02359, marc\_frattasio@yahoo.com.

## **RECCO:**



**ABOVE:** LY 004, which was one of VP-92's last P-3C Orions is shown here lifting off from NAS Brunswick during 2007. Marc J. Frattasio collection. Got something similar to share? If so, contact Marc J. Frattasio.

### **FINAL FLIGHTS:**

Leon Slegar, formerly of Wakefield MA, passed away in his sleep on December 3<sup>rd</sup>. "Lee" was a regular fixture at the VP Association's monthly luncheon meetings who had served in VP-913, HS-911, VP-92, and Brunswick 4291. Donald Sherwood also passed away recently after a long illness. He had retired to Jacksonville, FL and had been a member of VP-913. We also lost Bob Silver of Auburdale, MA, who served in VP-911, and Manuel Rocha of Raynham, MA, who was a member of VP-92.

### **THE 2013 ANNUAL REUNION:**

It's never too early to start planning to attend the VP Association's annual reunion, which will be on Saturday September 21<sup>st</sup>. The reunion will be held at the same place we held it last year, the Weymouth Elks Hall in Weymouth, Massachusetts. Please mark September 21<sup>st</sup> on your calendar and plan to attend the annual reunion. More information will be presented in the June newsletter.

### **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. Send all contributions to Bill Hanigan at the address presented on the newsletter's masthead.

### **LOST CONTACT:**

Please note that if you have an e-mail address and have been getting the newsletter via the U.S. Mail then we do not have a valid e-mail address for you. If this is your situation, please contact Bill Hanigan via e-mail ASAP so we can begin sending your newsletter to you by e-mail. Also, be sure to let Bill Hanigan know whenever your street or e-mail address changes.

### **NEW MEMBER:**

Mike Kearney  
mkearney2@gmail.com  
VP-MAU Brunswick

### **DOC HAYES IN THE NEWS:**



If you don't get the Boston Globe newspaper you missed seeing this photo of Gerald Hayes, presently a Captain in the USNR but previously the popular flight surgeon assigned to VP-92 during its final decade, in the February 3<sup>rd</sup> issue. The article describes how "Doc Hayes" uses an innovative internet-based system to remotely monitor patients in several hospitals. To view the article on-line go to <http://www.bostonglobe.com> and search for "Steward reshapes Mass. health care business".

## **LCDR KASIM YARN:**

Anybody out there remember Kasim Yarn? He and his wife Rosaria traveled all the way up from Norfolk, VA to attend the VP Association reunion that was held in Weymouth last September 22.

Back during the early to mid 1990s Kasim was a TAR AZ in VP-92. If you were in VP-92 at that time you might remember him as a big quiet guy who worked in the back of Maintenance Control. Twenty years later Kasim is still on active duty in the Navy, but today he's an officer instead of an enlisted man. Quite an achievement, eh?

Kasim was born in Detroit, MI on December 22, 1972. After graduating from high school he joined the Navy via the delayed entry program and reported to RTC Great Lakes, MI for basic training on April 11, 1991. After "boot camp" he attended and completed the Aviation Maintenance Administration "A" School at NTTC Meridian, MS.



Kasim reported to VP-92 at NAS South Weymouth, MA during October 1991 as a TAR AZAN. At first he was assigned to Maintenance Control as a Scribe. The following year he was promoted to AZ3 and was re-assigned to Quality Assurance as the Central Technical Publications Librarian. Within twelve months he was promoted again to AZ2 and was reassigned to Maintenance Administration as the Secretary for the Maintenance Department.

During the fall of 1995 Kasim was selected for the Broadened Opportunity for Officer Selection and Training (BOOST) program. He then left VP-92 to attend the BOOST program at Newport, RI. The BOOST program, which was folded into the "Seaman to Admiral-21" program during 2009, provided ten months of academic preparation for younger active duty enlisted personnel to help them more effectively compete for Naval Academy appointments or Reserve Officer Training Corps (ROTC) scholarships.

After successfully completing the BOOST program, Kasim was accepted to Boston University in Boston, MA on a Navy ROTC scholarship. He graduated from B.U. during May 2000 with a B.S. degree in General Management and was commissioned a regular Navy Ensign.

Since he became an officer, Kasim has served as the Auxiliaries Officer on board the amphibious transport dock USS Nashville (LPD-13), the Training Officer on board the destroyer USS Briscoe (DD-977), the Ship's Navigator on board the guided missile frigate USS Carr (FFG-52), and the Operations Officer, Tactical Action Officer, and Engineering Officer of the Watch on board the guided missile destroyer USS James E. Williams (DDG-95). Kasim has also served as a Damage Control Assistant Instructor at the Surface Warfare Officer's School and as the Readiness and Assessment Officer for Destroyer Squadron 22.

Kasim attended the U.S. Naval War College in Newport, RI where he earned an M.S. degree in National Strategic Studies with a concentration in Statistics. He and his wife Rosaria, who was born in Italy, have two children, Jonathan and Giovanna. Kasim is presently a LCDR and his current assignment is N31 Maritime Operations Amphibious Readiness Group Officer for Commander Strike Training Force Atlantic headquartered in Norfolk, VA. He credits the people he worked for and with at VP-92 for his successful naval career and he'd like to hear from any of his old friends. You can contact him via e-mail at [kasim.yarn@navy.mil](mailto:kasim.yarn@navy.mil).

### **A NOTE AND PHOTO FROM CHARLES VIAU (cv772t@att.com):**



I wanted to share with you a software/hardware project I am doing in my spare time. This is a P-3 model kit from the Early 80's by Hasagawa. I purchased the kit at auction and custom assembled it and painted it with the correct paint scheme of a P-3C of that time period. It is implemented with working navigation/landing lights and working engines and is mounted on an old Apple iMac Pod stand, which was completely gutted.

I built an Arduino Mega AVR processor, relay board, sensors, and amplifier to fit in the base. It is programmed (in C++) to do an authentic turn-up process and a realistic light presentation. As each engine starts, the processor also plays the sound track of a P-3 turbine starting. Once programmed, it never needs to be attached to a PC again, and will run stand-alone by just plugging it in to a wall outlet. It is nearly completed and I will send along a video showing it when it is finished.

I would like to display it at the next VP Association reunion.

### **HISTORY OF VP-MAU PUBLISHED IN MPA PLANESIDE NEWSLETTER:**

Your newsletter editor had a three page illustrated article on the history of VP-MAU Brunswick and VP-MAU Moffett published in the first issue of the Maritime Patrol Association's "Planeside" newsletter for 2013. For more information about the MPA go to [www.maritimepatrolassociation.org](http://www.maritimepatrolassociation.org).

### **SOME USEFUL AERONAUTICAL DEFINITIONS FROM VP-92'S BOB MANDEVILLE:**

- AIRSPEED - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)
- BANK - The folks who hold the lien on most pilots' cars.
- CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.
- CONE OF CONFUSION - An area about the size of New Jersey located near the final approach fix at an airport.
- DEAD RECKONING - You reckon correctly, or you are.
- DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.
- ENGINE FAILURE - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.
- FIREWALL - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.
- FLIGHT FOLLOWING - Formation flying.
- GLIDE DISTANCE - Half the distance from an airplane to the nearest emergency landing field.
- HOBBS - An instrument which creates an emergency situation should it fail during dual instruction.
- HYDROPLANE - An airplane designed to land long on a short and wet runway.
- LEAN MIXTURE - Nonalcoholic beer.
- MINI MAG LITE - Device designed to support the AA battery industry.
- NANOSECOND - Time delay between the Low Fuel Warning light and the onset of carburetor icing.
- PARASITIC DRAG - A pilot who bums a ride and complains about the service.
- RICH MIXTURE - What you order at another pilot's promotion party.
- ROGER - Used when you're not sure what else to say.

- SECTIONAL CHART - Any chart that ends 25 nm short of your destination.
- SERVICE CEILING - Altitude at which cabin crew can serve drinks.
- SPOILERS - FAA Inspectors.
- STALL - Technique used to explain to the bank why your car payment is late.
- STEEP BANKS - Banks that charge pilots more than 10% interest.
- TURN & BANK INDICATOR - An instrument largely ignored by pilots.
- USEFUL LOAD - Volumetric capacity of the aircraft, disregarding weight.
- WAC CHART - Directions to the Army female barracks.
- YANKEE - Any pilot who has to ask New Orleans tower to "Say again".

### **HELP WANTED:**

The Association of Naval Aviation Patriot Squadron's Shea Naval Aviation Museum is looking for donations of photographs and memorabilia associated with NAS Squantum and NAS South Weymouth. If you have things to donate contact [inquiries@anapatriotsquadron.org](mailto:inquiries@anapatriotsquadron.org) or write to ANA Patriot Squadron, 495 Shea Memorial Drive, South Weymouth MA 02190. The museum is open from 9 to 11 AM on the last Saturday of the month. The museum will host a speaker from the Naval War College on Saturday April 27<sup>th</sup>. The presentation, which will be about the Navy's transition from propeller-driven aircraft to jets, will start at noon. See [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org) for more details.

The Brunswick Naval Museum and Memorial Gardens is seeking members and donations of photos and memorabilia associated with NAS Brunswick. This organization has custody of the memorial gardens at old NAS Brunswick, the P-2 and P-3 that were left on the base, and intend to establish a museum inside the old base chapel. For more information see [www.brunswicknavalmuseum.org](http://www.brunswicknavalmuseum.org).

### **LNR SOLD:**

A private investment firm, Starwood Capital Group, recently purchased LNR Property LLC for \$1.5 billion in cash. LNR is the company that is building homes on former NAS South Weymouth.

### **LOCKHEED PURSUES CONSORTIUM FOR MARITIME C-130 (Defense News 02/20/2013):**

LONDON — Lockheed Martin Aeronautics has begun briefing the U.K. and other governments over the possible formation of an international consortium to develop and integrate systems on a maritime patrol version of the C-130 Hercules. The U.S. aerospace giant kicked off the new strategy within the last six weeks to get users with similar requirements to pool their efforts in a partnership involving governments and local industry.

Jack Crisler, Lockheed Martin's vice president of new business on C-130 programs, said ideally the consortium would involve three or four nations that already have an indigenous industrial capability to undertake systems integration and some experience in maritime operations. Company executives are in Britain this week briefing Ministry of Defence officials on the consortium option along with a range of other issues related to the C-130J. The aircraft is already operated by the Royal Air Force for airlift and other duties.

Britain controversially axed its entire fixed-wing maritime patrol capabilities in 2010 for budgetary reasons, but a decision on whether to eventually replace the Nimrod MRA4s is expected to be taken as part of the 2015 strategic defense and security review. The executive said it was likely that any consortium would form from countries already operating variants of the C-130 or the company's P-3 Orion maritime patrol aircraft. "People who have an anti-submarine requirement in the world aren't strangers to the mission, there is not really anybody new in the area. The customer set is our allies and the usual suspects. There is some obvious connection between countries who already operate P-3 or C130J and already have indigenous capabilities to maintain and modify the aircraft," he said.

“One of the things we are talking about with some of our customer base is joining a consortium to develop requirements instead of us generating capability not based on any requirement whatsoever other than what we think the markets need,” he said. Once the requirements have been agreed, the “idea is the initial modification to the aircraft with a trial kit installation would probably be done by us [Lockheed Martin] and subsequent modifications done by the indigenous industry,” said Crisler.

The scheme could accommodate country-specific requirements in terms of items such as avionics, mission systems and industrial participation, but Lockheed Martin is looking to use off-the-shelf technology to keep the offering affordable. “Most of the systems already exist. What we want is to have as little development as possible so we can work the affordability angle. What we would like to do is integrate off-the-shelf systems into the aircraft,” said the executive.

Crisler said the Sea Herc offered considerably more persistence on station at a cost “significantly less than a P-8. If you compare where the other capabilities are out there north of \$200 million for a flyaway unit cost we think we can beat that. The affordability equation is more than just aircraft acquisition, if they [are already an existing C-130 customer] and have maintenance and training in place that avoids a lot of the cost of a typical acquisition”, he said.

Lockheed successfully tried a similar consortium formula to sell F-16 fighter jets to a number of European nations. Executives here said the company had not tried the strategy in the maritime patrol or air mobility sectors previously. The F-16 European Participating Air Forces deal eventually covered the air forces of Belgium, Denmark, the Netherlands, Norway and Portugal in purchasing, updating and supporting their fast jet fleets in an enduring arrangement going back more than 30 years.

Lockheed has already sold a baseline maritime surveillance aircraft to the U.S. Coast Guard, but since last year has been touting a variant known as the SC-130J Sea Herc in the international market. The Sea Herc is being offered in three capability levels starting with an unarmed baseline surveillance machine equipped with radar and electro optical/imaging infra red. Level 2 is an anti-surface warfare aircraft with external hard points for missiles, 30mm gun and other upgrades added to the basic configuration.

Top of the capability list is the anti-submarine Level 3 machine, which can also carry an acoustic processor, sonobuoy launcher, internal bays for up to six torpedoes and other enhancements. Crisler said the anti-submarine variant offers the greatest benefits of a consortium approach. “We have individual opportunities bilaterally with customers on Level 1 and 2 outside of a consortium arrangement, but when you start adding things like torpedoes and sonobouys [on Level 3] everybody has a little different technique they like to use and that’s where we would most want the collaboration,” he said.

“It’s a paper option, though several countries are interested in ASW capability but don’t necessarily want to pay for the full up P-8 capability and are looking for something a little more affordable. Hercules performs well and has the endurance and persistence of a P-3,” said Crisler. The Level 3 capability effectively cross decks the technology previously offered by the P-3, which dominated the airborne ASW market for decades. The P-3 is being replaced in U.S. Navy service by the Boeing P-8, a militarized version of the 737 airliner.

Although Lockheed is also pursuing opportunities for other variants of the C-130J, notably for intelligence, surveillance and reconnaissance work (ISR), the company is only using the consortium approach in the maritime market, said Crisler. “Opportunities will be focused on MPA requirements,

with the objective to get to Level 3 [anti-submarine]. Separate ISR opportunities will be worked one on one, unless there is a compelling business case,” he said.

Studies estimate there is a market for about 35-45 Hercules equipped for various missions over the next decade or so, but Crisler said that number would likely be exceeded once potential customers see what the aircraft can do in service. Lockheed is already deep into negotiations with customers to get land and maritime patrol versions of the surveillance C-130 version into the international market. Both potential customers are in or around the North Africa region.

The maritime customer is looking for a capability similar to the C-130s delivered to the U.S. Coast Guard, but the land ISR negotiations involve a multimission aircraft with a sensor package including electronic support measures, long-range camera and wide bandwidth datalink. Crisler said Lockheed Martin may not be able to reveal the name of the land ISR customer even when the deal is signed. The customer would be the first land ISR customer for the C-130J, he said. Both deals would be bilateral and not connected to any potential consortium arrangements.

*Defense News Article by Andrew Chuter*

### **NAVY’S NEXT-GEN STEALTH SUB COULD RUN SILENTLY FOR 50 YEARS (NBC 01/17/2013):**

The Navy’s next-generation nuclear submarine may have an electric drive and new reactor plant that allow it to patrol the seas with near-silent stealth for half a century, according to emerging details about the secretive program. The electric drive would replace a direct mechanical connection between the nuclear-powered steam turbines and the submarine’s propellers.

In the new configuration, the nuclear power source will run electric motors that propel the ship. “Electric drives could prove to be much quieter than the current direct-drive method,” the U.S. Naval Institute explained in a brief detailing the new design. The institute is an independent, non-profit forum on national defense.

The military tried electric drives in the 1960s and '70s, but found them to be too slow and maintenance needy. Technological advancements over the past few decades could provide the hassle-free speed required. Since Navy submarines rely on stealth to hide from enemies, a nearly silent engine will make them harder to find. The Ohio-class replacement nuclear-powered ballistic missile submarine will also be covered in echo-free tiles that reduce detection from active sonars.

In addition, the program is aiming for a newly designed reactor plant “that will last the life of the boat,” Sean Stackley, Assistant Secretary of the Navy for Research, Development, and Acquisition, said in an interview with the U.S. Naval Institute. “That’s important because what it does is effectively eliminate the midlife refueling associated with the current Ohio class.” That is, current nuclear subs are hauled out for mid-life overhaul that can keep a sub out of the water for three years. To compensate for the downtime, the Navy has 14 Ohio-class ships.

The new design will still require a mid-life checkup and update, but should be out of the water for a shorter period. This would mean that the Navy only needs to have 12 ships. “That’s a significant cost improvement over the life of the program at the expense of the development for that new reactor-plant design,” Stackley said.

The Navy is under budget pressure to keep the cost of the boats to \$4.9 billion each; that’s down from the \$6 or \$7 billion price tag proposed in 2009. Current plans call for construction of the next-generation submarine to begin in 2021, with first deployment in 2031. “After that, you may never hear from it again,” quipped Wired’s Danger Room.

*NBC News article by John Roach*

**SYSTEM BUGS IN P-8 AIRCRAFT DEGRADE PERFORMANCE (NextGov 01/16/2013):**

The Navy's new P-8 anti-submarine warfare and maritime surveillance aircraft under development suffers from a variety of radar and communications systems problems that could seriously degrade operational effectiveness, the Pentagon's operational test organization reported to Congress yesterday.

Developmental test results revealed that the P-8 has image quality problems with its synthetic aperture radar used to track surface targets. Also, its electronic warfare system does not reliably collect and identify signals from hostile radars, the report said. The P-8's common data link has deficiencies that prevent reliable transmission of radar and infrared imagery intelligence to operational users. Additionally, ineffective voice satellite communications systems "prevent transmission and receipt of mission critical information," the report said.

Boeing has a contract to develop the P-8 based on its commercial 737 twin-jet aircraft. The Navy plans to buy 122 of them at an estimated cost of \$34 billion. The Navy plans to use a tracking system on the aircraft to search for and locate enemy submarines. The system, known as the Multi-static Active Coherent System, is under development by Lockheed Martin Corp. But the service has deferred its installation until at least 2014 due to problems identified in tests, the report said. The P-8 drops sonobuoys on the surface of the ocean to locate submarines by listening for acoustic signatures. Information collected by the buoys is then transmitted to the aircraft. A separate section of the test report revealed that onboard software designed to determine the geographic position of the buoys could not accurately do so, the report disclosed.

The test report also revealed that a drone system designed to work in conjunction with the P-8, the Northrop Grumman MQ 4-C, experienced stability problems with its flight control software, which caused a "significant test schedule delay" from May 2012 to at least this month. The Navy plans to buy 65 MQ-4Cs equipped with radar and electro-optical systems to track maritime targets at a cost of \$9 billion.

*NextGov article by Bob Brewin*

**NEW RUSSIAN NUCLEAR SUBMARINE ENTERS SERVICE (Associated Press 01/10/2013):**



MOSCOW (AP) — The Russian navy on Thursday hoisted its flag on a new nuclear powered submarine intended to form a key part of the country's future nuclear deterrent. It is part of an ambitious weapons modernization effort that comes as the military is preparing for a naval exercise off Syria's shores.

Defense Minister Sergei Shoigu said the war games in the Mediterranean will be the biggest such exercise since Soviet times and involve ships from all four Russian fleets. The maneuvers have been



seen as a demonstration of Russian naval power and a show of support for an old ally, whom Moscow has shielded from international sanctions.

Shoigu made the statement after commissioning the new Yuri Dolgoruky nuclear submarine, which carries 16 Bulava intercontinental ballistic missiles. It is the first of a new series of Borei-class submarines that will replace older Soviet-built ships. Another submarine of the same type is currently undergoing sea trials and two others are now under construction.

President Vladimir Putin congratulated the Yuri Dolgoruky's crew during a conference call Thursday, hailing the ship as a "powerful weapon that will guarantee our security." "Submarines of that class will become an important element of sea-based strategic forces, a guarantor of global balance and security of Russia and its allies," Putin said.

Commissioning of the new submarines is part of an ambitious arms modernization program that envisages spending over 20 trillion rubles (\$657 billion) on new weapons through 2020. Putin said Thursday that 4 trillion rubles (\$132 billion) of that money will be spent on commissioning the new submarines and other navy ships. "Modernization of the navy is one of the most important priorities in our work to strengthen the armed forces," he said. Putin said the navy will commission the total of eight Borei-class ICBM nuclear submarines and eight nuclear submarines of a different Yasen class intended to hunt for enemy ships.

The construction of the Yuri Dolgoruky, named after a medieval Russian prince who founded Moscow, began in 1995 but was slowed down by a post-Soviet economic meltdown and it wasn't until 2009 when it finally entered sea trials. The submarine's commissioning was delayed further by problems with the new Bulava intercontinental ballistic missile intended to arm it. The Bulava experienced a string of failures during tests that dragged on for years, raising doubts about the future of the most expensive military project in Russia's post-Soviet history. Recent tests, however, have been successful, allowing the navy to finally commission the submarine.

Shoigu, who attended the commissioning of the new submarine at a shipyard in Severodvinsk, said that the Bulava is fully combat ready. Facing questions about Bulava, Putin's chief of staff Sergei Ivanov also insisted that "the navy has no reason to doubt its reliability."

A hawkish Russian Cabinet member marked the ceremony with a tongue-in-cheek comment mimicking the Cold War-era diatribes of Soviet leaders. "You bourgeoisie tremble! You are screwed!" Dmitry Rogozin, deputy prime minister in charge of military industries, wrote on Twitter. Rogozin, a nationalist politician in the past, has been known for his bellicose and sometimes crude statements.

*Associated Press news article by Vladimir Isachenkov*

### **THE LOCKHEED-MARTIN ORION 21 ([www.spyflight.co.uk](http://www.spyflight.co.uk)):**

To replace around 110 aging Lockheed Orion P-3 Maritime Patrol Aircraft (MPA), in March 2000 the US Navy drew up a requirement for around 150 new multi-functional aircraft and named the program the Multi-mission Maritime Aircraft (MMA). The competition soon narrowed down to two aircraft, a version of the Boeing 737-800 and a new version of the Lockheed P-3 Orion, named the Orion 21.

The Lockheed Orion21 was intended to be a "rugged, all new-production weapon system based on the proven P-3 airframe that reflecting six decades of Maritime Patrol and Reconnaissance experience". Salient features were:

- New Pratt & Whitney PW150 engines, originally used for regional turboprops, with Hamilton Standard eight blade all composite propellers, with individual blade replacement.
- Open systems architecture avionics featuring a fully-digitized all glass cockpit.
- Logistics support program focused on real time fleet health assessment.
- 50 per cent increase in mission range and endurance over legacy systems. Lockheed Martin selected a turboprop engine because it believed this would provide optimal performance in the ASW mission. The company claimed this would give the aircraft 25% more power, 60% more thrust and burn 27% less fuel than a turbofan - a direct challenge to Boeing's proposed MMA turbofan powered 737.

However, Lockheed's efforts were in vain and on 14 Jun 2004 the US Navy awarded the MMA contract to Boeing and their 737-800 known as the P-8A. A great many countries intend to continue operating their P-3 Orions for many years to come, although many of these 14 operators have expressed an interest in acquiring an updated version of the P-3, it seems unlikely that the Orion 21 would ever be commercially viable without the MMA contract.

**TRICARE PHARMACY INCREASES (via Joe Tanner of the DAV):**

Beginning Friday, February 1, 2013, TRICARE beneficiaries will see some increases in their prescription costs.

Mail Order – Your new co-pay rates for TRICARE Home Delivery (Mail Order) medications will change as follows (for up to 90-day supplies):

- \$0 for generic formulary medications – unchanged
- \$13 for brand-name formulary medications - increased by \$4
- \$43 for non-formulary medications – increased by \$18

Network Pharmacy – Your new co-pay rates for Network Pharmacy medications will change as follows (for up to 30-day supplies):

- \$5 for generic formulary medications – unchanged.
- \$17 for brand-name formulary medications – increased by \$5
- \$44 for non-formulary medications – increased by \$19

Note: If you want to have a 90-day prescription filled, you will pay the co-payment for each 30-day supply.

Non-Network Pharmacy – Your new co-pay rates for prescriptions filled at non-network pharmacies (including host nation pharmacies) and costs will vary based on your plan and the type of prescription.

- TRICARE Prime enrollees will pay 50% cost share after the point of service deductible is met.
- TRICARE Standard/Extra, TRICARE Reserve Select, TRICARE Retired Reserve or TRICARE Young Adult enrollees will pay:
- Formulary-Generic or Brand Name: \$17 or 20% of the total cost, whichever is greater, after the annual deductible is met
- Non-Formulary \$44 or 20% of the total cost, whichever is greater, after the annual deductible is met

Military Pharmacies – If you receive your medications through a Military Pharmacy you will continue to get your medications with no co-pay. However, not all medications are available at military pharmacies. For example non-formulary medications are not usually filled at military pharmacies. You should call to check availability.

Read more at:

- <http://militaryadvantage.military.com/2013/01/tricare-rx-fees-increase-this-friday/#ixzz2Ja8leqzY>

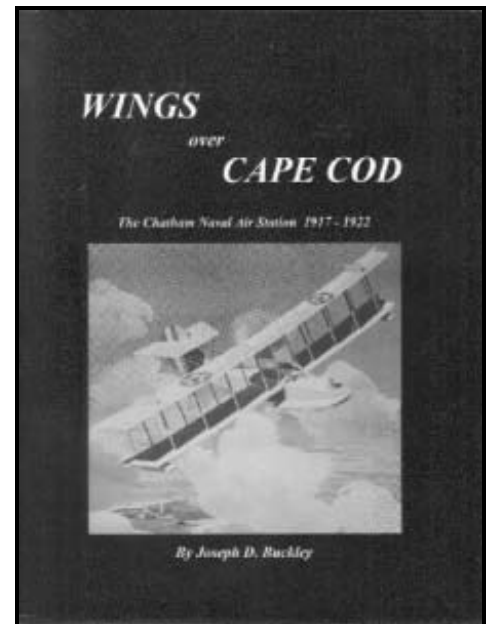
### **P2V NEPTUNE PATCHES:**

VP-18 alumnus Bob Neu has color patches available as shown here featuring the P2V Neptune. The 12” long version costs \$28 plus \$2 shipping while the 4” long version costs \$6.50 plus \$1.50 shipping. To order send a check to Bob Neu at 1165 Kinne Circle, Batavia IL 60510-4556. You can e-mail him at [bneu57@gmail.com](mailto:bneu57@gmail.com).



### **RECOMMENDED READING:**

Bet you didn't know that there was a naval air station on Cape Cod during WW1. Blimps and seaplanes flew on ASW patrols out of NAS Chatham, MA during 1917 and 1918. In fact, seaplanes from NAS Chatham attacked a German submarine that shelled the town of Orleans and sank a tugboat and several barges off Nauset Beach. They'd have sunk the sub too if their depth bombs hadn't been duds, which was a common problem during WW1. Anyway, "Wings Over Cape Cod" by Joseph D. Buckley, published by Lower Cape Publishing (ISBN 978-0936972183), presents the story of the forgotten NAS Chatham in 190 pages with many illustrations. The book costs \$25 and can be ordered on-line from [www.amazon.com](http://www.amazon.com) or special ordered by any decent bookstore.



### **ON THE INTERNET:**

The Naval History and Heritage Command has every issue of Naval Aviation News magazine from 1943 to the present date scanned and stored in PDF format and available for viewing on-line free of charge at <http://www.history.navy.mil/nan/backissues/newbackissues.htm>. Also, there's a great video about the 50-year history of the P-3 Orion at [http://www.youtube.com/watch?v=7aU9o\\_3awAM](http://www.youtube.com/watch?v=7aU9o_3awAM).

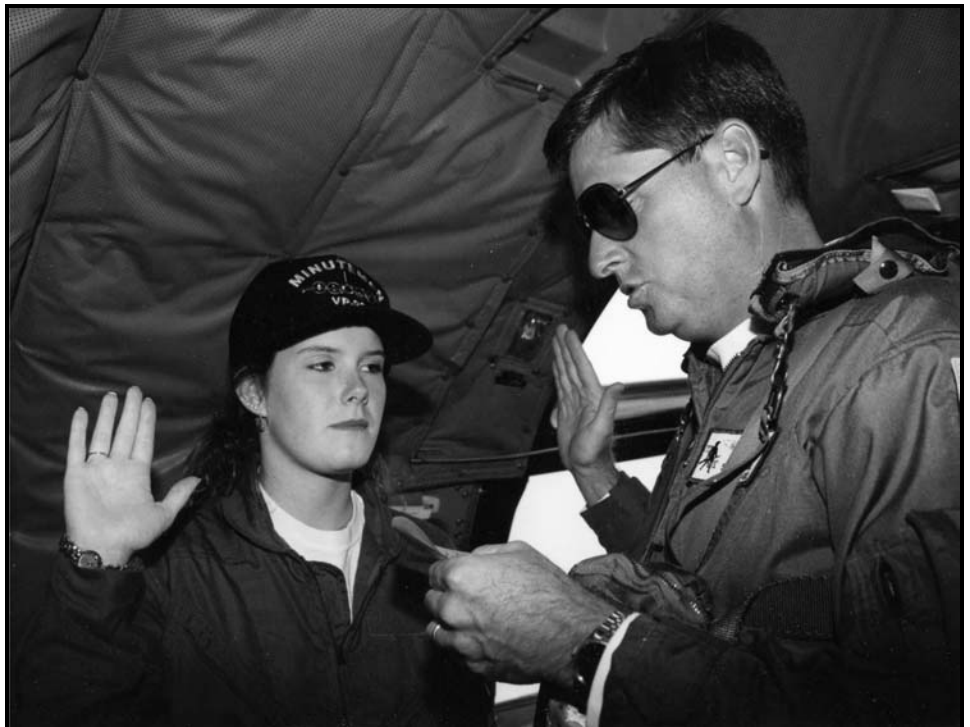
### **MONTHLY MEETING:**

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 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:** VP-92 CPO selectees in the squadron's hangar spaces at NAS Brunswick. **RIGHT:** Reenlistment ceremony in the cockpit of a VP-92 P-3C. 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".***

