



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 41

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

September 2010

Welcome to another edition of the VP Association newsletter. As always, please direct all general VP Association-related inquiries or correspondence to William Hanigan, 23 Parkview Terrace, Duxbury MA 02332, 781-585-4950, vpassociation@aol.com. Please send all newsletter-related correspondence to Marc J. Frattasio, P.O. Box 30, Pembroke MA 02359, marc_frattasio@yahoo.com.

RECCO:



Think this is a photo of VP-92 Lockheed P-3A Orion "Lima Yankee Four"? Guess again. This is a digital model for MS Flight Simulator that was created by VP-92 alumnus Jeff Smat. More details are provided in the pages that follow. Got something similar to share? If so, contact Marc J. Frattasio.

FINAL FLIGHTS:

It is our sad duty to report the recent deaths of Paul Cote and Mike Dougherty, both formerly members of VP-92. Paul resided in Connecticut while Mike lived in Pennsylvania in recent years.

THE NEWS OF HARVEY SHORE'S DEATH HAS BEEN GREATLY EXAGGERATED!

To paraphrase Samuel Clemens, the recent report of Harvey Shore's death was greatly exaggerated. There was more than one Harvey Shore in Randolph, MA and somebody reported the wrong man's death notice. So, our Harvey Shore is alive and well and we apologize for that bit of misinformation!

ILL SHIPMATE IN NEED OF CHEERING UP:

Francis MacIntire, who was a TAR stationkeeper at NAS Squantum and NAS South Weymouth, had a bad fall recently and is recuperating at home at 114 Hill Street, Raynham, MA 02767. He'd appreciate hearing from any of his old Navy friends. If you knew Francis call him at 508-821-4783.

FINAL CALL FOR THE ANNUAL REUNION:

This is the **FINAL CALL** for the VP Association's annual reunion, which will be held at the Officer's Club at Hanscom AFB in Bedford, MA on Saturday September 25, 2010 from 1200 to 1700. **All banquet reservations are required in advance and must be received before September 10th.**

The buffet-style reunion banquet costs \$40 per person and a mail-in reservation form is on the last page of this newsletter. Attendance is limited and reservations are required. Tickets will not be sold at the door. This is the last newsletter that you will receive before the annual reunion and it is only a few weeks away. Please mail in your banquet reservation NOW to prevent possible disappointment.

Hanscom AFB requires a military ID, active or retired, to be presented to the gate guards for entry under normal circumstances. If you do not have a military ID be sure to indicate this on the banquet reservation order form so your name can be added to the base's security access list for the reunion. All persons without a military ID will have to enter the base at the civilian gate, not the Hartwell gate. If you have any questions about this contact Bill Hanigan at 781-585-4950 or vpassociation@aol.com.

Anyone who wants to stay overnight should contact Hanscom AFB directly at 1-888-235-6343 for information regarding accommodations on the base or in the local area. Please try to get the word out about the reunion to as many of your old Squantum/SoWey/Brunswick reserve patrol squadron friends as possible. Don't assume that every former shipmate you're in contact with is affiliated with or aware of the VP Association. Guests, military or civilian, are also welcome to attend the reunion.

As before tables will be provided adjacent to the banquet hall for displays of any memorabilia that you may wish to bring. If you have photos, cruise books, patches, caps, NATOPS manuals, or any other interesting memorabilia that you'd like to show off please bring it with you. We may be selling polo shirts, ball caps, patches, and other minor "geedunk" items at the reunion to benefit the Admin Fund.

Our guest speaker at the reunion will be Tom Reck, who was the commanding officer of VP-92 from February 2004 to June 2005. CAPT Reck is a pretty good guy so if you were in the squadron while he was there too then you've got another good reason to attend the annual reunion this year!

ADMIN FUND DONATIONS:

The VP Association has no dues. Voluntary contributions are always welcome to help defray the cost of printing and mailing newsletters to shipmates who do not have e-mail. We'd like to thank Tom Carroll, Bill Hanigan, Robert Jones, Paul Lapinski, Joe McCann, Daniel Ready, Harvey Shore, and Herb Tallent for their recent contributions to the administration fund. Check out the VP-911 and VP-92 squadron patch offer on page 11 for another way that you can contribute to the admin fund!

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

If you have an e-mail address and have been receiving this newsletter through the U.S. Postal Service then we do not have a valid e-mail address for you. If this is your situation, please contact Bill Hanigan via e-mail as soon as possible so we can begin sending your newsletter to you by e-mail.

LOST CONTACT:

Please let Bill Hanigan know whenever your street or e-mail address changes. We are looking for valid e-mail addresses for Roger Bambeneck, Al Bartlett, Steven Baxter, Larry Bonkowsi, Peggy Borovac, Bob Caron, Jason Chasson, Fran Creney, Tom Drapeau, George Foster, Bob Furgeson, Jim Freeman, George Hickey, David Hickman, David Jarvis, Manny Kramer, Tom Meehan, Al Mcarty, Greg Norville, Dean Perron, Al Porcelli, Helen Rethi, Neil Rosenstrom, Jay Salanick, Chuck Schultz, Thomas Whitney, Ed Winter, and Mark Woodward.

RECENT CHANGES OF ADDRESS:

Richard Ball 3 Covey Rd Walpole, MA 02081	Dave Childers 225 Standish Ave Plymouth, MA 02360	David Kinkaid 301 Cherrywood Ct Perkasie, PA 10944	Stephen O'Donoghue 65 Highfields Rd Abington, MA 02351	Steve Winter P.O. Box 1097 New London, NH 03257 603-763-9743 libertynh@myfairpoint.net .
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Please note new e-mail addresses for Peter Carpentier at pfcatty@verizon.net, Fran Creney at fcreney@verizon.net, Gene Forgit at gforget@gmail.com, Allan Gilman at adgilman1@verizon.net, Brad Hutchinson at eeldarb72@comcast.net, Eric Jensen at ericorion@bellsouth.net, Mike Lynch at mlynch@sad55.k12.me.us, Chuck Schultz at elainaschultz@att.net, Andy Wakefield at andrewr.wakefield@gmail.com, and Steve Winter at libertynh@myfairpoint.net.

NEW MEMBERS:

John Kolstadt easyroad99@msn.com	Bill Williams 1646 Sweetwood Drive Melbourne, FL 32935 321-288-1608 mpdcfbparep1@hotmail.com
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JEFF SMAT'S VP-92 P-3 FOR MICROSOFT FLIGHT SIMULATOR:

VP-92 alumnus Jeff Smat has created a functional digital VP-92 Lockheed P-3A Orion for the popular Microsoft Flight Simulator computer program. Here is his digital model making a low pass by NAS South Weymouth's old LTA Hangar One, which was torn down in late 1966. If you have MS Flight Simulator and would like a copy of this digital model to "fly" yourself, contact Jeff at jeff.smat@smatman.com.



NEWS FROM DICK SHAFNER:



Dick Shafner, who was a flight engineer on VP-92's CAC-7 during the 1980s and 1990s, is now "drilling" in a non-pay status as a pilot with the Civil Air Patrol. Here's a recent photo of Dick posed next to a CAP aircraft after a mission.

RICHARD VOLK RETIRING FROM THE RHODE ISLAND AIR NATIONAL GUARD:

Richard Volk, who was perhaps best known as a P-3 flight engineer with VP-92 at NAS South Weymouth and NAS Brunswick, and who transferred to the Rhode Island Air National Guard not long after the squadron relocated to Maine, will be retiring from that service by the end of September. Richard has been flying RI ANG Lockheed C-130 transports as a loadmaster out of former NAS Quonset Point, RI. For the past several years he has been making regular logistics runs to the war zones in Afghanistan and Iraq. Richard is as fit as ever (chiseled features, sculptured warrior-like buttocks, etc.), but despite his youthful appearance he may be the last of the real NAS South Weymouth old-timers in active military service. Believe it or not, Richard started his military career flying P-2 Neptunes at NAS South Weymouth during the late 1960s with one of VP-92's predecessor squadrons, which is really quite an achievement.

HELP WANTED:

Here's a recent request for assistance from retired USN commander Gerald Durbin.

We work on the Connie and P-2 at Warner Robins AFB in Robins GA the first three weeks in May and October. To date, we have put in approximately 11,500 hours on these two planes and are attempting to put the P-2 back into it's original configuration (P2V-7/SP-2H). Just trying to preserve a piece of history (I have 1,850 hours in P-2s).

We are restoring the Connie (EC-121, WV-2) to be able to give guided tours though the plane. We are recreating the CIC section that was removed from the plane and, repair or replace, items that have deteriorated over the years.

We usually have about 10 volunteers show up in May and around 15 to 20 in October. Plenty of work to accomplish on both planes, and as far as I know, we are the only organization that is involved in the restoration of these types of aircraft. Anyone interested in helping us can contact me, CDR Gerald Durbin PhD USN (ret), at gtdurbin@gmail.com or 662-419-2226. I was formerly an AT2 in VW-14 and VP-65.

NAVY EAGER FOR COMING CHANGES FROM P-3s TO P-8s (Florida Times-Union 5/17/10):

The new P-8 aircraft won't arrive at Jacksonville Naval Air Station for years, but the reality of the impending switch is evident the moment anyone drives on base. Behind fences just off the main drag, across the street from the huge new hangar that will house the planes, contractors recently started work on a facility where pilots, mechanics and others will be trained on the new aircraft.

The future of the maritime patrol and reconnaissance community is cast into even sharper relief in conversations with those who will be flying the Poseidons. "The junior officers of today will be the P-8 commanding officers of tomorrow. They're excited about it," said Rob Patrick, C.O. of VP-10, one of the P-3 squadrons at the station. Perhaps the only negative thing, said Patrick and other older officers, is the timing of the switch. Patrick paused and laughed. "If I could turn the clock back..."

That wistful thought seems endemic among the maritime patrol and reconnaissance community that now flies the venerable P-3s, an aircraft that's been part of the Navy's arsenal for 40 years.

Jacksonville NAS is the East Coast center for that community and contains the only squadron training those who work in and around the P-3s and soon, P-8s. The Navy's commitment to the new platform is a good thing for Jacksonville, said Andy Andersen, a now retired captain who led the P-3 training squadron in the late-1990s. "It means we'll have people moving here, buying homes, putting down roots," Andersen said. "It shows the Navy is committed to the mission."

The maritime patrol and reconnaissance aircraft community in Jacksonville has been growing since last year when P-3 squadrons from Brunswick, Maine, began moving to the area in the wake of that base's closure. The final squadron from Maine is expected to arrive in a few weeks, pushing the total community to about 3,000 personnel.

That transition is occurring without a hitch, said Capt. Mark Turner, commodore of the wing that contains all of the P-3 squadrons at Jacksonville NAS. Now the focus is to make the transition to the P-8s go as smoothly. "It's a first-class platform," Turner said about the P-8, an aircraft built to handle a range of surveillance types. "It shows the Navy understands the value of the mission sets of this community."

The P-3 was designed to track submarines, spending its days during the Cold War keeping an eye on under-the-water Soviets. More recently the operators have handled everything from watching pirates and drug runners to surveillance operations in the Middle East. "The role of the P-3 evolved over the years," said Bob Simpson, a retired captain who had been the wing commander in the early 1990s. "Now they're moving to an aircraft design that will meet the old role and all the new roles." The Poseidon has been purposely built to handle such a grab bag of missions, Turner said. "It's no longer about a P-3 flying 1,000 miles and operating by itself," he said. "Now it's a node that offers combat commanders and fleet commanders a variety of options." Among other changes, the newer aircraft can stay in orbit longer and comes equipped with a better communications suite.

As part of the transition, the community will for the first time add unmanned aerial vehicles to its portfolio, using a system known as Broad Area Maritime Surveillance or BAMS for longer duration missions. During his time in Washington, Turner initiated development of that program. Adding unmanned vehicles has created issues across the military, with the Air Force, particularly, requiring high-level pushing to get on board with the switch.

BAMS has received a warmer reception, Turner said, in part because the unmanned craft is designed to work in concert with the P-8 handling jobs that, for example, require longer periods circling in the air than a human crew could endure. "This is not to replace the P-8. It is to serve as an adjunct," Turner said. "Once people understood that it's not a threat but a force multiplier, I began to see

people excited about bringing unmanned aerial vehicles in." BAMS is expected to be operational around the end of 2015, a few years after P-8s have begun replacing the older aircraft.

The first P-8 should arrive in Jacksonville in 2012 when it will be used to train the trainers of VP-30, who will teach the rest of the force how to operate the aircraft and its equipment. An operational squadron should be ready to take to the air the following year and over the next decade, the 130 P-3s will be phased out across the fleet and replaced with 109 P-8s.

It's a good time for the change, said Turner, although he too sounded a bit envious of the younger officers who will shape the tactics and uses of the Poseidon. With more nations building up submarine fleets and the Navy being tasked with a greater array of surveillance missions, the new aircraft will give the service an important new weapon. "This command gets paid to secure our nation's sea lanes," Turner said. "It's a vital mission, every bit as vital as it's ever been."

News article by Timothy Gibbons: timothy.gibbons@jacksonville.com

MEDAL OF HONOR RECIPIENT JOHN WILLIAM FINN DIES:

Congressional Medal of Honor recipient John William Finn died on May 27, 2010. Finn, who was an AOC with VP-14 at NAS Kaneohe Bay during the attack on Pearl Harbor on December 7, 1941, earned his Congressional Medal of Honor by directing his men to remove .50 caliber machine guns from the waist blisters of parked Consolidated PBY Catalina flying boats and set them up on the ground for use as anti-aircraft guns. Taking control of a machine gun himself, AOC Finn fired at the attacking Japanese aircraft for about two hours, receiving 21 separate wounds.

P-8A COMPLETES 1ST IN-FLIGHT TEST OF MISSION SYSTEMS (Boeing Press Release):

SEATTLE, June 10, 2010 - Boeing [NYSE: BA] P-8A Poseidon aircraft T2 successfully completed the program's first mission systems test flight on June 8 in Seattle. T2 will be used to verify integrated mission systems performance during flights in Seattle and at Naval Air Station Patuxent River, Md.

During the three hour flight, the joint Boeing and Navy test team exercised mission computing on all five operator workstations and successfully demonstrated key systems - including acoustics, mission planning, tactical data-link, communications, electronic support measures and flight test instrumentation - for the first time.

"This successful flight moves us a step closer to getting the Poseidon and its next-generation radar and sensors into the hands of the warfighter," said Chuck Dabundo, Boeing vice president and P-8 program manager. "Future flights will demonstrate the state-of-the-art systems that will provide the Navy superior performance well into the 21st century."

T2 is one of five test aircraft that are being assembled and tested as part of the system development and demonstration contract Boeing received in 2004. Boeing's T1 airworthiness-test aircraft entered flight testing in October 2009 and arrived at the Navy's Patuxent River facility in April 2010.

The Navy plans to purchase 117 P-8A anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft to replace its P-3 fleet. Initial operational capability is planned for 2013.

The Boeing-led Poseidon industry team includes CFM International, Northrop Grumman, Raytheon, Spirit AeroSystems and GE Aviation. A unit of The Boeing Company, Boeing Defense, Space & Security (<http://www.boeing.com/bds/>) is one of the world's largest defense, space and security businesses specializing in innovative and capabilities-driven customer solutions, and the world's

largest and most versatile manufacturer of military aircraft. Headquartered in St. Louis, Boeing Defense, Space & Security is a \$34 billion business with 68,000 employees worldwide.

P-3 HELPS FIND MINERAL WEALTH IN AFGHANISTAN (Navy Times 06/22/2010):



ABOVE: VXS-1 P-3s at NAS Patuxent River, MD. Navy Times photo. Many thanks to George Griffin (VP-92) for bringing the news article presented below to our attention.

A little-known pocket of naval aviation has helped identify massive mineral wealth in Afghanistan. An NP-3D Orion from Scientific Development Squadron 1, based at Patuxent River, MD, conducted a sweeping geological assessment of Afghanistan in 2006. Naval aviators working with the U.S. Geological Survey confirmed the presence of untapped mineral wealth that could be worth billions of dollars including iron, copper and industrial materials like lithium that are used in cell phone batteries.

The unusual mission - which used the plane's advanced sensors to develop a three-dimensional image of the underground rocks, water, oil and natural gas - underscores the versatility of the Navy's P-3 fleet. Equipped with gravimeters and magnetometers, P-3s were designed to track subs.

"The instruments don't really care if you're trying to chase a sub or whether you are measuring the magnetics of a rock. They are very sophisticated, very versatile instruments," said Jack Medlin, a USGS geologist who worked with the Naval Research Laboratory on the Afghan mineral mission.

USGS sought a detailed survey of Afghanistan after learning that Russian scientists had found massive mineral wealth during the Soviet occupation that ended in 1989. The USGS approached NRL for help because private-sector mapping firms balked at operating in the troubled region.

Recent public disclosure of the mineral wealth in Afghanistan may influence the political debate about the U.S. mission there. The issue came up during the June 15 congressional testimony of Army Gen. David Petraeus, commander of U.S. Central Command, who faced questions from lawmakers about a possible withdrawal date.

Scientific Development Squadron 1 maintains a fleet of three NP-3D Orion aircraft that are modified for research purposes, including mapping ocean floors.

BNAS TO HOST PLANE PLANT (The Kennebeck Journal 07/25/2010):

AUGUSTA -- A new company is coming to Brunswick with the promise of up to 300 jobs in the coming years. Kestrel Aircraft Co. is developing a composite turboprop aircraft called the Kestrel.

Gov. John Baldacci, U.S. Rep. Chellie Pingree, D-1st District, and others stood in front of a prototype six- to eight-passenger plane at an Augusta State Airport news conference Friday to welcome the new company to Maine.

Kestrel will be located at Hangar 6 at Brunswick Naval Air Station. The base is being decommissioned in May 2011. "We know the Department of Defense made the wrong decision in closing the base," Baldacci said, "but at every step along the way, we've tried to position the community, the region to try to hit the ground running."

The Midcoast Regional Redevelopment Authority voted Friday morning to approve a lease agreement with the company, which plans to bring 50 to 70 engineering jobs as it seeks certification for the aircraft. Kestrel will build six or seven test planes, which also will create some manufacturing jobs early on, said Steve Levesque, executive director of the redevelopment authority. The certification process could take three years or more, Kestrel Chief Executive Officer Alan Klapmeier said. Once the plane is certified, the company plans to hire an additional 250 workers to manufacture the aircraft.

The company will invest more than \$100 million and the state already has agreed to lend \$10 million in economic development bond money to help with startup costs, Levesque said. Kestrel also has begun the process of applying for tax benefits under the state's Pine Tree Zone program, said James Nimon, senior economic adviser to Baldacci. For 10 years, the company will be eligible to get up to 80 percent off income taxes collected and would pay no corporate income taxes for the first five years, he said. For the next five years, the company would pay 50 percent of its corporate income taxes. Also, the company would be exempt from the sales tax for 10 years. "The point is to try to be as tax-free as possible for the first 10 years," he said.

Last year Klapmeier left Cirrus Design, a company he founded in 1984, to "pursue other aircraft development ventures," according to a company news release. The Kestrel seeks to fill a niche in the aircraft industry by bridging "the traditional gap between turboprops and substantially more expensive business jets," according to the company.

Klapmeier said he didn't try to start a bidding war among states competing for the company's business. The company chose Maine in large part because there is "experience with composites," he said. "We said, 'Where do we want to be? What do we need to have? And let's talk to those places and figure out what it would take to get a project done,'" he said. He said the state's work force was also a draw. "There's a great work force, great productivity work ethic; and that's what it takes to finish this airplane," he said.

In 2005, the federal government announced it would close the air station, which is now being marketed as Brunswick Landing. Kestrel is the first major business to announce it will locate at the air base. Last year, the state community college system said it would open a branch there.

News article by Susan Cover: scover@mainetoday.com

WEYMOUTH AIR BASE PARKWAY TAKES OFF (The Boston Herald 07/27/10):

Fifteen years after the Navy shuttered the South Weymouth Naval Air Station, officials broke ground yesterday on a road that is expected to spur construction on the 1,400-acre site. "This has been a long and winding road," said U.S. Rep. William Delahunt (D-Quincy), referring to the project's stops and starts. "But at least we've got the road and that's important. Without it, we don't have the kind of development that will be realized here."

Following closure of the base in 1995, the state considered converting the airfield into a regional airport. When those plans faced opposition from Weymouth residents, a developer proposed a mall and entertainment center. But that project was abandoned in favor of Southfield, a transit-oriented village with housing, 2 million square feet of commercial development, a hotel and conference center, an 18-hole golf course and hiking trails.

The \$1.4 billion project is expected to take 12 years to build and has a better chance of success with construction of the Southfield East-West Parkway that will connect roads through the base and Route 3 with Route 18, officials said. Last month, the state approved \$30 million in state bonds to make the road a reality. Construction could begin as early as October. Also included in the work for phase one are improvements to the South Weymouth commuter rail station at the former naval base.

In addition to the road work, Gov. Deval Patrick said purchase and sale agreements have been signed between base developer LNR Property Corp., Interactive Building Group and Whitman Homes for construction of 30 homes on the site. These agreements represent the first vertical construction projects to take place at Southfield, he said. "Southfield is real," said Patrick. "And the new East-West Parkway is a critical part in making Southfield real."

News article by Thomas Grillo

MONTHLY PANCAKE BREAKFAST & FLY-IN AT CRANLAND (from VP-92's Bob Mandeville):

On Route 58 in the town of Halifax, MA lies tiny little Cranland Airport, a hidden jewel with an 1,800-foot runway. Every 3rd Sunday of the month from April thru October local EAA Chapter 279 holds a pancake breakfast and fly-in that's open to the public.

You never know what will fly into Cranland. It could be just general aviation, or a Pitts Special or a newly restored PT-17. Maybe a DeHaviland Chipmunk or a few L-19 Bird Dogs will drop by. You never know! But who cares? It's aviation, isn't it? And, there are usually a few vintage cars parked near the clubhouse to add to the flavor. An airplane isn't required – you can fly or drive there – your choice. But, if you happen own an airplane here's your chance for a little gee-whiz show-off.

The pancake breakfast and fly-in is strictly a home-brew affair, which adds to the charm. Breakfast is only \$6 per person served on a paper plate with plasticware. The bill of fare includes a couple of pancakes and an Egg McMuffin clone along with coffee, juice, and lots of aviation. Sit outside at the picnic tables, eat breakfast, and watch airplanes land. Where else can you get a deal like that for \$6? It's a good idea to get there about 8:30 AM. A few planes will be on the ground already, but the majority of them start arriving about 9:00 AM. If you're there ahead of time, you and your camera can stake out a choice spot near the runway.

What is the reason for writing this? . Occasionally, certain NAS Squantum and NAS South Weymouth alumni have been spotted skulking about among the Piper Tri-Pacers, J-3 Cubs, and anything else with wings that happen to show up. Some have opined as to how this would be the perfect informal meeting place for former shipmates who live in the vicinity to hook up occasionally during the nice-weather months. You don't have to show up every month, but you never know who will or won't be there. So, here is an idea for you!

To get to Cranland Airport from Route 106 in Hanson, take Route 58 north for about 2 miles. The airfield entrance is on your right just over the railroad tracks. From Route 27 in Hanson, take Route 58 south for about 1.5 miles. The airfield entrance is on your left just before the railroad tracks. If you have a GPS, try using 781 Monponsett Street in Hanson – that should get you close. If you are flying, the airport elevation is 71 feet and it can be found on the New York sectional at Lat/Long:

42-01-29.366N, 070-50-17.146W. CTAF: is 122.9. You can check out the EAA chapter's web site at <http://eaa279.org/directions/dir2.htm> for more information.

VP-911 AND VP-92 PATCHES ARE NOW AVAILABLE WHILE SUPPLIES LAST:

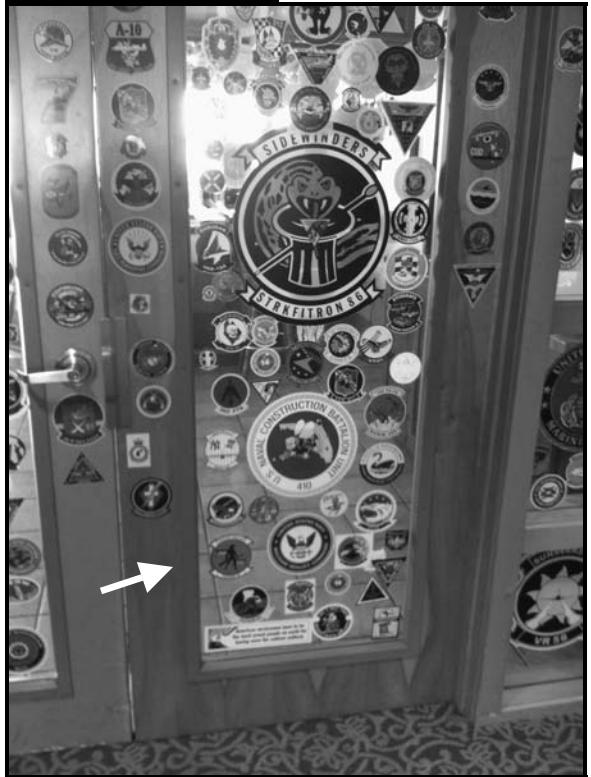


VP-911 (top) and VP-92 (bottom) squadron patches are **NOW AVAILABLE** as a fund-raiser for the VP Association's admin fund. Each patch costs only \$6. Postage is \$5 for the first patch and is free for additional patches in the same order up to the capacity of a USPS Priority Mail envelope. The patches are in now but the supply is very limited. If you want to order any contact Marc Frattasio as soon as possible at marc_frattasio@yahoo.com or call him at 781-294-4491. If there are still patches available when you contact Marc he will put what you want aside for you and will provide you with the address to send your check to. If the patches are gone when you contact him he'll put your name on a waiting list for in the event another batch is produced. Note, if there is sufficient demand we may have VP-912, VP-913, VP-914, VP-915, VP-916, VP-917, VP-MAU, etc., squadron patches produced. There is a minimum order quantity necessary to make this possible so please contact Marc if you would be interested in purchasing any other New England area patrol squadron patches. Note, these patches have been unavailable for many years and this could be your last chance to get your hands on them!

MONTHLY MEETING:

Don't forget that we meet for lunch on the last Thursday of every month at the Officer's Club at Hanscom AFB in Bedford, MA from 1130 to 1330. Please join us if you can. If you don't have a military ID (base stickers are no longer required) contact Okie O'Connell at 781-335-0553 or Bill Hanigan at 781-585-4950 so your name can be added to the base's security access list. Note, all persons without a military ID are required to enter the base at the civilian gate, not the Hartwell gate.

PARTING SHOTS:



LEFT and ABOVE: Former VP-92 flight engineer Kevin Cahill reports that the old squadron is still remembered at NAS Jacksonville, FLA despite the fact that it has been a thing of the past for nearly three years. If you look very carefully where the white arrows are pointing on these two images you will see a VP-92 Minuteman insignia. Thanks for sharing this with us Kevin!



ABOVE: TAR stationkeepers ADR1 Stephen Corsetti, ADR1 Richard Benoit, ADRC George Lemelin, ADR2 Francis MacIntire, ADRC Chet Geseck, ADR1 Kenneth Goodhue, and an unidentified "mech" from the VP-VR Line Crew posed in front of RAW-91 PBY Z-204 in NAS Squantum's Hangar 64 sometime during the early 1950s. If you attend the VP Association's annual reunion banquet at the Hanscom AFB Officer's Club in Bedford, MA on Saturday September 25th the chances are good that you'll run into a few old shipmates. If you want to attend the reunion, time is running out. Please send the form presented on the last page of this newsletter along with a check for your banquet reservation(s) to Bill Hanigan AS SOON AS POSSIBLE. Many thanks to Francis MacIntire for the above photo. Got something similar to share? If so, contact Marc J. Frattasio.



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



----- Please Detach Here -----

VP ASSOCIATION 2010 ANNUAL REUNION
HANSCOM AFB OFFICER'S CLUB BEDFORD, MA
SATURDAY SEPTEMBER 25, 2010 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): _____

Military ID (Yes or No): _____

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.

Our guest speaker this year will be Thomas G. Reck, CAPT USNR, who served as the commanding officer of VP-92 at NAS Brunswick, ME between February 2004 and June 2005.

Also, 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.

PLEASE BE SURE TO GET THIS FORM IN TO US BY NO LATER THAN SEPTEMBER 10TH