



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 63

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

MAR 2016

Welcome to another edition of the VP Association newsletter. Until further notice please direct all VP Association-related inquiries or correspondence to Marc Frattasio, PO Box 30, Pembroke MA 02339, 781-294-4491, marc_frattasio@yahoo.com.

RECCO:



ABOVE: VP-92 P-3C Orion LY 612 parked on the southern side of NAS South Weymouth's Hangar One about 1995. Marc Frattasio photo. Have something similar to share? Contact Marc Frattasio at marc_frattasio@yahoo.com.

FINAL FLIGHTS:

Jay Mollenkopf passed away in December. He was a TAR AO in VP-92 who retired from the Navy as an E-8. James Kearney also passed away recently. He was the VP-92 AK LPO in the mid 1980s.

THE 2016 VP ASSOCIATION ANNUAL REUNION:

A friendly reminder that our next annual reunion will be held at the Elks Hall in Weymouth, MA on Saturday September 24th. More details and a banquet reservation form will be provided in the next newsletter. Please plan to attend and mark your calendars now so you do not forget.

THE ADMIN FUND:

We have no dues but contributions are always welcome to help pay for web site hosting, printing, postage, and other expenses. We'd like to thank Raymond Guerin for his recent generous donation to the admin fund.

AN IMPORTANT NOTICE ABOUT E-MAIL:

As you should know by now, George Driscoll resolved our e-mail service problem and we are able to send the newsletter via e-mail again. This problem was caused by the large number of invalid e-mail addresses in our database, which caused Google to flag our account as a "spammer". To prevent this from happening again please inform us whenever your e-mail address changes. Also, please be aware that the government and some businesses block our e-mailings, and this causes problems too since the blocked e-mail addresses give the same results as an invalid e-mail address. Please do not give us government or business e-mail addresses but use your personal e-mail address instead. If you want to update your e-mail address please contact George Driscoll at gnddriscoll@gmail.com.

LOST CONTACT:

Please be sure to inform us whenever your street or e-mail address changes so we can update our contact list. Please note new e-mail addresses for Tim Burke at tjburke@uspsaig.gov, John Combs at john.combs@RCN.com, Jim Cunningham at jim@smartpig.org, George Griffin at georgepatron92@gmail.com, Mark Hausler at mhausler@maine.rr.com, Jerry Lach at ss1jsl@comcast.net, and Jeff Simpson at jeffthebubby2@gmail.com.

RECENT CHANGES OF ADDRESS:

James Cunningham 15936 Cypress Trace Court Chesterfield, MO 63017-7370 Cell 314-348-1258	Gene and Diane Rowe 4859 NW 35th Lane Road Ocala, FL 34482 geneinocala@gmail.com	John Steventon 56 Oleary Lane Port Deposit, MD 21904 jackarlene.steventon@gmail.com
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BILL HANIGAN ON VACATION:



Art Sansone sent this photo of Bill Hanigan enjoying the sun in Cancun during the middle of January. He's been getting out a lot more often and although he still can't respond in writing, he'd love to hear from his old friends via e-mail. Contact bhanigan@aol.com.

A PHOTO FROM DICK SHAFNER:



Here's a recent aerial photo of old NAS South Weymouth that Dick Shafner took during December while flying a Civil Air Patrol aircraft. The road in the center of the photo is Shea Memorial Drive. In the lower right hand corner you can see one of the new SouthField apartment complexes. Hangar Two is to the left of the new apartment building. The new Bill Delahunt Parkway extends diagonally off the southern end of Shea Memorial Drive. The light colored area near the junction of both roads is the old hangar deck from Hangar One. There is a lot of debris piled up on the runways and taxiways.

A NOTE FROM KEVIN CAHILL ABOUT AL BOISSONNEAULT:

As mentioned in the December newsletter, former ADC (TAR) Al Boissonneault passed away late last year. He was a character, for sure! His time in VP92 was with P-3's in the late 70's. He then became the base CPO Club Manager, as a Senior Chief. He then transferred to VP68 around 1980, where I had the pleasure to work for him again. He picked up a commission and went REGNAV to VA52 at Whidbey. My last sighting of him was in the PI when we in VP69 did our AT. He was on the Kitty Hawk with VA52 as MMCO. He was a hoot. Big guy and a bellowing voice I will never forget.

A NOTE FROM JIM EDGAR ABOUT TODD GREEN:

I was reading the December newsletter and on page 13 you have a photograph of "unidentified maintenance guy". That is AK1 Todd Green, a TAR who was with the squadron when I got there in December 96. He transferred out sometime in 1999 after he made SKC (due to the rating conversion). I later served with him when I was at AIMD Willow Grove and he ran the station supply department.

MPA SYMPOSIUM:

The Maritime Patrol Association will hold their annual symposium and reunion at NAS Jacksonville, FL from Wednesday April 13th to Friday April 15th. You can check out the full details of this event at <http://maritimepatrolassociation.org/symposium/index.html>. As mentioned in the previous issue of this newsletter, the focus of this year's event will be VP history and heritage. Work schedule permitting, your newsletter editor intends to go down there to represent VP-92, VP-MAU Brunswick, and the other New England reserve patrol squadrons at the Heritage Dinner. Hopefully other VP Association members can make it to this event too. The Maritime Patrol Association started as a professional association for active duty VP squadron officers. A few years ago they expanded membership to enlisted personnel and retirees. The MPA is worth joining if you want to keep up with what's going on in the maritime patrol community. Their annual symposiums are a lot of fun and their quarterly newsletter is well worth reading. Check them out.

NAS BRUNSWICK 5TH ANNIVERSARY REUNION IN JULY:

Plans are in the works to host an NAS Brunswick reunion in commemoration of the 5th anniversary of the closing of that base in Brunswick Maine over the weekend of July 15th, 16th, and 17th. If you would be interested in attending this event, which will include a variety of activities and a dinner on Saturday night, contact Jeffrey Simpson at jeffthebubby2@gmail.com. For more details go to the "Remember Brunswick Naval Air Station" group on Facebook at www.facebook.com.

NAS SOUTH WEYMOUTH 20TH ANNIVERSARY REUNION UNDER CONSIDERATION:

A reunion event to commemorate the 20th anniversary of the closing of NAS South Weymouth is under consideration for Saturday September 30, 2017, but only if there is enough interest to do so. This date marks the 20th anniversary of the base closure ceremony, which was held on September 30, 1997. The proposed event, which would be open to anybody who was associated with NAS South Weymouth in any way, would be held at a local venue and would run from noon to 5 PM. It would include a continuous slide show of historic photos associated with the base, a presentation on the history of NAS South Weymouth, and a buffet dinner. If possible, the event will also feature a guest speaker associated with the base (Ideally, we'd like to get the last base CO, CAPT Dietsch, up from Virginia to talk about his experience closing the base). Each attendee would be presented with a commemorative NAS South Weymouth polo shirt in his or her chosen size. The event would have to be limited to 300 people and would cost about \$50 per person. Reservations would be required in advance. The ANA Patriot Squadron's Shea Naval Aviation Museum on old NAS South Weymouth would be open from 9 AM to noon for reunion attendees and all proceeds above and beyond the actual cost of the event would be donated to the museum. The event will only be organized if there is sufficient interest expressed, that being 300 people definitely willing to go. A commitment will be necessary by the end of August this year as it will be necessary to make a deposit on the venue and arrange for the banquet a year in advance. If you would definitely (not maybe) attend this event, please contact Marc Frattasio at marc_frattasio@yahoo.com so he can put you on the list. There would be a substantial financial outlay on the order of many thousands of dollars required to organize this proposed event, which your newsletter editor is willing to front out of his own pocket, but does not want to flush down the toilet. Please respond only if you would definitely be interested in attending.

RUSSIAN SUBMARINE ACTIVITY RETURNS TO COLD WAR LEVELS (Washington Post 02/04):

The Russian submarine fleet has returned to the North Atlantic with such gusto that NATO sub commanders are reporting "more activity from Russian submarines than we've seen since the days of the Cold War", according to a top NATO admiral. Royal Navy Vice Admiral Clive Johnstone, speaking aboard a Spanish frigate at the end of last month, told the defense analysis group IHS Janes that the alliance is also seeing "a level of Russian capability that we haven't seen before".

Russia's submarine program froze as funds dried up following the collapse of the Soviet Union. Recently, however, Russia has commissioned two new types of subs, including a nuclear-powered attack variant and a nuclear-powered ballistic missile class. According to Janes, they have also started modernizing older submarines as well.

Johnstone said that with these upgrades and newer boats, Russia is "freer to operate" beneath the waves, as the new technology and an increase in spending has greatly increased Russia's capabilities. Johnstone also added that Russian submarine crews are more professional in years past, something that has also raised concern within the alliance.

While Russia's revamped sub fleet is certainly a concern for the West, what worries Johnstone is the lack of openness about Russia's strategic and operational objectives. The admiral added that the Russians have yet to invite a NATO representative to one of their exercises in the last two years — something that NATO does regularly.

"I'm not saying we want to be part of everything and I'm not saying that Russians are the 'Great Bear' or that they're the enemy, but what we've got to do in this very complicated maritime environment is take out the uncertainty and reinforce the certainty", Johnstone said. The admiral added that while Russian activity off NATO ports and in NATO water space was confounding, "it's hard not to draw a certain set of conclusions".

Recently, the United States has monitored Russian submarines and surface ships patrolling around undersea fiber optic cables. While the Russians' intentions are unclear, tapping underwater communication lines is an old Cold War tactic revolutionized by the US Navy in a series of spy missions that began in 1970. In November, the United Kingdom had to request additional support from France to help detect what they thought was a Russian submarine spying off the coast of Scotland on one of England's new nuclear missile systems.

Washington Post article by Thomas Gibbons-Neff

U.S. WARSHIP SAILS NEAR ISLAND CLAIMED BY CHINA (Reuters 1/30):

A U.S. Navy destroyer sailed within 12 nautical miles of an island claimed by China and two other states in the South China Sea on Saturday to counter efforts to limit freedom of navigation, the Pentagon said, prompting an angry reaction from Beijing. China claims most of the South China Sea, through which more than \$5 trillion of world trade is shipped every year. Vietnam, Malaysia, Brunei, the Philippines and Taiwan have rival claims.

Pentagon spokesman Captain Jeff Davis said no ships from China's military were in the vicinity of the guided-missile destroyer USS Curtis Wilbur when it passed near Triton Island in the Paracel Islands. The U.S. Navy conducted a similar exercise in October in which the guided-missile destroyer Lassen sailed close to one of China's man-made islands, also drawing a rebuke from Beijing.

"This operation challenged attempts by the three claimants - China, Taiwan and Vietnam - to restrict navigation rights and freedoms," Davis said, reflecting the U.S. position that the crucial sea lane should be treated as international waters. Davis said the latest operation sought to challenge policies that require prior permission or notification of transit within territorial seas. He said the United States took no position on competing sovereignty claims to naturally formed land features in the South China Sea. "No claimants were notified prior to the transit, which is consistent with our normal process and international law," Davis said.

China condemned the U.S. action as provocative. "The American warship has violated relevant Chinese laws by entering Chinese territorial waters without prior permission, and the Chinese side has taken relevant measures including monitoring and admonishments," China's foreign ministry said. China's defense ministry calling the American action "intentionally provocative and "irresponsible and extremely dangerous". The ministry also said that Chinese navy vessels had taken responsive action, conducted identification checks and promptly gave warnings for the ship to keep its distance. "Regardless of whatever provocative steps the American side takes, China's military will take all necessary measures to firmly safeguard national sovereignty and security," the ministry statement concluded.

The operation followed calls in Congress for the Obama administration to follow up on the October operation. This month, the chairman of the U.S. Senate Armed Services Committee criticized Obama for delaying further freedom of navigation patrols. Senator John McCain said that allowed China to continue to pursue its territorial ambitions in the region, including by landing a plane on a man-made island in the Spratly Islands archipelago. In a statement on Saturday, McCain said he was "encouraged" by the news. "I continue to hope these operations will become so routine that China and other claimants will come to accept them as normal occurrences and releasing press statements to praise them will no longer be necessary," he said. McCain added that the operation challenged the "excessive maritime claims that restrict the rights and freedoms of the United States".

Reuters article by Phil Stewart and Nathaniel Taplin

THIS COULD “SINK” THE U.S. NAVY: LETHAL STEALTH SUBS (National Interest 1/26):

There is no force patrolling the world's oceans more powerful than the mighty U.S. Navy. Washington's nuclear-powered attack and ballistic submarines, aircraft carriers and surface combatants, all guided by the best trained sailors and professionals in the world, are no match when stacked up on paper one-on-one against the likes of Russia, China, Iran or any other challenger. And as history shows, going to war against Washington in a fair-fight is suicide. However, thanks to advances in modern, ultra-quiet conventional diesel-electric submarines, Washington will need to adjust its tactics if it were to tangle with any nation sporting these increasingly sophisticated weapons of war.

To be fair, the threat of super-stealthy diesel submarines being deployed around the world has been present for decades. Still, newer boats are coming armed with advanced anti-ship weapons and are being combined with new air-independent propulsion systems (AIP) making them near impossible to find in the ocean's depths—a one-two punch that can't be ignored.

Recent history shows only too clearly the challenge the United States and other modern navies are facing from these heavily armed, 'stealth' submarines. Back as far as 2005, the U.S. Navy recognized the challenge and reached out to friends and allies for help. It was that year that the HMS Gotland, a modern AIP submarine serving in the Swedish Navy, made its home in California for a year. The goal was to test the impact of such a boat against U.S. aircraft carrier battle groups and other important vessels. It seems the boats, much cheaper to produce than the standard American nuclear-attack subs, created quite the stir:

Apparently the Navy got more than they were bargaining for when it came to finding and engaging the stealthy little sub. The Gotland virtually 'sunk' many U.S. nuclear fast attack subs, destroyers, frigates, cruisers and even made it into the 'red zone' beyond the last ring of anti-submarine defenses within a carrier strike group. Although it was rumored she got many simulated shots off on various U.S. super-carriers, one large-scale training exercise in particular with the then brand new USS Ronald Reagan ended with the little sub making multiple attack runs on the super-carrier, before

slithering away without ever being detected. The little Swedish sub was so silent it literally did not exist to our sensors.

Thankfully the above were controlled exercises, crafted for America's 'silent service' and surface combatant operators to understand the threat they were dealing with. However, not all encounters with ultra-quiet diesel boats have been as friendly—or just a mere exercise. Back in 2006, a Chinese Song-class attack submarine, created at least partially by Russian and Western technology and likely not nearly as advanced as the Gutland (the Song-class does not have AIP technology, for example) tailed the Japan-based U.S. Navy aircraft carrier USS Kitty Hawk in the East China Sea near Okinawa without being identified. While such a shadowing operation is quite normal, the sub surfaced within five miles of the carrier, in deep waters off Okinawa, and only then was it spotted, by one of the carrier's planes on a routine surveillance flight. Such submarines are armed with advanced anti-ship missile and wake-homing torpedoes.

Moving to the present, Russia seems to be doubling down on its development of these important vessels. Moscow is developing an even deadlier class of boats. "The stealth capabilities of Russia's new Lada-class diesel-electric submarines far exceed those of their predecessors", Admiralty Shipyard's CEO Alexander Buzakov told the Russian press. According to Buzakov, the new vessels are even stealthier than Russian Kilo-class submarines, thought to be one of the quietest diesel-electric submarine classes in the world and dubbed "black holes" for their ability to "disappear" from sonars.

"The new submarines are able to maintain such a low profile thanks to a clever implementation of a next-generation anti-reflective acoustic coating and a new improved hydro-acoustic system", Buzakov said. He also added that during the new submarines' construction and design process, the development team managed to gather a lot of valuable data which, among other things, allowed them to significantly improve the Kilo-class submarines as well.

The Lada-class submarines are designed to defend coastlines against ships and other submarines, gather intelligence, provide surveillance and reconnaissance missions, and act as a mother ship for special forces. With its new air-independent propulsion plant, a Lada submarine can remain submerged for as many as 25 days. With its vast array of weapon systems, the Lada is also world's first non-nuclear submarine to be equipped with specialized launchers for cruise missiles."

So, with all this being said, what should the U.S. Navy do about this challenge? A greater investment in anti-submarine warfare would be a great place to start. New detection methods could also help, although such methods could also be used against Washington's subs. Here's an idea: maybe America should get in on the act and get some of its own? Hmm...

National Interest article by Harry Kazianis

"FLYING BOAT" MAKER LANDS IN BRUNSWICK (Bangor Daily News 1/25):

The designer of an amphibious, folding-wing plane designed to access hard-to-reach fishing holes or marinas and boathouses announced it will build a prototype of the craft at the former Navy air base at Brunswick Landing. The Midcoast Regional Redevelopment Authority said Friday that MVP Aero announced its decision at the U.S. Sport Aviation Expo in Sebring, Florida. The company will be a tenant at TechPlace, a business incubator at the former Navy base, according to MRRA spokesman Ben Sturtevant.

MVP Aero said it has solved engineering problems to bring down the weight of the airplane by using composite materials. It has put scale models in the air and tested its hull designs in water tanks and

is now focused on putting together a full-scale prototype. Paul Richards, MVP's director of business development, said the company picked the former Navy base because of its advanced airport facilities near the Androscoggin River and Casco Bay for testing the flying boat; local expertise both in composites and boat building; and the ability to build the full prototype in the TechPlace building.

Richards said the company is about three to four years away from manufacturing the plane for sale. With that, the company's still not decided where it would manufacture sale models, but Richards said Brunswick Landing could work. "We're not in the position to make absolute commitments by any means, but there are a lot of good reasons why the area makes an awful lot of sense," Richards said.

The company, founded in 2011, is based in Minnesota, according to its website. Development of the plane has been supported primarily through private financing and its founders hold an 85 percent stake in the company. Richards said MVP hopes to create a new niche in the recreational aviation market, by extending the vehicle's value "beyond just transportation." When the plane lands at or near a destination on the water, he said, "it continues to be a part of the adventure."

The market for the craft is primarily affluent adventure-seekers, Richards said, a market that has its own range of possibilities, from docking on a megayacht to storage in a garage. Richards said the target price for the plane is around \$219,000. To make that more accessible, he said, the company may market shared ownership models in which multiple pilot-captains could take the helm. Richards said the company estimates development of the prototype would take between 18 months to two years.

Bangor Daily News article by Darren Fishell

AMID MARITIME DISPUTES, CHINA CONFIRMS BUILDING SECOND CARRIER (Reuters 12/31):

After months of speculation, China confirmed on Thursday it is building a second aircraft carrier to go with an existing one bought second-hand, as neighbors worry about Beijing's new assertiveness to claims in the South China Sea. Defense Ministry spokesman Yang Yujun said the carrier had been designed in China and was being built in the port of Dalian. Foreign military analysts and Chinese media have for months published satellite images, photographs and news stories purporting to show the second carrier's development.

"China has a long coast line and a vast maritime area under our jurisdiction. To safeguard our maritime sovereignty, interests and rights is the sacred mission of the Chinese armed forces," Yang said. The design draws on experiences from the country's first aircraft carrier, the Liaoning, bought from Ukraine in 1998 and refitted in China, Yang said. Yang said the conventionally powered carrier has a displacement of 50,000 tons, will be able to operate the Shenyang J-15 fighter and, unlike the 60,000-tonne Liaoning, have a ski-jump take-off. Little is known about China's aircraft carrier program, which is a state secret. Yang would not say when the second carrier would enter service, saying it depended on progress in the design process.

A Shanghai-based naval expert who asked not to be identified because of the sensitivity of the matter said tensions in the South China Sea made the carrier particularly necessary to furthering Chinese interests. "The U.S. has many aircraft carriers that are traveling all over the place in the South China Sea, which has caused problems for us," he said. "Having a second aircraft carrier reduces the pressure on us. It will keep us from being bullied."

China claims almost all the South China Sea, believed to have huge deposits of oil and gas, through which about \$5 trillion in ship-borne trade passes every year, and has been building up military

facilities like runways on the islands it controls. Brunei, Malaysia, the Philippines, Taiwan and Vietnam also have claims.

China says it has no hostile intent and wants to manage the dispute through bilateral talks with the other claimants. Yang also announced the defense ministry had just set up a new hotline with Vietnam, as it seeks to manage the tensions. But Beijing has been involved in a diplomatic spat with Washington too over ship and aircraft patrols in the region. Asked whether China was thinking of a third carrier, Yang said that "relevant authorities" would take various factors into consideration about future carrier plans.

The Pentagon, in a report earlier this year, said Beijing could build multiple aircraft carriers over the next 15 years. Taiwan's Defense Ministry said in September China was building two aircraft carriers that would be the same size as the Liaoning.

Successfully operating the Liaoning is the first step in what state media and some military experts believe will be the deployment of domestically built carriers by 2020. The Liaoning has taken part in military exercises, including in the South China Sea, but is not yet fully operational. Last week, the military said the Liaoning had made a "key breakthrough" in shifting from the testing phase to being able to operate ship-borne aircraft, as the country's navy chief paid a visit.

Reuters article by Ben Blanchard, Megha Rajagopalan, and Nick Macfie

US DEPLOYS POSEIDON P-8 SPY PLANE IN SINGAPORE FOR 1ST TIME (AP 12/7):

The United States has deployed a P-8 Poseidon spy plane in Singapore for the first time, amid heightened tensions in the region over China's expansive territorial claims in the South China Sea. The weeklong deployment in Singapore, which began Monday, came as Secretary of Defense Ash Carter met his Singaporean counterpart Ng Eng Hen in Washington and signed a new agreement to step up defense cooperation.

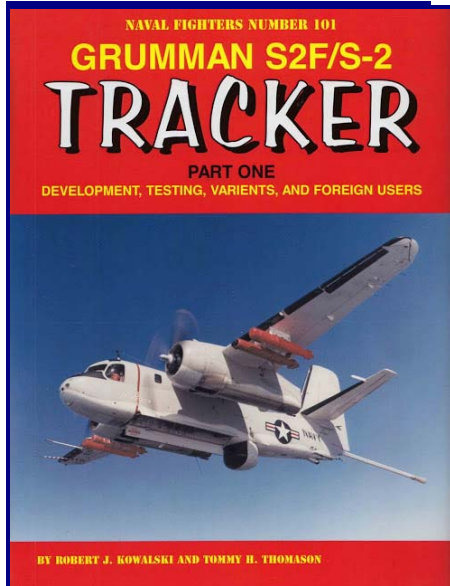
In a joint statement, the two sides said the deployment would promote interoperability among regional militaries in exercises, and provide support for disaster relief and maritime security. A U.S. defense official said such deployments in Singapore were expected to become a regular occurrence, happening as often as every three months. The official did not have authorization to speak publicly about the plans and requested anonymity.

The U.S. and Singapore have longstanding defense ties. In the Asia-Pacific region, the U.S. has also operated the Poseidon surveillance planes out of Japan and the Philippines, which are both U.S. treaty allies. As part of the Obama administration's effort to step up its regional security presence in Asia, the U.S. has in recent years deployed two littoral combat ships at the Southeast Asian city-state. Monday's statement said the U.S. plans a third deployment next year.

Such U.S. military activity is viewed by China as an attempt to contain it, amid tension over Beijing's large-scale construction of artificial islands in the South China Sea, where China has competing claims with several of its neighbors. The U.S. and others have called on Beijing to halt the construction and any militarization in the area, a key conduit for seaborne trade. In late October, Washington angered China by sending a warship on a freedom-of-navigation patrol within the supposed 12-nautical-mile territorial limit around one of the land-reclaimed islands in the Spratly Islands archipelago. U.S. surveillance flights in the area have also irked Beijing.

Associated Press article by Matthew Pennington

RECOMMENDED READING:



The first installment of author Tommy Thomason's long-awaited monograph on the Grumman S2F Tracker is now available. Some of you may recall that Tommy Thomason was the guest speaker at a VP Association reunion a few years ago. Tommy is quite an interesting guy and an excellent researcher and writer. Many older VP Association members started out in the reserve VS squadrons at NAS South Weymouth flying or maintaining S2Fs and then were transferred to VP as the VS squadrons were phased out during the 1960s. This book has 200 pages, 110 drawings, 374 B&W photos, and 14 color photos. It lists for \$46.95. You can order it on-line at <http://www.ginterbooks.com/NAVAL/NF101.htm>.

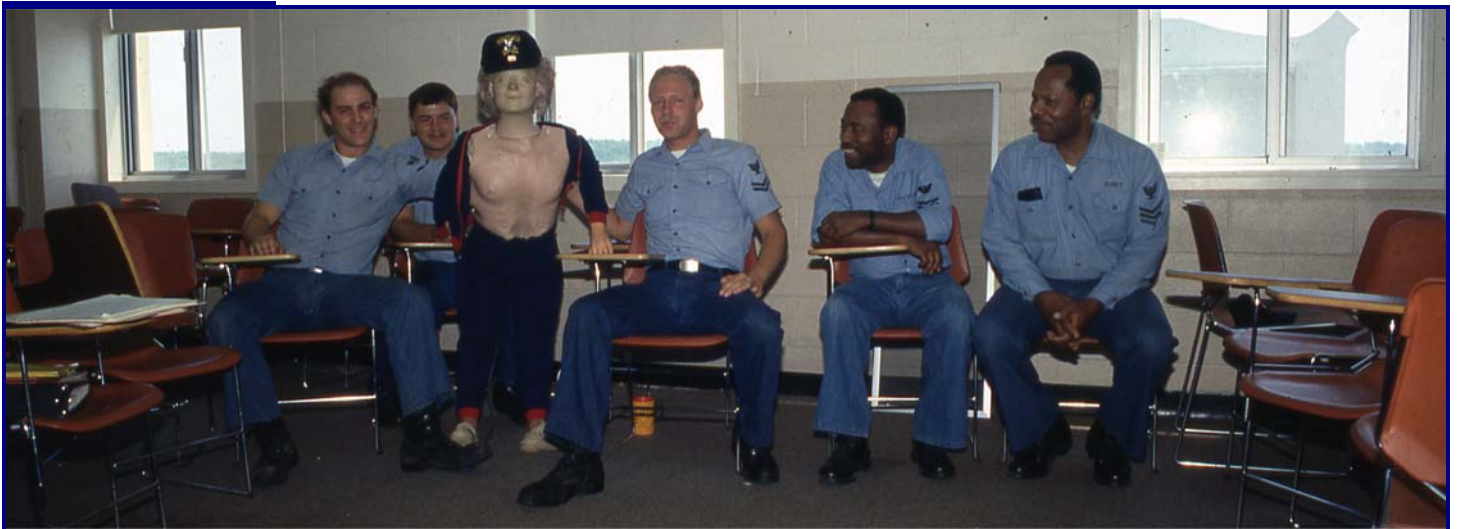
ON THE INTERNET:

George Driscoll suggests that you check out this article about the Navy's SOSUS underwater listening system - <http://www.dosits.org/people/history/SOSUSHistory> and this one about the Navy's first blimp patrol squadron, ZP-12 - <http://www.history.com/this-day-in-history/navy-opens-a-blimp-base-in-new-jersey>. Bob Mandeville suggests that you check out the old 1950s naval aviation training film "Launch 'Em" on YouTube at <https://www.youtube.com/watch?v=JfEF2eHEwiA>. He also suggests that you check out this Lockheed Martin video about the 50th anniversary of the P-3 Orion at https://www.youtube.com/watch?v=7aU9o_3awAM&feature=player_embeddedn.

MONTHLY MEETING:

Members who can do so are welcome to join us for lunch on the last Thursday of every month at Waxy O'Connor's Irish Pub at 94 Hartwell St. in Lexington, MA from 11:30 to 13:30. The pub is just outside the Hanscom Field Hartwell gate.

PARTING SHOTS:



ABOVE: CPR training in VP-92's classroom spaces at NAS South Weymouth's Hangar One.



ABOVE: P-3 engine maintenance while detached somewhere OUTCONUS.



ABOVE: VP-92 intelligence officers LT Fitzpatrick and LT Kilduff. **BELOW:** The VP-92 PR shop perhaps? Have something similar to share? Contact Marc Frattasio at marc_frattasio@yahoo.com.



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

