



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 64

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

JUNE 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: Consolidated PBY-6A Catalina on public display at the first air show held at NAS South Weymouth on Sunday May 9, 1954. If you have similar things to share contact Marc J. Frattasio at vpassociation2@gmail.com.

THE 2016 ANNUAL REUNION:

The VP Association's annual reunion will be held on Saturday September 24th 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.

As in previous years, we will have a guest speaker at the reunion who will give a presentation on a topic that should be of great interest to all attendees. Details will be provided in the next issue of the newsletter.

As you know, the Weymouth Elks Hall is just a few miles from old NAS South Weymouth, which is being redeveloped into the SouthField condominium community. 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 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.

THE ADMIN FUND:

The VP Association has no dues but contributions are welcome to help defray the cost of web site hosting, postage, and other expenses. A big “thank you” to Richard O’Connor and Karl Rigalski for their recent donations.

SPEAKING OF THE COST OF PRINTING AND MAILING NEWSLETTERS...

If you have an e-mail address and are getting your newsletter in the mail then we do not have an e-mail address for you. If this is your situation, please contact George Driscoll at gnddriscoll@gmail.com so we can send the newsletter to you by e-mail. Remember, this group does not charge dues and operates on a shoestring thanks to volunteer labor, memorabilia sales, and donations. If you have an e-mail address and have been getting paper newsletters, it would be better for us to send it to you by e-mail. Please note that we have had trouble with government and work e-mail addresses rejecting our communications. If you are using a government or work e-mail address to get the newsletter we would prefer to use your home or personal e-mail address instead.

LOST CONTACT:

Please be sure to inform George Driscoll at gnddriscoll@gmail.com whenever your street or e-mail address changes so we can update the group’s contact list. Please note a new e-mail address for Tim Burke at timmyburke@comcast.net.

NEW MEMBERS:

Thomas Fuller	Robert F. Place
Tfuller101@outlook.com	7320 Glenroie Ave. Apt. 2H
VP-92	Norfolk, VA 23505-3042
	bobplace2003@yahoo.com
	VP-92 (TAR)

VP ASSOCIATION PRESENCE AT MPA SYMPOSIUM AND REUNION:



VP Association members Marc Frattasio and Mark Hausler (above left) and Jerry Lach and Bob Park (above right) attended the Maritime Patrol Association’s annual symposium and reunion at NAS Jacksonville, FL on April 13th and set up displays of photos and memorabilia associated with reserve squadrons VP-92, VP-93, and VP-MAU Brunswick. The theme of this year’s event was maritime patrol history and squadron alumni associations were invited to set up displays of photos and

memorabilia. The Maritime Patrol Association started off as a professional association for active duty naval officers in the VP community. A few years ago membership was opened to enlisted people and to retirees. They hold a week-long symposium and reunion at NAS Jacksonville in April. It's a good group and well-worth joining. For more details check them out at <http://maritimepatrolassociation.org>.

A NOTE AND PHOTO FROM DONALD MARTIN:



I found this picture from a deployment I was on in the mid 90's to Andoya Norway, there are some familiar faces. One of the things I remember most on this trip was in the Norwegian squadron's ready room, there was a propeller mounted on the wall that was completely destroyed. The prop was on a Norwegian P-3 when a Soviet MIG flew under the wing and through the prop arc. The P-3 being a P-3 made it home in one piece. The MIG also made it home however the word was that the pilot was reassigned to a less desirable location!

THREE PHOTOS FROM DICK SHAFNER:



Dick Shafner sent three photos for the newsletter recently. The one at left was taken during his last reenlistment with VP-92 on board the USS Constitution at the old Boston Navy Yard. Dick is second from the right. The photo on the following page was taken from a Civil Air Patrol aircraft that Dick flew over old NAS Brunswick on April 15th. Unlike NAS South Weymouth, which has been torn up for redevelopment, NAS Brunswick is intact and is being used as a civilian airport.





Dick Shafner took the photo presented above from a CAP aircraft that he flew over old NAS South Weymouth on April 27th. What you see here is a replica of the Boston Marathon finish line on Boylston Street that was built for the up-coming movie "Patriot's Day" on the site of what used to be the VP-92 aircraft parking ramp on the base. You can see part what used to be the concrete hangar deck from Hangar One at lower left near the road. Pyrotechnics were detonated on this set to simulate the bombing of the Boston Marathon by the Tsarnaev brothers, two Moslem refugees who were resettled in the United States and then repaid the country's generosity by killing or maiming over 250 Americans on April 15, 2013. Dick flew over the set right after the pyrotechnics were detonated. He said that he could clearly see the smoke from the air. "Patriot's Day" is the second major motion picture with special effects filmed on old NAS South Weymouth. Last year the producers of "Ghostbusters 3" used the same area of the old base to build a replica of New York City's Times Square and they also used old Hangar Two (the USMC and VR-62 hangar) as a green-screen studio.

THE NAS BRUNSWICK 5TH YEAR REUNION:

A NAS Brunswick 5th year reunion will be held over the weekend of July 15th through 17th. They have a web site at <http://bnasreunion.org> where you can see the schedule of events over that weekend and order your meals for the banquet. For more information about this event contact Jeff Simpson at bnas_reunion@yahoo.com. Please note that the reunion organizers are also selling commemorative patches and challenge coins. You can see them and order them directly from the reunion web site.

NAS SOUTH WEYMOUTH 20TH ANNIVERSARY REUNION:

As indicated in the previous issue of this newsletter, an event to commemorate the 20th anniversary of the closing of NAS South Weymouth is being considered for Saturday September 30, 2017. As you may recall, VP-92 was transferred to NAS Brunswick during June/July 1996, NAS South Weymouth's airfield was closed on September 30, 1996, and then the base itself was closed on September 30, 1997. The plan is to hold the reunion, if it happens, at the Weymouth Elks Hall in Weymouth, MA from noon to 5 PM on Saturday September 30, 2017. Tickets, which would have to be purchased in advance in the spring of 2017, would cost about \$50 each. This price would include a buffet meal and a commemorative NAS South Weymouth polo shirt based upon a design sold at the Navy Exchange during the base's last few years (blue with NAS South Weymouth base insignia plus "1942 – 1997"). During the event there would be a continuous slide show of historic photographs of the base, aircraft, personnel, events, etc. There would also be a lecture presented on the history of the base. Attendees will be encouraged to wear a uniform if possible and to bring photos, cruisebooks, and other memorabilia (tables will be provided for this purpose). There may be three or four authors present who have written books involving NAS South Weymouth. If possible, the last base C.O., CAPT Robert Dietsch, will be flown up from Virginia to serve as the guest of honor and to give a talk about his experiences with the BRAC commission and closing the base. Arrangements will be made to have the ANA Patriot Squadron's Shea Naval Aviation Museum opened for reunion attendees. A decision to have this event or not must be made before the end of September 2016 since the venue and caterer have to be reserved at least one year in advance with a non-refundable deposit. If 300 people express firm interest in going by the end of September then work will commence to organize this event. If there is insufficient interest expressed by that time, then the event will not go forward. If you would attend, please join the "NAS South Weymouth Reunion" group on Facebook at www.facebook.com. Everybody who registers on this Facebook group will be put on a list. If at the end of September 2016 there are 300 people on this list, then the NAS South Weymouth 20th anniversary reunion event will go forward for September 30, 2017. If not, then the event will not go forward. It's a simple as that.

VETERAN'S SERVICES:

Steve Lawler is a service officer with the Disabled American Veterans. He's offered to help any member of the VP Association who may need veterans' services. You can e-mail Steve directly at slawler54@aol.com or call him at 781-321-2289.

WARY OF CHINA'S INDIAN OCEAN ACTIVITIES U.S., INDIA DISCUSS ASW (Reuters 5/2):

India and the United States are in talks to help each other track submarines in the Indian Ocean, military officials say, a move that could further tighten defense ties between New Delhi and Washington as China steps up its undersea activities. Both the United States and India are growing concerned at the reach and ambition of the Chinese navy, which is taking an increasingly assertive stance in the South China Sea and is challenging India's domination in the Indian Ocean.

New Delhi, shedding its decades-old reluctance to be drawn into America's embrace, agreed last month to open up its military bases to the United States in exchange for access to weapons technology to help it narrow the gap with China. The two sides also said their navies will hold talks on anti submarine warfare (ASW), an area of sensitive military technology and closely held tactics that only allies share.

"These types of basic engagements will be the building blocks for an enduring Navy-to-Navy relationship that we hope will grow over time into a shared ASW capability," one U.S. official familiar with India-U.S. military cooperation said, speaking on condition of anonymity. Indian naval officials say Chinese submarines have been sighted on an average four times every three months. Some are

seen near India's Andamans and Nicobar islands that lie near the Malacca Straits, the entry to the South China Sea through which more than 80 percent of China's fuel supplies pass.

India and the United States, which already conduct joint naval exercises, both fly the new version of the P-8 aircraft, making information sharing easier on highly sensitive submarine tracking activities. The P-8 is Washington's most advanced submarine hunting weapon, equipped with sensors that can track and identify submarines by sonar and other means.

An Indian naval spokesman declined to comment on the proposed anti-submarine warfare cooperation with the United States. But an Indian naval source, briefed on the discussions, said the focus of the next set of joint exercises to take place in the northern Philippine Sea in June will be on anti-submarine warfare. Japan, a close U.S. ally whose submarines are believed to track Chinese submarines in the western Pacific, will also be a participant in the exercises.

Two linked factors are driving the co-operation, say regional military attaches and security experts. The prospect of active patrols by nuclear-armed Chinese submarines has sparked intense surveillance activity around the China's southern submarine base on Hainan Island, and nearby waters. India, meanwhile, is preparing to launch its first locally-built submarine armed with nuclear tipped missiles. So just as U.S. attack submarines are seeking to track the Chinese nuclear armed submarines in the Pacific, the Chinese are expected to send their own attack submarines to the Indian Ocean in greater numbers to scrutinize the Indian patrols.

Collin Koh, a submarine expert at Singapore's S. Rajaratnam School of International Studies, said increased U.S. submarine and surveillance activity was being seen across the region. "We will see the Indian Ocean grow in importance, too, particularly around traditional chokeholds, such as the approaches to the Malacca Straits and the Nicobar islands, so an improved U.S. relationship with the major submarine player in the area, India, is very significant," Koh said.

Initially, the United States as the world leader in anti-submarine warfare is likely to be bolstering Indian capabilities in the field. But in time, experts say each country could be covering stretches of the Indian Ocean through which two-thirds of the world's trade moves. David Brewster, an expert on the strategic rivalry in Indian Ocean at the Australian National University, said anti submarine warfare collaboration may eventually include Australia, another U.S. ally which just ordered 12 new submarines. "We are likely to ultimately see a division of responsibilities in the Indian Ocean between those three countries, and with the potential to also share facilities."

China for its part is seeking to secure its energy and trade transportation links by building ports and other infrastructure for countries such as Sri Lanka that lie along the vital shipping route. Asked about collaboration between India and the United States on submarine warfare, Hua Chunying, a spokeswoman for China's Foreign Ministry, said China had noted countries in the region engaging in military cooperation. "We hope that the relevant cooperation is normal, and that it can be meaningful to the peace and stability of the region," she said.

Reuters article by Sanjeev Miglani and Greg Torode

RUSSIA DENIES WRONGDOING AFTER JET BARREL-ROLLS OVER US AIRCRAFT (CNN 4/17)

A U.S. Air Force reconnaissance plane was barrel-rolled by a Russian jet over the Baltic Sea during a routine flight in international airspace, U.S. European Command said Saturday, but Russia disputed that account. The incident Thursday occurred when a Russian jet "performed erratic and aggressive maneuvers" as it flew within 50 feet of the U.S. aircraft's wing tip, Danny Hernandez, a spokesman for U.S. European Command, said in a response to a question from CNN.

The Russian Su-27 began the barrel roll from the left side of the U.S. RC-135 and went over the top of it to end on the right side of the aircraft, European Command said. The RC-135 aircraft was "intercepted by a Russian SU-27 in an unsafe and unprofessional manner," Hernandez said, adding that the U.S. plane never entered Russian territory. "The unsafe and unprofessional actions of a single pilot have the potential to unnecessarily escalate tensions between countries," said Hernandez, who added the United States is protesting with the Russian government.

But Russia's Defense Ministry said that reports on Thursday's incident were "not consistent with reality" and that the Russian aircraft's maneuvers had been "performed strictly in accordance with the international regulations on the use of airspace." Ministry spokesman Gen. Igor Konashenkov said the Su-27 had been dispatched after Russian air defense facilities spotted an unknown target over the Baltic Sea, approaching the Russian border at high speed. It identified the jet as an American reconnaissance aircraft, and after visual contact, the U.S. plane "changed its course to the opposite direction, away from the Russian border," he said. No incidents were recorded over the encounter, he said.

The encounter comes just days after the U.S. Embassy in Moscow issued formal concerns with the Russian government over an incident last week in which Russian fighter jets flew close to the USS Donald Cook in the Baltic. One of the Russian jets flew within 30 feet of the Cook's ship superstructure, according to a U.S. official. Close encounters between Russian military aircraft and U.S. warships have become increasingly common in recent months. In October, U.S. Navy jets intercepted two Russian Tu-142 aircraft that were flying near the aircraft carrier USS Ronald Reagan in the Pacific Ocean. In June, a Russian Su-24 jet flew within 500 meters (1,640 feet) of a U.S. guided-missile destroyer that was sailing in the Black Sea near Crimea.

The Russian aerial maneuvers come amid rising tensions on NATO's eastern flank. In February, the Department of Defense announced it was spending \$3.4 billion for the European Reassurance Initiative in an effort to deter Russian aggression against NATO allies following Russia's 2014 intervention in Ukraine. In recent weeks, the U.S. has deployed additional military assets throughout Europe as part of Operation Atlantic Resolve. Earlier this month, the U.S. Air Force deployed F-15s to Iceland and the Netherlands and F-22s to the United Kingdom. And in February the United States announced it would send six F-15s to Finland for a training exercise and pre-position tanks and artillery in Norway. Both countries share a border with Russia.

CNN article by Sophie Tatum and Barbara Starr

TOP NAVY OFFICIAL: RUSSIAN SUB ACTIVITY EXPANDS TO COLD WAR LEVEL (CNN 4/16):

Russia is deploying its ballistic missiles and attack submarines in numbers, range and aggression not seen in two decades, according to a top U.S. Navy official. In an exclusive interview, the commander of U.S. Naval Forces in Europe told CNN that the buildup reflects an alarming strategic world view. "NATO is viewed as an existential threat to Russia, and in the post-Cold War period, the expansion of NATO eastward closer to Russia and our military capability they view as a very visceral threat to Russia," Adm. Mark Ferguson said.

Ferguson spoke from his base in Naples, Italy, home to U.S. Naval forces in Europe and the Navy's 6th Fleet. Adding to U.S. apprehension, Russia is deploying new submarines that are harder for U.S. naval forces to track and detect following years and billions of dollars in investment. They are quieter, better armed and have a greater range of operation.

"The submarines that we're seeing are much more stealthy," Ferguson said. "We're seeing (the Russians) have more advanced weapons systems, missile systems that can attack land at long

ranges, and we also see their operating proficiency is getting better as they range farther from home waters." The U.S. currently has 53 submarines in its inventory, but because of decommissioning and budget decisions, Ferguson said that figure will drop to 41 by the late 2020s. "We cannot maintain 100% awareness of Russian sub activity today," retired Adm. James Stavridis, a former NATO supreme allied commander, told CNN. "Our attack subs are better, but not by much. Russian subs pose an existential threat to U.S. carrier groups."

The increased Russian sub activity is backed by a much broader military expansion. Russia is adding or upgrading some 12 naval bases across the Arctic Circle -- expanding its capability to send subs in numbers through the crucial Greenland-Iceland-U.K. gap into the Atlantic -- and closer to U.S. and NATO territorial waters. The country also stationed six submarines in the Black Sea recently, giving them greater reach in the Mediterranean. More worrying to the U.S., Moscow is also adding entirely new categories of submarines with greater capabilities to its arsenal. "They have increased the readiness levels of the force," Ferguson said. "They are operating it with more ... out-of-area deployments, and what we are seeing is an improvement in the readiness of that force as well."

The U.S. believes the new activity is designed to achieve multiple objectives, including denying NATO and the U.S. the ability to operate within Russia's so-called "near abroad." Ferguson said that one important goal for Russia "is to build their own naval capability in the undersea domain to begin to deny NATO and the United States the ability to maneuver on the maritime flanks of NATO." Increasingly alarmed by Russia's new sub developments, the U.S. and its NATO allies are launching new training exercises in anti-submarine warfare and deploying new systems, including the P8 Poseidon reconnaissance aircraft.

Russia's growing military activity extends above the surface as well. A Russian fighter jet's fly-by of the USS Donald Cook this week -- coming within 30 feet laterally and 100 feet vertically -- is behavior U.S. naval commanders have not witnessed since the Cold War. "We had radio calls in both English and Russian and the aircraft didn't respond and proceeded on a course directly at the ship," Ferguson said. "While we had seen these interactions before, this one was different because of the proximity to the ship, and the altitude and the flight path that it took."

CNN article by Jim Sciutto

US NEARLY CAUGHT \$194M WORTH OF COCAINE IN NARCO SUB (Business Insider 03/28):

US Customs and Border Protection Air and Marine Operations agents had a close call with a high-value target in the Pacific Ocean. The crew of a P-3 Long Range Tracker, working as part of a joint military-law-enforcement task force, picked up a self-propelled semi-submersible traveling in the eastern Pacific Ocean on March 2. Agents later intercepted the semi-submersible, on which they found more than 12,800 pounds of cocaine, an amount with an estimated value of \$193,939,000, according to a CBP release issued on March 24. US agents arrested four people operating the craft.

The seizure was short-lived however, as the "semi-submersible became unstable and sank," the CBP said in a release. Semi-submersible crafts used for drug smuggling are also referred to as "narco submarines." Despite losing the cargo, the CBP characterized the operation as a success. "Our crews will continue to take every opportunity to disrupt this type of transnational criminal activity," said John Wassong, the director of the National Air Security Operations Center in Corpus Christi, Texas.

Semi-submersibles used for smuggling are usually built to travel just below the surface, with just an exhaust pipe, a wheelhouse, and an airstack emerging from the water, according to Vice News. The vessels are often camouflaged, and many of them are constructed in Colombia, a major hub for cocaine production. "Typically crews are made up of an experienced sailor, the so-called "captain"

who can also be the person who handles communication with the base," Javier Guerrero, a researcher focused on drug-trade technology, told Vice in 2015. "Most likely the crew is made up of experienced sailors," as well, said Guerrero, and their experience and relationship with the cargo's owner or the narco sub's owner determines the command hierarchy on the vessel.

The emphasis traffickers have put on sea borne smuggling is one of the latest logistical and technical developments in the drug trade. Throughout much of 1970s and 1980s, most trafficking routes, via air and sea, transited the Caribbean. As interdiction efforts increased, smugglers switched to land and air routes through Mexico, eventually branching into more intense maritime smuggling. "They started to build the submarines and they're still using them, but it's aircraft, commercial freighters, speedboats. You name it and they have it," Mike Vigil, the former chief of international operations for the DEA, told Business Insider. "They never settle on one method of transportation or on one route. They're always exploring."

In 2012, 80% of the illegal drugs smuggled to the US came on maritime routes, and 30% of the illegal drugs delivered to US shores via the sea were carried on narco submarines, according to a 2014 study cited by Vice News. In late summer last year, US agents intercepted a semi-submersible laden with roughly eight tons of cocaine. US authorities offloaded about six tons of the illicit cargo before the vessel sank. The capture and subsequent sinking of the narco sub were recorded by the Coast Guard.

Had US agents been able to bring this latest shipment to shore, it would have been one of the more substantial hauls captured in recent months. In early February, Air and Marines Operations agents intercepted a 2,300-pound shipment with an estimated value of \$172 million. In early March, CBP agents caught a 154-pound shipment in Fort Lauderdale, Florida, which had an estimated value of \$2 million. Air and Marine Operations agents took part in 198 seizure, disruption, or interdiction efforts in their 42-million-square-mile operation zone — which spans the Pacific Ocean, Caribbean Sea, and the Gulf of Mexico — in fiscal year 2015, capturing over 200,000 pounds of cocaine.

Business Insider article by Christopher Woody

RECOMMENDED READING:

Your newsletter editor has been working on a comprehensive illustrated history of NAS South Weymouth for many years. This book, "NAS South Weymouth: The Defender of Freedom", is now available. It covers the entire history of the base from WW2 through the BRAC mandated closure up to the current SouthField redevelopment effort in 739 pages of text and 828 illustrations. The book is available in softcover and hardcover. You can preview or order it on-line via links on the "geedunk" page of the VP Association web site at www.vpassociation.org. Those who do not have access to the Internet can send a check for \$49 for the softcover or \$60 for the hardcover (US shipping included) to Marc Frattasio, PO Box 30, Pembroke MA 02359. Please note that all books including those ordered by mail will be shipped directly from the printer so it is not possible to order an autographed copy. If you want your book autographed take it to the ANA Patriot Squadron's Shea Naval Aviation Museum (www.anapatriotsquadron.org) or to the VP Association annual reunion and the author will sign it for you there.

NAS SOUTH WEYMOUTH THE DEFENDER OF FREEDOM



BY MARC J. FRATTASIO, AW1 USNR-R

ON THE INTERNET:

George Griffin suggests that you check out the official Lockheed Martin on-line gift shop at http://www.lockheedmartingear.com/lockheed_martin_enthusiasts__aircraft_specific_items__p3c.

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: Ed Corvi and friends on a P4Y-2 during a VP-911 drill weekend between 1954 and 1957.



ABOVE: VP-92 personnel inspection at NAS South Weymouth. **BELOW:** P-3 flap maintenance. Come to the reunion in September and see some of your old Navy friends like these. If you have similar photos to share contact Marc J. Frattasio at vpassociation2@gmail.com and we'll try to get them into a future issue of the newsletter.



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



VP ASSOCIATION 2016 ANNUAL REUNION
WEYMOUTH ELKS HALL, 1197 WASHINGTON ST., WEYMOUTH, MA
SATURDAY SEPTEMBER 24, 2016 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 Barbara 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.

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.

Please help reduce Barbara Hanigan's workload by getting your banquet reservations in to her as soon as possible. Don't wait until the last minute. Thanks!