



# 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 49**

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

**SEPTEMBER 2012**

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](mailto:vpassociation@aol.com). Please send all newsletter-related correspondence to Marc J. Frattasio, P.O. Box 30, Pembroke MA 02359, [marc\\_frattasio@yahoo.com](mailto:marc_frattasio@yahoo.com).

## **RECCO:**



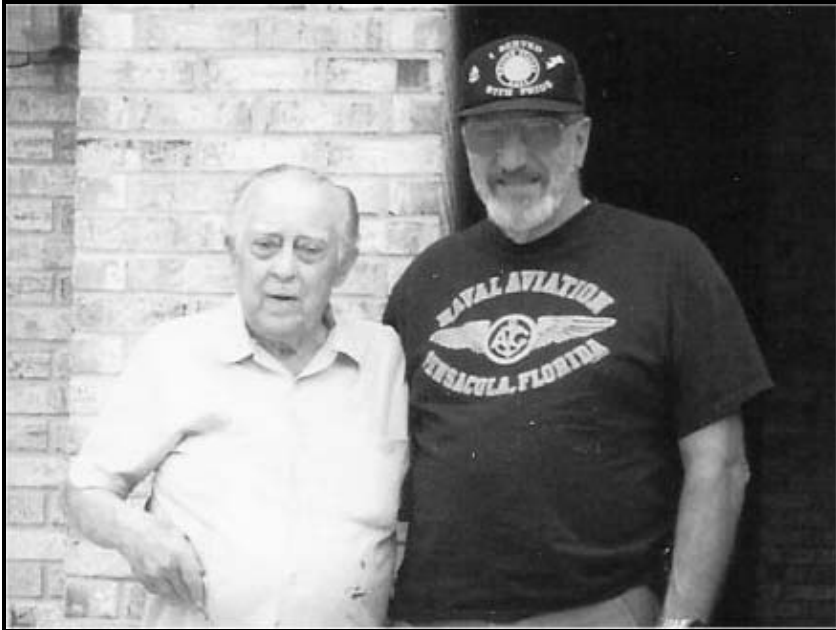
**ABOVE:** Here's a rare photo for the old VS guys in this organization. This is a Curtiss SB2C-4E Helldiver in the gray and white North Atlantic ASW color scheme parked at NAS Brunswick, ME in early 1945. The aircraft apparently came from VS-31, which flew coastal anti-submarine patrols using Helldivers out of NAS Squantum during the Second World War. At that time a Navy R&D command was conducting research into tactics to combat kamikaze attacks at NAS Brunswick and this aircraft appears to have been transferred from VS-31 for that purpose. Photo by Warren Bodie via the Tom Doll collection. Got something similar to share? If so, contact Marc J. Frattasio.

## **FINAL FLIGHTS:**

It is our sad duty to report four recent deaths within the VP Association. Ken Roy died during May. Ken was a PRCS who served in VP-911 at Squantum and South Weymouth. John Yaney died from post-operative complications in July. John was an MIT-trained civil engineer and aviation enthusiast

who, though never in the armed forces, was involved with efforts to keep NAS South Weymouth open during the BRAC process in the 1990s. He wrote a book about the Naval Air Development Unit or "NADU", which was at South Weymouth between 1953 and 1961, and can still be obtained via a link on the "geedunk" page of our web site at [www.vpassociation.org](http://www.vpassociation.org). Lenny McGrane also died during July. Lenny was a TAR CPO who worked as a VP Line mechanic at NAS Squantum and NAS South Weymouth. Lastly, Fred Hicks died during August. Fred was in VP-913 at NAS South Weymouth.

**SICK CALL:**



Charlie Sylvia reports that Andre "Casey" Castellano is having chronic medical problems from a recent automobile accident. He'd like to hear from his old friends from VP-911 and VP-92. Here is a picture of Casey and Charlie that was taken at his home in Florida during June. Casey is 88 years old this year. You can write to Casey at 5800 Sweetgum Drive, St. Cloud FL 34772 or call him at 407-957-4088. Casey told Charlie that Tom Wall, who some of you may have known, has health issues too and recently moved from Florida to an unknown location in Massachusetts.

**THE VP ASSOCIATION ANNUAL REUNION:**

The annual reunion is only a few weeks away and if you are planning to attend you must register now. **This will be your last reminder.** The reunion is going to be held on Saturday September 22<sup>nd</sup> from 1200 to 1700 at the Weymouth Elks Hall at 1197 Washington Street in Weymouth, MA.

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 mail your reservation in to us as soon as you can to prevent possible disappointment and so we can tell the caterer how many people to expect.

**Please note that this is a new location for the reunion. We are not doing it at Hanscom AFB this year. Driving 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.

There are three hotels located nearby on the same road (Hingham Street) off Exit 14 on Route 3 in Rockland, MA. They are 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).

This year every VP Association member who attends the annual reunion will get a commemorative VP-92 "challenge coin" that was originally commissioned for the squadron's decommissioning weekend in October 2007. The bas-relief coins have a P-2 Neptune on one side and a P-3 Orion on the other. Extras will be offered for sale while the supply lasts. See the image on page 10 for details.

Our guest speaker at the reunion will be AWOC John Lovendale. Chief Lovendale, who was born and raised in Weymouth, MA, is presently the senior enlisted advisor at the Naval War College in Newport, RI. In previous assignments Chief Lovendale was a sensor operator in several VP squadrons. He will present a lecture on the Navy's transition from the P-3 Orion to the P-8 Poseidon.

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. In addition, through special arrangement with the Association of Naval Aviation Patriot Squadron, the Shea Field Naval Aviation Historical Museum will be open on the day of the reunion between 9 and 11 AM. The museum is located in temporary spaces inside the Shea Fitness Center at 495 Shea Memorial Drive and is normally only open on the 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.

Note, although dress is officially CASUAL for the reunion, if you want to wear a uniform (whatever you have) or a flight suit feel free to do so. We first did this last year in honor of the CONA and from the feedback we received it is clear that many of you enjoyed doing this. So, we'll make uniforms and flight suits a regular feature of the annual reunion for as long as there is still interest in wearing them.

Try to pass the word about the annual 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. Guests, military or civilian, are also welcome to attend the reunion.

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. 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 Phil Baker, John Daniello, and Emil Holland for their recent 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 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.

**RECENT CHANGES OF ADDRESS:**

Steve Baxter 757 Church St. S.E. Salem, OR 97301	Pete Kempf 1118 Nature Trail Manchester, MI 48158 gonavy@umich.edu
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Please note that James Spencer's e-mail address was previously presented incorrectly. It is actually jimespences9@aol.com. Also Ken Sherman has a new e-mail address at asa663@verizon.net.

**NEW MEMBERS:**

Elliott Fowler 329 Oakwood St Park Forest, IL 60466 eff506@aol.com VP-92	Jeffrey Simpson 401 Oak Grove Ave # 9 Bath, ME 04530 jeffthebubby2@aol.com	John R. Smith 2526 Esquire Dr Arlington, TX 76018 connie-smith2010@hormail.com VP-93
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**JULIE TIMMERICK HAS RETIRED FROM THE NAVY:**

On July 21<sup>st</sup> Julie Timmerick retired from the Navy. Julie was an AZCS who was serving as the squadron maintenance officer when VP-92 was decommissioned in October 2007. A party attended by many former VP-92 personnel was held at the American Legion Hall in Bath, ME.

**A MESSAGE AND PHOTO FROM PAUL LAPINSKI:**



VP Association members Paul Lapinski, Varian Beebe, Lionel Cabana, and Lee Bureau are shown here in a recent photo taken in front of the VP-21 SP-2E gate guardian at old NAS Brunswick, ME.

**A MESSAGE AND PHOTO FROM STEVE BAXTER:**

I just received my copy of the June 2012 "VP Association Newsletter" in the mail. I was most saddened to hear about the passing of Art Seaton.

I was a youngster in VP-92 from 1980-1983; Art became somewhat of my mentor and "Old Salt" during my time there, particularly during one deployment to the Azores. On that two week stint in 1982 or 1983 (I forget which one it was) Art and I were fortunate enough to fly to Madeira Island for a couple of days of liberty. Art was an accomplished photographer and he took a number of great pictures...I still have them in my photo album to this day. When I was accepted into AOCS and after receiving my commission in 1983, Art wrote a letter to me that I still have; in it he wished me well in my post-VP-92 life in the Navy. I hadn't heard from Art since then, but I've thought of him often and, as mentioned at the top of this email, I was saddened to learn of his passing. I'm sure he will be missed by his many Shipmates and his family.

I've attached a photograph to this email; I had this in my office on board USS RONALD REAGAN (CVN 76) during my last tour of duty in the Navy; I was Chief of Staff for Commander, Carrier Strike Group SEVEN. I retired last April (this year) and will always treasure the memories I hold dear of Art and all of my former Shipmates at South Weymouth.



As best I can recall, the Sailors in this picture are, from Left to Right, AE2 Rich Steinburg, AT2 Paul Roy, AX3 Steve Baxter (me), AT3 C.J. Cloutier, and AE2 Art Seaton. This picture was taken during one of my deployments to Lajes, the Azores in either 1982 or 1983.

### **HELP WANTED:**

Your newsletter editor is looking for an original example of squadron patches from VP-912, VP-913, VP-914, VP-916, VP-917, VP-63Z1, VP-63Z2, VP-63Z3, VP-11Z4, and a VP-92 patch with the Minuteman, a yellow lightning bolt, and the words "B MOD" as issued around the time the squadron transitioned from P-3As to P-3Bs. If you've got any of these things that you'd like to get rid of contact Marc Frattasio at marc\_frattasio@yahoo.com.

### **RUSSIAN SUB VISITS GULF OF MEXICO UNDETECTED (naval-technology.com 08/14/12):**

A Russian Akula-class nuclear attack submarine sailed undetected in the Gulf of Mexico for weeks, and was only discovered after it left. The Washington Free Beacon has cited unnamed sources in reporting the incident, the second time since 2009 that a Russian submarine has sailed close to the US. The incident occurred at the same time as Russian bombers flew inside restricted US airspace, as Russia flexed its military muscle.

Akula-class submarines, initially developed by the Soviet Union in the 1980s as a direct competitor to the US Navy's Los Angeles-class submarines, remain the most capable attack submarines in Russia's fleet. The incident will come as an embarrassment to the US Navy, which is tasked with the detection and tracking of foreign submarines. Undersea sensors and satellites are used to locate and track them, however in this incident the submarine was only detected after it had left US waters.

The incident has also highlighted deficiencies in the US anti-submarine warfare capabilities as well as the patrol of littoral waters, an area that has seen substantial investment in recent years. The US Navy's fleet of Littoral Combat Ships continues to increase, with Freedom and Independence variants currently active in service. Although the number of ships has not been finalized, there is speculation that the US Navy's fleet of LCS vessels could reach between 56 and 60.

### **NAVY TO CONDUCT TORPEDO TESTING THROUGH FRIDAY (Cape Cod Times 08/07/12):**

NANTUCKET — The U.S. Navy will be conducting torpedo testing off the Cape Wednesday through Friday. In a press release from the Naval Undersea Warfare Center on Monday, the Navy said it would be testing lightweight exercise torpedoes launched by two MH-60R Seahawk helicopters and a P-8A Poseidon jet aircraft used in long-range anti-submarine warfare.

The aircraft will be staging out of Coast Guard Air Station Cape Cod and testing will take place 45 nautical miles east of Cape Cod. A vessel on scene will be used to recover expended torpedoes. A second vessel also will be stationed near the mouth of Nantucket Harbor to help recovery if needed. An additional helicopter flying out of Nantucket Airport could also be used to assist in the recovery operations.

According to the press release, an aircraft will patrol the exercise area to check for marine mammals during the exercises.

*Cape Cod Times article by Doug Fraser*

### **EXPLORERS FIND SUNKEN GERMAN U-BOAT OFF MASS (AP via Kenneth Gerken):**

BOSTON (AP) — Divers have discovered a World War II-era German submarine nearly 70 years after it sank under withering U.S. attack in waters off Nantucket.

The U-550 was found Monday by a privately funded group organized by New Jersey lawyer Joe Mazraani. It was the second trip in two years to the site by the team, some of whom had been searching for the lost U-boat for two decades. Using side-scan sonar, the seven-man team located the wreck listing to its side in deep water about 70 miles south of Nantucket.

Sonar operator Garry Kozak said he spotted the 252-foot submarine during the second of an exhausting two days of searching. Kozak said the team asked him if they'd found it, then erupted in joy without a word from him. "They could see it with the grin (on my face) and the look in my eyes," Kozak said.

On April 16, 1944, the U-550 torpedoed the gasoline tanker SS Pan Pennsylvania, which had lagged behind its protective convoy as it set out with 140,000 barrels of gasoline for Great Britain, according to the U.S. Coast Guard website and research by Mazraani. The U-boat slipped under the doomed tanker to hide. But one of the tanker's three escorts, the USS Joyce, saw it on sonar and severely damaged it by dropping depth charges. The Germans, forced to surface, manned their deck guns while another escort vessel, the USS Gandy, returned fire and rammed the U-boat. The third escort, the USS Peterson, then hit the U-boat with two more depth charges. The crew abandoned the submarine, but not before setting off explosions to scuttle it. The submarine hadn't been seen again until Monday.

The U-550 is one of several World War II-era German U-boats that have been discovered off the U.S. coast, but it's the only one that sank in that area, Mazraani said. He said it's been tough to find largely because military positioning of the battle was imprecise, and searchers had only a general idea where the submarine was when it sank. Kozak noted that the site is far offshore and has only limited windows of good weather.

The team towed a side-scan sonar vessel in a mow-the-lawn pattern over the search area and found the U-550 after covering 100 square miles of ocean, between the trip this year and last year, Kozak said. Just the nose of U-boat was visible on sonar on the first pass, but the team was delirious after the second pass, when the sonar image made it obvious they'd found it, Mazraani said. Quick dives to the wreck to beat bad weather confirmed the find with pictures. The other team members were Steve Gatto, Tom Packer, Brad Sheard, Eric Takakjian and Anthony Tedsechi.

Mazraani is cagey about the vessel's precise location, saying only that it's in deep water. Mazraani's said his best estimate was that the team spent thousands of dollars of its own money on the expedition. He joked that no one on the team, whose members range in age from the mid-20s to mid-50s, stands to make money from the find unless someone writes a book.

Mazraani said the next step is to contact any sailors or their families from the escort vessels, the tanker and the German U-boat to share the news and show the pictures. Another trip to the site is coming, he said, adding the investigation has just started. "The history behind it all is really what drives us," Mazraani said.

#### **VP-16 BEGINS TO TRANSITION TO THE P-8A ([maritimepatrolassociation.org](http://maritimepatrolassociation.org)):**

Yesterday [July 11<sup>th</sup>], the VP-16 "War Eagles" became the first fleet squadron in the Maritime Patrol and Reconnaissance Force (MPRF) to transition to the P-8A Poseidon. Based at Naval Air Station Jacksonville, VP-16 will spend the next five and a half months with VP-30's P-8A Fleet Introduction Team (FIT) learning how to safely and effectively operate the P-8A Poseidon.

The Pilots, Naval Flight Officers, Acoustic Warfare Operators and Electronic Warfare Operators will conduct classroom training, simulator events and flight events totaling hundreds of hours of combined training and flight time. The maintenance professionals will receive an Interim Maintenance Teach provided by Boeing and then conduct on-the-job training while VP-30 pursues their individual squadron "Safe for Flight" qualifications.

VP-16 is scheduled to complete P-8A Fleet Introduction Training in December 2012 and then will begin Inter Deployment Readiness Cycle preparing for the first P-8A Operational Deployment in December 2013.

*Please note that the information presented above came from the Maritime Patrol Association. Check them out at [www.maritimepatrolassociation.org](http://www.maritimepatrolassociation.org) and consider becoming a member.*

### **A SHORT VIETNAM WAR STORY: USN KA-3B VS. RUSSIAN AGI (via Bob Mandeville):**

The Russian "Trawlers" or AGIs with what looked like one thousand "fishing" antennas plied the Gulf of Tonkin on a daily basis. Needless to say, it was a cat-and-mouse game to see what havoc they could expend towards our two carriers operating there 24 hours a day.

Since the U.S. government had proclaimed the waters of the Gulf of Tonkin three miles off North Vietnam and Hainan Island, People's Republic of China, to be international waters, American ships in the Gulf were bound to obey the international rules of the road for ocean navigation. This meant that if the Russian ship maneuvered herself into the path of an aircraft carrier where she had the right of way, the carrier had to give way even if she was engaged in launching or recovering aircraft. The navigation officer was constantly trying to maneuver the ship so that the trawler wouldn't be able to get in position to abuse the rules of the road and gain the right of way. Sometimes he was successful in sucking the trawler out of position, but the room available for the ship to maneuver was limited by our on-station requirements, and sometimes the trawler was successful interrupting our flight operations.

The pilots of the air wing were forbidden to take any action against the Russian ship, but one day CDR John Wunche, the commanding officer of the heavy tanker KA-3B detachment, had finally had enough of the Russians' antics. John Wunche was a big man with bright red hair and a flaming red handlebar mustache. He was a frustrated fighter pilot whom fate and the Bureau of Naval Personnel had put into the cockpit of a former heavy bomber now employed as a carrier-based tanker. CDR Wunche flew the tanker like a fighter and frequently delighted the tactical pilots by rolling the "Whale," as we all called the KA-3B tanker, on completion of a tanker mission. Consequently, John's nickname was "the Red Baron." On 21 July 1967 he proved just how appropriate that name was.

The "Bonnie Dick" had nearly completed a recovery. The Russian trawler had been steaming at full speed to try to cut across our bow, and the bridge watch had been keeping a wary eye on the intruder. For a while it looked as if the Russian would be too late and we would finish the recovery before having to give way to the trawler. But a couple of untimely bolters extended the recovery and the Bon Homme Richard had to back down and change course to comply with the rules. The LSO hit the wave-off lights when the "Whale" was just a few yards from the ramp. John crammed on full power and sucked up the speed brakes for the go-around. The "Bonnie Dick" began a sharp right turn to pass behind the Russian, causing the ship to list steeply, and there, dead ahead of John, was the Russian trawler.

He couldn't resist. He leveled the "Whale" about a hundred feet off the water and roared across the mast of the Trawler with all fuel dumps open like a crop duster spraying a field of boll weevils. The Russian disappeared in a heavy white cloud of jet fuel spray, then reemerged with JP-4 jet fuel glistening from her superstructure and running lip-full in the scuppers. The Russian trawler immediately lost power as the ship's crew frantically tried to shut down anything that might generate a spark and ignite the fuel. She was rolling dead in the water in the Bon Homme Richard's wake-- her crew breaking out fire hoses to wash down the fuel--as the Bon Homme Richard steamed out of sight completing the recovery of the Whale. The Red Baron was an instant hero to the ship's company.



## **THE ORIGINS OF THE SONOBUOY ([www.eaglespeak.us](http://www.eaglespeak.us)):**

Detecting submarines is a challenge that arose with the German U-boat threat in World War I and again in World War II. The earliest efforts involved putting sound detection gear on ships - essentially echo detection and ranging by sending out a sound pulse and processing its return echo.

Immersed sonar equipment works well on ships, but, as you might suspect, since aircraft are vital in submarine hunting, great minds thought that in addition to radar and visual detection of submarines, aircraft would benefit from the ability to use sonar, too.

The sonobuoy, an air-deployed acoustic sensor, was invented during World War II in response to the challenge of an enemy submarine threat that was wreaking havoc on Allied shipping. And, to this day, the sonobuoy is one of the most effective means of conducting anti-submarine warfare (ASW).

In May 1941, P. M. S. Blackett, head of the British Admiralty committee for anti-submarine measures, proposed the idea of an expendable sonar system to be deployed from ships behind convoys for the detection of trailing U-boats. This concept was pursued in the United States with the Office of Scientific Research and Development, who awarded a contract to RCA Camden (which was headquartered in Camden, New Jersey) for the development of a ship-launched radio sonobuoy in June 1941.

RCA delivered the first models of its ship-deployable buoy in less than three months. The small, 60-pound sonobuoys were tested on September 12, 1941 at Barnegat Bay in New Jersey and proved the concept of an expendable sonobuoy. But, at that time, the U. S. Navy decided to pursue other, higher priority efforts. Work on the sonobuoy ceased until February 1942, when the expendable radio sonobuoy was resurrected for use by lighter-than-air craft.

On March 7, 1942, two RCA ship-launched sonobuoys were monitored from a Navy blimp as they tracked the S-20 submarine off New London, Connecticut. For the first time, an aircraft in flight had detected a fully submerged submarine through acoustics using a sonobuoy.

The first air-droppable sonobuoys were packaged in a three-foot-long cylinder about five inches in diameter, a size that later became standardized as "A-size." Avoiding the use of materials critical in wartime, the outer cylinder for these first buoys was a quarter-inch-thick paper tube coated to keep it watertight for a few hours. Wooden disks at the ends of the combined electronics and battery compartment were sealed by adhesive tape and flexible pitch, providing watertight integrity. It had a half-watt radio transmitter tuned to one of six FM frequencies, used five vacuum tubes and had a steel monopole antenna. Power was provided by flashlight batteries. The 24-foot-depth hydrophone was a broadband listening device made of rugged nickel magnetostriction material.

Originally intended to be dropped manually from blimps, sonobuoys were redesigned to be dropped from airplanes. In June 1942, the AN/CRT-1 became the first operational sonobuoy, and on July 25, 1942, the first successful launch of a sonobuoy from an aircraft was made from a U.S. Army B-18 bomber.

In February 1943, the design for the AN/CRT-4 directional sonobuoy began. A broadband passive sonobuoy with a rotating directional receiving hydrophone, the AN/CRT-4 was larger and heavier than the AN/CRT-1. It did not undergo testing, however, until early 1945, so it did not affect the war effort, and was not pursued further until 1950.

Approximately 40 percent of enemy submarines destroyed during the war were by aircraft, or aircraft in conjunction with ships. The utility of the sonobuoy in the war is indicated by the fact that, from

October 1942 to the end of the war in 1945, the Navy had ordered 150,000 sonobuoys and 7,500 sonobuoy receivers.

### **VP-92 CHALLENGE COINS AVAILABLE WHILE SUPPLY LASTS:**

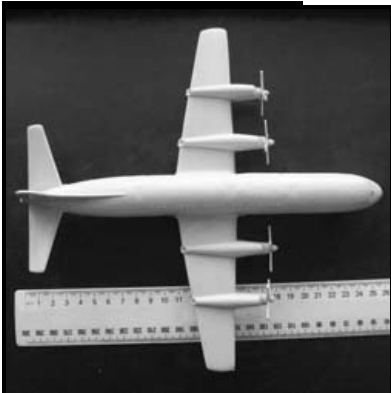


Every member who attends the VP Association's reunion is getting a **FREE** VP-92 challenge coin originally produced for the squadron's decommissioning ceremony in 2007. If you didn't make the DECOM and can't go to the reunion you can still buy a coin while the supply lasts by sending \$15 for each coin to Bill Hanigan at 23 Parkview Terrace, Duxbury MA 02332. Call or e-mail him at 781-585-4950 or [vpassociation@aol.com](mailto:vpassociation@aol.com) to confirm availability.

### **RECOMMENDED READING:**

Here is some information about a new book from a press release recently sent to us: "Battlecry One is an epic account of combat missions flown into Vietnam from the carrier USS Enterprise in an A4F Skyhawk mixed with flashbacks of an intriguing life story. The author [Robert J. Thomas] is a career Naval Aviator who bares his soul with a touch of humor, and views life's problems as an opportunity for creative solutions. From the beginning, he brought about unique operational solutions that climax with his vision of a United States Navy that returns to its Freedom of the Seas roots in the Sea Control Ship after he flew Harrier. His remarkable trouble shooting starting in VF-81 continues in state service and as a consultant. Unique as a fingerprint, the reader will see innovation, courage and persistence as never before. A must read for all who have ever wanted to succeed as an iconoclast. His book is available at [www.createspace.com/3759219](http://www.createspace.com/3759219) and at Amazon's Kindle."

### **ON THE INTERNET:**



The Factory Shop, a New Zealand-based plastics company, has a neat plastic Lockheed Electra toy available. As all of you should know, the P-3 Orion was derived from the Electra. This item is about 24 inches long and was apparently produced using an old toy mold from the late 1950s. Go to [http://pp2.shopnz.biz/catalog/product\\_info.php?cPath=15&products\\_id=183](http://pp2.shopnz.biz/catalog/product_info.php?cPath=15&products_id=183) to order on-line. The Electra isn't cheap, costing \$18.20 plus \$27.00 for shipping to the United States. It has four spinning propellers and landing gear and is available molded in either light gray or light blue plastic. Buy one for your children, grandchildren, or yourself. All things considered it makes a nice desktop display model

While out on the Internet don't forget to check out the Facebook pages for VP-92, NAS South Weymouth, and NAS Brunswick at <http://www.facebook.com>. There is lots of good information there.

### **MONTHLY MEETING:**

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

## **PARTING SHOTS:**



**ABOVE:** VP-92 flight crew and Lockheed SP-2H Neptunes on the flight line at NAS South Weymouth sometime during the early 1970s. **RIGHT:** ADCS Joe McCann and YN1 Audra (?) during aircraft wash at NS Roosevelt Roads, Puerto Rico sometime during the late 1990s. If you'd like to see some of your old shipmates like these plan on attending the VP Association annual reunion at the Weymouth Elks Hall in Weymouth, MA on Saturday September 22<sup>nd</sup>. Got anything similar to share for a future issue of the newsletter? 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 2012 ANNUAL REUNION  
WEYMOUTH ELKS HALL, 1197 WASHINGTON ST., WEYMOUTH, MA  
SATURDAY SEPTEMBER 22, 2012 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.***

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

***Our guest speaker will be AWOC John Lovendale from the Naval War College who will present a lecture on the Navy's transition from the P-3 Orion to the P-8 Poseidon.***

***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.***

***The ANA Patriot Squadron's Shea Field Naval Aviation Historical Museum 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.***