



# 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 56**

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

**JUNE 2014**

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:** Photos of VP-MAU Brunswick aircraft in full squadron markings, as shown here, are rare since the squadron was formed in January 1983 and the Navy removed all unit identification from aircraft after Libya was attacked in April 1986. By the time squadron markings reappeared on naval aircraft in the 1990s VP-MAU Brunswick was long gone due to budget cuts. Got something similar to share? If so, contact Marc J. Frattasio at [marc\\_frattasio@yahoo.com](mailto:marc_frattasio@yahoo.com).

## **FINAL FLIGHTS:**

Ed "Too Tall" Mucha succumbed to pancreatic cancer in early April at his home in Knoxville, TN. Ed was a pilot in VP-92 who also served as the squadron's safety officer for a time. In civilian life he flew for Northwest Airlines.

## **ILL SHIPMATES IN NEED OF CHEERINGUP:**

Charles Sylvia reports that Andre Castellano is having problems with his legs and feet. Andre resides at 5800 Sweetgum St., Saint Cloud, FL 34772 and his telephone number is 407-957-4088. Fran Creney is undergoing chemotherapy. Fran resides at 11 Purchase St., Middleboro, MA 02346 and his telephone number and e-mail address are 508-946-0607 and fcreney@comcast.net.

## **THE 2014 ANNUAL REUNION:**

The VP Association's annual reunion will be held on Saturday September 20<sup>th</sup> from 12:00 to 17:00 at the Weymouth Elks Hall at 1197 Washington Street in Weymouth, MA. This is the same place the reunion has been held for the past two years. It is just a few miles from old NAS South Weymouth.

The buffet style banquet is \$40 per person. As always, attendance is limited, reservations are required in advance, and will be taken first-come first served. Tickets will not be sold at the door. Please complete and mail the reservation form on the last page ASAP to prevent disappointment and so we can tell the caterer how many people to expect. Directions to the Weymouth Elks Hall follow:

### From the North (i.e., from Boston)

1. Take Route 3 south from the Boston area to Route 18 (Exit 16 South).
2. Go south on Route 18 about 1/2 mile to top of hill. At traffic light, turn left on Middle Street.
3. Continue on Middle Street, under Route 3, for about 1 1/2 miles.
4. At traffic light, turn right on Washington Street. Proceed through one traffic light and the Elk's Hall is about 200 yards on the right.

### From the South (i.e., from Cape Cod)

1. Take Route 3 North from the Plymouth/ Cape Cod area. Get off Route 3 at Exit 15 (Derby Street).
2. At end of exit, turn left on Derby Street.
3. Drive on Derby Street about 1/2 mile to second traffic light.
4. Turn left at light on Cushing Street.
5. On Cushing Street go about 1/2 mile to next traffic light and turn left at the light on Route 53 (Whiting Street)
6. Stay north on Whiting Street (in Weymouth, it becomes Washington Street). At first traffic light be in the left lane. Go through the traffic light and the Elk's Hall is about 200 yards on the left.

The Holiday Inn at 929 Hingham St. (781-871-0545), the Best Western at 909 Hingham St. (781-871-5660), and the Comfort Inn at 850 Hingham St. (781-982-1000) are all located a few miles away off Exit 14 on Route 3 in Rockland, MA.

We intend to have a guest speaker this year, as we have in previous years. The guest speaker and his/her topic will be announced in the next newsletter.

As indicated above, the Weymouth Elks Hall is just a few miles from old NAS South Weymouth, which is being redeveloped into a mixed commercial and residential community called SouthField. Plan on driving to Weymouth a few hours earlier, visit the base, and take a look at the remaining USN structures as well as the new SouthField apartments and townhouses. As was the case in previous years the Association of Naval Aviation Patriot Squadron will have the Shea Naval Aviation Museum open from 9 to 11 AM on the day of the reunion. The museum is located in temporary spaces inside

the Shea Fitness Center at 495 Shea Memorial Drive and is normally only open on the second and last Saturday of the month. Admission is free. If you have any naval aviation memorabilia gathering dust at home, especially items pertaining to South Weymouth or Squantum, please consider donating it to the museum. See [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org) for details.

Although dress is officially CASUAL for the reunion, we encourage you to wear your old uniform (whatever you have) or a flight suit if you've got one.

Try to pass the word about the reunion to as many of your old Squantum/South Weymouth/Brunswick reserve VP squadron friends as possible. Don't assume that every former shipmate you're in contact with is affiliated with or aware of this group. Military or civilian guests are welcome to come with you.

Tables will be available in the banquet hall to display any memorabilia that you may wish to bring. If you have photos, cruise books, patches, caps, NATOPS manuals, or any other interesting Navy things that you'd like to show off to your friends please plan to bring them with you. Your newsletter editor is bringing a portable scanner. If you have any NAS Squantum, NAS South Weymouth, or NAS Brunswick-related photos or slides please bring them so they can be scanned for the newsletter.

### **ADMIN FUND DONATIONS:**

The VP Association has no dues but contributions are always welcome to help defray the cost of printing and mailing newsletters to shipmates who do not have e-mail. We'd like to thank Robert Jones and Richard Smith for their recent generous contributions to the administration 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 at [vp92association@gmail.com](mailto:vp92association@gmail.com) as soon as possible so we can begin sending the newsletter to you by e-mail, which costs us nothing other than time, instead of via the U.S. Postal service for which we have to pay for printing and postage. Remember, this group does not charge dues and we operate on a shoestring thanks to volunteer labor, memorabilia sales, and donations.

### **LOST CONTACT:**

Please be sure to let Bill Hanigan know whenever your street or e-mail address changes so we can update our files. Please note new e-mail addresses for Don Dempster at [airknocker1@yahoo.com](mailto:airknocker1@yahoo.com), Bob Pickett at [bobpickett4@gmail.com](mailto:bobpickett4@gmail.com), Robert Rankin at [robranking@outlook.com](mailto:robranking@outlook.com), Leo Salmeri at [leojud@comcast.net](mailto:leojud@comcast.net), Ed Sobieray at [ess92@comcast.net](mailto:ess92@comcast.net), and Lowell Wysong at [lew3@twc.com](mailto:lew3@twc.com).

### **NEW MEMBERS:**

Robert Fey  
[rayfey@msn.com](mailto:rayfey@msn.com)  
VP-11

John Mahoney  
[sluasidhe@yahoo.co.uk](mailto:sluasidhe@yahoo.co.uk)  
Lives in the UK (RAF?)

Mike Ryan  
[mike\\_ryan1952@yahoo.com](mailto:mike_ryan1952@yahoo.com)  
VP-92

### **EAA PANCAKE BREAKFASTS AT CRANLAND AIRPORT:**

The Experimental Aircraft Association holds a pancake breakfast and fly-in between 8 and 10 AM on the third Sunday of the month from April through October at Cranland Airport, which is located on Route 58 in Halifax, MA. The breakfast, which costs \$6 per person, is a real bargain and on a nice day you can count on seeing 50 or more aircraft stop by. A number of VP Association members including George Driscoll, Faith Frattasio, Marc Frattasio, Bill Hanigan, Pat Kelly, Bob Mandeville, Joe Mortland, Bob O'Brien, and Susan Zimmerman gather there on a regular basis. Come join us. It's a really good time.

**NEXT GUEST SPEAKER AT ANA PATRIOT SQUADRON'S SHEA NAVAL AVIATION MUSEUM:**

The ANA Patriot Squadron's Shea Naval Aviation Museum on old NAS South Weymouth will host a lecture and book signing by authors Donald Cann and John Galluzzo about NAS Squantum and NAS South Weymouth on Saturday September 27<sup>th</sup>. This is the weekend following the VP Association's annual reunion. Mr. Cann and Mr. Galluzzo jointly wrote "Squantum and South Weymouth Naval Air Stations" for Arcadia Press' popular "Images of America" series. The lecture will begin at noon and will last about an hour with a question and answer session following. The authors will be present at the museum before and after the lecture to sign copies of their book, which they will have available for sale at the museum. The museum will be open to the public that date between 9 AM and noon. Admission is free and all are welcome to attend. See [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org) for details as this date approaches.

**RADM TOM RECK!**

Former VP-92 commanding officer and all-around good guy Tom Reck is still in the USNR and he's recently been selected for promotion to rear admiral! There aren't a lot of reserve flag officers out there so this is doubly an honor. Congratulations to Tom and his lovely wife Eva.

**A NOTE AND PHOTO FROM JERRY LACH (VP-93 and VP-92):**



***ABOVE:*** VP Association members Bob Park (VP-93), Jerry Lach, and Tom Valdez (VP-93 and VP-92) at the MPA's Heritage Dinner.

I thought I would drop you a note on this year's Maritime Patrol Association (MPA) symposium that I attended. After a couple of days in Pensacola myself, Tom Valdez (former VP-92 shipmate) and Bob

Park drove to JAX for the MPA activities. Starting early Thursday there were ramp tours of the P-8 and a P-3C. While the number of people taking advantage of these tours were not large it made our aircraft tours enjoyable. Also being able to walk the VP-30 ramp, smelling the JP, hearing the T56's running and taking pictures of the P-3's in the pattern was worth the trip alone. We then took a tour of the P-8 training buildings. Unlike the 2012 MPA symposium we were not allowed to fly the P-8 simulator. Thursday afternoon we attended 2 presentations. The first by the author, Andrew Jampoler, of the book 'Adak', covering the P-3 ditching off Kamchatka and ultimate rescue. The next presentation was a four engine out P-3 ditching off Masirah by the pilot Mark Radice. His presentation covered the 2 minutes it took for a prop blade on #4 engine to break off, destroying #4 taking out the #3 and 'killing #'s 1 and 2 and the resultant ditch. Miraculous all crew survived. Thursday ended with the Heritage Dinner. As usual it was first class affair and enjoyed by all. Friday, while we did not play, was the golf tournament. It appeared to be well attended. We ended our trip on Friday night with the Flight Suit Social. Again a first class affair. All in all we enjoyed this year's MPA symposium. I believe the attendance, while not as large as the 2012 event it certainly was much larger than the 2013, sequestration impacted event.

#### **A MESSAGE FROM BILL HANIGAN (VP-92):**

Those of you who are retired from the reserve and approaching 60 should get all your service related information and documentation such as retirement points, DD-214, etc., together at least one year before and submit them to the retirement board as soon as you turn 59. That way if there are problems or things missing there will be time to get them fixed and you'll receive your first retirement check on your 60<sup>th</sup> birthday.

#### **A NOTE FROM BEN STURM (VPB-92):**

Thank you for continuing to send your reports to me. I am almost 95 years old. Ronald Mason, of Adel, Iowa, and I may be the only members of 92 from the North Africa, South America, Caribbean. Quonset Point and Floyd Bennet Field era still living.

*Note from your newsletter editor. Ben Sturm was a member of VPB-92, which was a PBY squadron that operated in the Caribbean Sea and the western Mediterranean Sea during WW2. Although it had the same designation, the Navy does not consider VPB-92 to have been an ancestor of reserve squadron VP-92 from NAS South Weymouth and NAS Brunswick. Both squadrons are considered to have been completely separate and distinct entities with their own unique histories. VPB-92 saw a lot of combat action during WW2. If you'd like to contact Ben his e-mail address is agentitc@gmail.com.*

#### **A NOTE FROM ANDREW WHITE (VP-26):**

I thought I'd send this item for the next news letter. It is a link to an aircraft modeling web site, <http://www.arcforums.com/forums/air/index.php?showtopic=270492&st=20&gopid=2599879&#entry2599879>.

I'm guessing some members, like myself, might build models out there so it may be of interest to them. The aftermarket decal manufacturer Caracal Models just released a sheet for SH-2 Seasprites featuring markings for an HSL-74 bird out of NAS SoWey.

I build subjects primarily focused of aircraft/squadrons that fly or have flown in New England, so when Caracal announced they were doing a sheet for SH-2s, I sent along some reference photos to the guy who runs the business and he responded that he'd add HSL-74 to the sheet! I'd done the same previously for a T-33 sheet he did, featuring a Cape Cod, Otis AFB jet as well as a Maine ANG F-101B Voodoo. He has also done Massachusetts ANG F-15s. See <http://caracalmodels.com>.

I'm trying to convince him to do some P-3 markings with VP-92 featured, especially the aircraft from the 70s when they were really colorful as well as some VMA-322 A-4Es from the 70s.

**A NOTE FROM CAPTAN ROBERT "BARNEY" RUBEL:**

In preparing for a talk on the history of naval aviation for the Quiet Birdmen at Groton, Ct, I remembered I had this e-mail from an old Vietnam F-8 driver. It is compelling reading:

In July '67, air wing 16 and Oriskany were back on the line after the October '66 fire killed 46 (most of whom were air wing pilots). After a brief warm-up on Dixie station, during which we lost an A-4 off the cat, we moved to Yankee on 14 July. That first day, Cool Hand Cunningham lost his A-4 to flak in Route Package 1, but we got him back (Note: I flew Iron Hand escort with that former AF B-47 pilot many times-he was totally fearless, up until the night of 7 October, when he took on too many Hanoi SAM sites at the same time!) In the thirteen days between 14 July and 27 July, we lost 12 aircraft! (1) Spad, (6) A-4s, (4) F-8s, and (1) A-3. Dead or missing were Attack pilots Castle, Hartman, and Davis; Fighter pilots Hunter and Zuhoski plus two A-3 crewmen. Rescued from deep in Indian Country were F-8 driver Butch Verich and A-4 pilot Larry Duthie.

Now, let me tell you how it went with Duthie and the F-8C that saved him! On 18 July '67, I was assigned MIGCAP for an Alpha strike on the Hanoi battery plant. After the cat shot, my F-8 gave me a wing unlocked warning light. Several re-cyclings didn't change anything, and since my wingy was a NORDO, I traded John Hellman my MIGCAP for his BARCAP. I dropped my wingy off so he could join the recovery in progress and took station off the Northern SAR.

During the strike, Dick Hartman's A-4E was hit by flak. He got about 50 kilometers south of Hanoi before ejecting. Other A-4s set up a RESCAP, but they were soon low on fuel. Listening to all this on Strike Control frequency, I again recycled the wing several times - still the unlocked indication! The A-4 RESCAP made radio contact with Hartman, and reported his TACAN position from Oriskany, but they had to bingo back to the ship.

I knew from personal experience with the Verich rescue two days earlier, that timing was everything. If the rescue couldn't be made in the first hour or two, the unfavorable odds became astronomical! So, I asked Red Crown for a steer to Hartman's position and went feet dry. I had witnessed Lee Prost's death off the Oriskany a few months earlier when his wing came off while strafing the spar, so I tried to hold the F-8s speed down to the NATOPS wing-unlocked 220Kts. Not possible!! Before I got to the Hour Glass, I started taking 37mm close aboard - so I pushed it up to 300Kts. When the Fansong locked on, and the APR-27 began warbling, my Crusader showed me her wing would stay on through a 350Kt and 3g barrel-roll!

I was still about 20 kilometers south of Hartman's advertised position, and down to 1,500 feet trying to shake-off the Fansong, when I stumbled across an emergency beeper. Going over the top in another barrel-roll, I spotted a parachute in the trees. It was the first time we realized two A-4s were down - both Hartman and his wingy, Larry Duthie! I couldn't get Duthie to answer me on the radio, but his beeper was loud and clear, so I swung down into the trees to try to pick him up visually. That bought a whole lot of 37mm my way, so, not wanting to give Duthie's position away to those guys, I climbed out of there and took up a position to the west.

The Jolly Green and Sandys had been scrambled when Hartman was reported down and were already enroute from the southwest. It was then a matter of staying overhead to vector them when they got there. That involved 45 minutes of evading continual flak and an occasional SAM. At one particularly hazardous point, my F-8 kept her wing on at 400 Kts and 4.5g before the SAM-2 flew past! Unfortunately, the Jolly Green still had a long way to come when I reached bingo fuel.

Oriskany had launched the KA-3s to top off the Alpha strike, and was trying to hot-spin one to get some fuel back in the air, but all they had airborne was one A-4 buddy tanker to cover the recovery. Rules were that tanker had to stay around the pattern. God was there that day! I felt his hands on the stick many time! He also inspired a hell of an A-4 driver by the name of Mac Davis to lie about his fuel state, take the fuel from the buddy tanker, and come on back in to help me! When I heard Mac coming in, I knew we had a great chance to get Duthie if I could show him the position. So, I changed my bingo calculations from making Oriskany to just making feet wet. Davis made a perfect rendezvous, and I dropped him off over Duthie as the Sandys reported 20 klicks to the southwest. I was down to 500 lbs. and didn't really think I would make the water.

I was trying to give Red Crown my likely ejection position when Tom Maxwell came up on the frequency. His KA-3 detachment had dozens of saves during that cruise, and I got two of them in the first two weeks on the line! It was against all the rules for those guys to go feet dry in the area of known SAM firings, but Tom gave me the same break I had given Duthie and came on in. He swung in front of me with his drogue extended and the APR-27 blaring in our ears. After plug-in, I glanced down at the gauge and saw it rising past the first index mark from zero! When I disconnected with 1,200 lbs, the Jolly Green reported the successful pickup of Duthie.

Four hours later, Oriskany launched the equivalent of an Alpha strike and tried for Hartman. The Northern SAR helo got within a couple kilometers before it flew right over a 37mm site with the loss of seven very brave souls! Crusader drivers like J.P. O'Neil and Pete Peters dodged SAMs in the area all night long to keep radio contact with Hartman. He reported an intensive weapons build-up all around him and suggested a massive strike on the area. The next morning, the second Northern SAR helo got shot-up before getting more than ten kilometers feet dry, and Perfume called it off. There was talk of trying the Fulton Recovery Rig, but we lost contact with Hartman the next night and it was over.

Mac Davis was killed 7 days after he vectored the Jolly Green to Duthie. SecDef was visiting the Oriskany, and we had to show him we could bomb trucks at night, even with a 500 foot overcast! Mac hit the side of a hill in Route Package One. Between July '67 and January '68, Oriskany lost 37 aircraft and 26 pilots. Add that to the 33 pilots lost in the fire and the 6 MIAs from the '66 cruise, compare that with the deck-loading of 70 pilots and 60 combat aircraft on a 27-C, and the odds get rather grim. Our CAG, Burt Shepherd did get some recognition on the Ed Sullivan Show as the Navy's (then) most decorated aviator, and of course, John McCain (who flew all of about 5 or 6 missions before he got bagged) was the star of Discovery's story about VA-163's Saints. The rest of us have just suffered in silence, along with scores of others, through long sleepless nights, and occasionally trying to type an e-mail with tears fogging our glasses.

#### **HELP WANTED:**

Author Tommy H. Thomason is working on a book about the Grumman S-2 Tracker and he'd like to contact anybody who had experience with this aircraft. Basically, he's looking for interesting personal stories about the S-2. So, if you were a pilot, sensor operator, or mechanic on the S-2 please contact Tommy at [tommythomason@sbcglobal.net](mailto:tommythomason@sbcglobal.net).

#### **DRONES, ACTORS, AND ACTRESSES IN WWII (Bob Mandeville):**

What could all these subjects have in common? It is, admittedly, an odd combination but in truth, it has a great deal to do with all of the above during WWII.

While doing some aviation research on the web, I happened to come across an odd link between British-born actor Reginald Denny, who also had a surprising aviation background. Research showed

that he had not only starred in more than 60 movies but he had also done a stint with the RAF during WWI (though it's unclear whether he was a pilot, or a gunner).

Denny came to America to further his acting career. He also opened a hobby shop in Hollywood that catered to model aviation enthusiasts a then-emerging serious pastime. This also helped keep the wolves from his door until he'd made his Hollywood reputation. He designed and marketed his own model airplane, which he called, of course, a Dennyplane. Being a prolific modeler, Denny was also known to make special one-off customized model airplanes which he would give to his Hollywood actor friends. Being the 'hot hobby' of the day, they were gratefully accepted.

At the outbreak of WWII, Denny had a very good idea - he developed a remote controlled target drone. Its roots came from the fact that Denny had himself been injured by flack when he did target towing for ground-based anti-aircraft units back in the RAF. With this in mind, he thought that it would be a good idea to take the human pilot out of the equation. A radio controlled target drone was the perfect answer to improve gunner accuracy, save costs, and to also net him with a tidy profit.

Denny took his basic Denny plane design and scaled it up to a 16-ft wingspan with an engine that drove contra-rotating props. The airplane was built in sections, or modules. When an airplane was hit, only the ruined parts of the airplane would need to be replaced. To land an 'injured' aircraft without further damage, he designed a hatch aft of the wing that would deploy a parachute to float the airplane's remnants softly to the ground for repair and re-use.

The radio system was designed using the 'hollow state' technology of the times, that is, vacuum tubes powered by large, heavy dry cells. Radio controlled planes, cars, and boats as we know them today with their lightweight technology was still 40 - 50 years in the future. But even with this, Reginald Denny was well ahead of his time.

Denny was able to demonstrate his drone to the Army brass as a better target than a manned tow plane. The army accepted his design and it became the OQ-2A, or as the TDD (Teledyne Denny Drone) for the US Navy. Production of the OQ-2A was given over to larger companies to produce and eventually 4,000 OQ-2A's were built. Later, 10,000 more OQ-3's were built which were simplified versions of the OQ-2A.

Even his engine design was interesting. It was a 6HP 2-cylinder two-cycle engine designed by Denny's friend, Walter Richter. The engine drove contra-rotating propellers through a gear box to counteract any torque problems and was mass produced by the Herkimer Tool Works for the OQ-2A's. The later OQ-3 drone used a direct-drive single propeller. The OQ-3 had no landing gear.

And where does this leave our reference to the actress in the title?? Near the end of WWII, Reg Denny gave permission for a war industry photo shoot at his Radioplane plant. The event would have passed without notice except for a pretty young employee who became a magnet for the photographers. Recognizing her potential, she was brought to the attention of some Hollywood types who agreed to give her a screen test. Her name was Norma Jeanne Baker. This screen test enabled her to leave what she would later say was "the hardest work she ever had to do" to begin a Hollywood career. Of course, we know her today by her screen name, Marilyn Monroe

#### **NAVY ORDERS 16 MORE BOEING P-8A POSEIDONS (Reuters 02/25/2014):**

Boeing Co has been awarded a \$2.1 billion contract to build 16 P-8A Poseidon long-range maritime spy planes for the U.S. Navy, the U.S. Defense Department announced on Tuesday. Boeing, the Pentagon's No. 2 supplier, said the contract was worth \$2.4 billion in total, including funds awarded earlier for materials that take longer to procure. The order was approved as part of the Navy's budget



for fiscal 2014. The deal marks the first full-rate production contract for Boeing for the new planes, and follows a decision by Australia last week to buy eight P-8A planes for A\$4 billion (\$3.6 billion).

The aircraft, based on Boeing's 737-800 commercial airplane, will replace the U.S. Navy's P-3 spy planes, which have been in service for more than 40 years. The Navy uses the new P-8A planes for anti-submarine, anti-surface warfare, and surveillance work. Overall, the Navy plans to purchase 117 P-8As to replace its P-3 fleet.

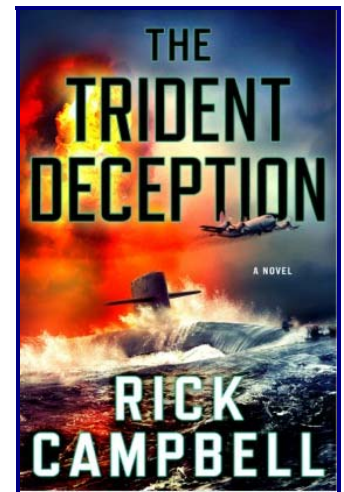
Navy P-8A program manager Captain Scott Dillon said the new contract would help ensure continued "cost-effective procurement" of the maritime spy planes. Rick Heerdt, Boeing vice president and P-8 program manager, said the company delivered eight aircraft on or ahead of schedule in 2013. "We intend to keep that streak going in 2014," he said.

The new order, to be completed by April 2017, will bring the number of aircraft ordered by the Navy to 53. Boeing has delivered 13 P-8As to the Navy, which deployed its first patrol squadron to Kadena, Japan in December 2013 and has been conducting missions since then.

Boeing assembles the P-8A aircraft in the same facility where it builds all its 737 aircraft, modifying the planes while they are still in production, instead of taking a completed airliner and tearing it apart to make the military modifications. Boeing officials say that strategy has helped them reduce the cost of the aircraft and keep the program on or ahead of schedule. Other big contractors on the program include CFM International, a joint venture of General Electric and Snecma, a division of France's Safran, Northrop Grumman Corp, Raytheon Co, Spirit AeroSystems Holdings , BAE Systems and GE.

### **RECOMMENDED READING:**

Retired Annapolis ring-knocker and submarine officer Rick Campbell recently wrote a novel called "The Trident Deception". The story involves a Mossad operation that results in false orders being transmitted to an American ballistic missile submarine to fire its missiles at Iran and the U.S. Navy effort, once this action has been discovered, to find and stop the submarine before it reaches the launching point. A P-3 Orion is presented on the book's cover (shown here) and ASW aircraft play a major role in the story. For more information go to the author's web site at <http://rickcampbellauthor.com>.



### **ON THE INTERNET:**

Rick Smedberg reports that the Pacific Fleet War Diaries from WW2 are now available on the Internet. See <http://www.defensenews.com/article/20140225/DEFREG02/302250014/Pacific-Fleet-s-War-Diaries-Now-Available> and <http://usnwc.edu/Academics/Library/Naval-Historical-Collection.aspx#items/show/849> for details.

### **MONTHLY MEETING:**

Please note that we will be meeting 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 instead of at the Hanscom Field club until further notice. Apparently the Hanscom Field Club has stopped serving food again. Please join us if you can. The pub is just outside the Hanscom Field Hartwell gate.

**PARTING SHOTS:**



**ABOVE:** VP-92's Admin Department spaces at NAS South Weymouth's Hangar One. **BELOW:** AK1 Susan Zimmerman (center) with two friends during a VP-92 annual training cruise to NAF Lajes. Note USAF mess hall in background. **RIGHT:** VP-92 SP-2H Neptune being refueled at NAS South Weymouth. Got something similar to share? Contact Marc Frattasio at [marc\\_frattasio@yahoo.com](mailto:marc_frattasio@yahoo.com).





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



VP ASSOCIATION 2014 ANNUAL REUNION  
WEYMOUTH ELKS HALL, 1197 WASHINGTON ST., WEYMOUTH, MA  
SATURDAY SEPTEMBER 20, 2014 FROM 1200 TO 1700

*Appetizers and Cash Bar between 1200 and 1300, Dinner at 1300, Music between 1200 and 1630*

BANQUET RESERVATION ORDER FORM

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Squadron Affiliation(s) and Years: \_\_\_\_\_

Number in Party: \_\_\_\_\_

Guest's Name(s): \_\_\_\_\_

Amount Enclosed (\$40 Per Person): \$\_\_\_\_\_

Make Checks Payable to **"The VP Association"** and Mail to William Hanigan, 23 Parkview Terrace, Duxbury MA 02332.

*If you haven't been to a VP Association reunion before, how about joining us this year?*

*Don't assume that everybody you know from your Navy Reserve or regular Navy patrol squadron days is aware of the VP Association or the annual reunion banquet. Spread the word about us to your Navy friends and former shipmates.*

*Dress is CASUAL. However, if you would like to wear a uniform (any kind) or flight suit to the reunion that's fine.*

*We expect to have a guest speaker and will provide complete details in the next newsletter. Tables will be available for displays of any Navy memorabilia that you may wish to bring. If you have photos, cruise books, squadron or crew patches, squadron ballcaps, NATOPS manuals, or any other interesting memorabilia that you'd like to show off to your friends and former shipmates at the reunion banquet please bring it with you and we'll find a table for you.*

*As was the case last year, the ANA Patriot Squadron's Shea Naval Aviation Museum in the Shea Fitness Center at 495 Shea Memorial Drive on old NAS South Weymouth will be open from 9 to 11 AM on the day of the reunion. Come see the old base and visit the museum. Admission is free! If you have any old photographs, films, or Navy memorabilia associated with NAS Squantum or NAS South Weymouth tucked away gathering dust consider donating it to the museum.*