



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 57

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

SEPT 2014

Welcome to another edition of the VP Association newsletter. As always, please direct all general VP Association-related inquiries or correspondence to William Hanigan, 23 Parkview Terrace, Duxbury MA 02332, 781-585-4950, vp92association@gmail.com. Please send all newsletter-related correspondence to Marc J. Frattasio, P.O. Box 30, Pembroke MA 02359, marc_frattasio@yahoo.com.

RECCO:



ABOVE: Grumman S2F-1 Tracker running up at NAS South Weymouth about 1962. John Yaney photo. If you have similar things to share contact Marc J. Frattasio at marc_frattasio@yahoo.com.

FINAL FLIGHTS:

Its our sad duty to report that Jack Leonard died on June 30th. Jack, a decorated WW2 combat veteran, served in several Naval Air Reserve units at NAS Squantum and NAS South Weymouth.

THE 2014 ANNUAL REUNION:

This is your last chance to make reservations for the VP Association's annual reunion, which will be held on Saturday September 20th from 12:00 to 17:00 at the Weymouth Elks Hall at 1197 Washington Street in Weymouth, MA, which is the same place it has been held for the past two years.

The buffet style banquet is \$40 per person. Attendance is limited and reservations are required in advance. Tickets will not be sold at the door. Please complete and mail the reservation form on the last page of this newsletter NOW to prevent disappointment and so we can tell the caterer how many people to expect. Remember, this is your last notice. 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 close by.

Our guest speaker will be Tommy H. Thomason, an aeronautical engineer with degrees from the Rensselaer Polytechnic Institute, the University of Southern California, and Harvard. He was an Army flight test engineer and aeronautical industry executive. He has commercial and instructor pilot ratings and has flown more than 80 different airplanes, helicopters, sailplanes, and blimps. He's also written many books on naval aviation. Go to <http://tommythomason.com> on the Internet for more information about his books. Mr. Thomason will give a lecture on the history of ASW aircraft from WW1 through the Grumman S2F Tracker. He is working on a book about the S2F. We're going to set him up at a table in the display room so you'll be able to talk to him and buy his books.

As indicated above, the Weymouth Elks Hall is just a few miles from old NAS South Weymouth, which is being redeveloped into a mixed commercial and residential community called SouthField. Plan on driving to Weymouth a few hours earlier, visit the base, and take a look at the remaining USN structures as well as the new SouthField apartments and townhouses. As was the case in previous years the Association of Naval Aviation Patriot Squadron will have the Shea Naval Aviation Museum open from 9 to 11 AM on the day of the reunion. The museum is located in temporary spaces inside the Shea Fitness Center at 495 Shea Memorial Drive and is normally only open on the second and last Saturday of the month. Admission is free. If you have any naval aviation memorabilia gathering dust at home, especially items pertaining to South Weymouth or Squantum, please consider donating it to the museum. See www.anapatriotsquadron.org for details.

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

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

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

ADMIN FUND DONATIONS:

The VP Association has no dues but contributions are always welcome to help defray the cost of printing and mailing newsletters to shipmates who do not have e-mail. We'd like to thank Geoff Such for his recent generous contribution to the administration fund.

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

If you have an e-mail address and have been receiving this newsletter through the U.S. Postal Service then we do not have a valid e-mail address for you. If this is your situation, please contact Bill Hanigan via e-mail at vp92association@gmail.com ASAP so we can begin sending the newsletter to you by e-mail. Remember, this group does not charge dues and we operate on a shoestring thanks to volunteer labor, memorabilia sales, and donations.

LOST CONTACT:

Please be sure to let Bill Hanigan know whenever your street or e-mail address changes so we can update our files. Please note new e-mail addresses for Scott Alexander at se.alexander@verizon.net, Rick Caesar at recaesar@live.com, Tom Cooper at tomcoopiii@gmail.com, Dan Gilbert at danodjg1@verizon.net, Thomas Keneally at tkenne5964@aol.com, Louise Leavitt at lleavitt@ghi.net, Glen Maners at glesan@icloud.com, Leo Murphy at leomurphy18@gmail.com, Chuck Pierce at chuck.pierce86@yahoo.com, Ned Rogerson at ned.rogerson@gmail.com, Ray Schutz at ncbb55@hotmail.com, and Lowell Wysong at lowellwysong@sbcglobal.net

NEW MEMBERS:

Rick Cline	Mike O'Sullivan	Paul Venezia
60 Bennett Dr.	147 Francis Horn Dr.	3 Johns Ave, Apt-12
Doylestown, PA 18901	Kingston, RI 02881	Holbrook, MA 02343
rick.cline@imco.com	mposullivan@cox.net	1sharkie@hotmail.com
610-531-4635 home	401-782-0330 home	781-258-1197
610-850-4585 cell	401-742-7091 cell	VMA-322 1981-1985
	VP-16, VP-30, VP-92	

BILL McCRILLIS HAS RETIRED FROM THE USNR:

After 26 years of active and reserve naval service, CAPT Bill McCrillis retired from the USNR on board the USS Constitution in Boston on Saturday June 14th. The retirement ceremony, and the reception that followed at the Marriott Hotel on Tremont Street, was attended by many former VP-92 personnel. Among the VP-92 people there were Scott Alexander, Bob Allen, Rick Caesar, Jason Chabot, Ron Clements, Darrell Davis, Jim Fitzgerald, Faith Frattasio, Marc Frattasio, Mark Hausler, Tom Reck, Scott Savelle, Geoff Such, and Richard Volk. The master of ceremonies was RADM (select) Tom Reck, a former VP-92 commanding officer who is presently serving as the Reserve Chief Staff Officer for U.S. Fleet Forces Command. Rick Caesar read the poem "Olde Glory". VIP guests included RADM John Sadler and CAPT Carl Asseff. Though sad in some respects, altogether

it was a really nice time that presented an opportunity for many people who don't see each other on a regular basis to reconnect. A couple of photos taken at Bill's retirement are presented below:



LEFT: Bill McCrillis presenting his retirement speech on the deck of the USS Constitution while Rick Caesar looks on.



ABOVE: Former VP-92 personnel and some members of other commands to which Bill McCrillis was attached over the years assembled in front of the USS Constitution.

A SHORT NOTE FROM JERRY LACH (VP-93 and VP-92):

I ran across this U Tube video of a volunteer giving an interior tour on a P3A at the Moffett Field Museum. Click on the link below to see their P3A tour. While I was watching this tour guide, pointing to the empty equipment stations, it really reinforces what an OUTSTANDING museum piece LH02 has become. See <http://www.youtube.com/watch?v=b-aOHxjNsQM>.

A PHOTO AND NOTE FROM MARGARET O'CONNELL (widow of Walter "Okie" O'Connell):

I thought you might like to see a photo of the memorial bench which was finally erected at Blue Hill Cemetery just before Easter of this year. The photos on each side were the favorites of Wally. I hope to get better photos soon. There are two black vases, one on each side of the bench, which do not show up in the picture, and there is a 7 foot marble foundation below the bench.

I am disappointed that, when we sit down on the bench to reflect on better times, we will be facing the fence. I didn't realize, when I purchased the plot, that they put the memorials back to back. It may not have made a difference, though, because that was the only area where they were allowing benches to be erected on, at that time. I would have tried to negotiate it, if I had known.

Wally used to kid around saying: "We should go up to Blue Hills and have a cookout on our property there." I am not sure about the cookout but will inform you in plenty of time. I hope all is well you and your families. Take Care!



ABOVE: Walter O'Connell's memorial bench. "Okie" was a WW2 veteran, member of VP-911, and a plank-owning member of VP-92. He was active in the VP Association and the ANA Patriot Squadron.

COMBAT AIRCREW WINGS (via Ken Sherman):



During World War II, numerous fleet requests occurred to recognize the work of the enlisted aircrew members flying in combat, the result was the creation of the Air Crew Insignia on 18 May 1943. While primarily an enlisted insignia, officers were eligible if they met the same criteria of Bureau of Naval Personnel (BUPERS) Circular Letter 90-43.

The design was essentially the same as today's insignia except all pewter silver with no gold. A subsequent BUPERS Circular Letter 395-44 dated 30 Dec 1944, changed the design to the same as today with the modification of the gold center disc. In 1958, the insignia was redesignated the Combat Aircrew Insignia.

In 1978, the Navy removed the insignia as authorized wear and then in 1994, the Marine Corps reestablished the insignia as it is known today as the Marine Combat Aircrew Badge. It is a decoration of the United States Marine Corps which is awarded to those enlisted personnel who have served as aircrew members on board combat flights.

For those who have participated in actual combat missions, gold service stars are worn pinned to the top of the decoration. Upon earning more than three gold stars, silver stars are awarded in recognition of three gold stars, meaning three silver equates to nine gold plus the initial award of the combat aircrew device.

The Marine Combat Aircrew Badge can be issued to service members of both the Marine Corps and United States Navy (while serving in a Marine Corps aviation squadron). Current regulations require a set number of combat 'points' to be earned before wear is authorized. It is not authorized to wear both the Combat Aircrew and Naval Aircrew pins at the same time. If an individual service member has been awarded both badges, they may decide which pin to wear on their uniform. A sailor who has qualified for the Combat Aircrew Badge and at least one gold star places the initials "CAC" in parentheses after their rate and rating; for example, a Hospital Corpsman 2nd Class (HM2), after having qualified for their CAC Badge, is identified as a HM2(CAC).

NAS SOUTH WEYMOUTH AUTHORS TO SPEAK AT SHEA NAVAL AVIATION MUSEUM:

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

HELP WANTED:

Some of you may not be aware of this but your newsletter editor has compiled two separate volumes of "sea stories" involving the Naval Air Reserve patrol squadrons that were based at NAS South

Weymouth. These two books, "VP Association Sea Story Library Volume One" and "VP Association Sea Story Library Volume Two" are sold exclusively on-line through links on the "geedunk pages" on the VP Association web site at <http://www.vpassociation.org> and the ANA Patriot Squadron web site at <http://www.anapatriotsquadron.org>. All profits from these two books go directly to the VP Association's admin fund. A third volume is in the works and will be published once enough stories have been obtained to fill 115 pages. If you have one or more interesting or amusing stories about your time with a naval air reserve patrol squadron at NAS South Weymouth (or even one of the reserve patrol squadrons that were based at NAS Squantum or NAS Brunswick) type it up and send it to Marc Frattasio at marc_frattasio@yahoo.com. Don't worry about your writing skills. Anything you write can be cleaned up and made presentable. So, let's save some history and help this group too.

ADVISORY BOARD FORMED TO ASSESS FUTURE OF AW RATE (USN Press Release 7/11):

MILLINGTON, Tenn. (NNS) -- Due to inconsistent advancement opportunities for select Naval Aircrewman (AW) communities during a period of platform transition, Navy Personnel Command has established a Senior Enlisted Aircrew Advisory Board (SEAAB) to develop a plan for the future of the rate.

According to Capt. Bruce Deshotel, head enlisted community manager, the AWF (Mechanical) and AWV (Avionics) communities have a planned 60-percent reduction in manning between now and 2020. This outlook has impacted advancement opportunities. "While the community managers successfully developed a number of mitigation plans that increased advancement opportunity, we still need to look at developing a long-term solution to best support the Sailors and the commands," Deshotel said.

In 2005, a SEEAB was also convened to address Aircrew advancement opportunity that resulted in all Naval Aircrewmen being consolidated into the AW rating. "It took three years for the first SEAAB to consolidate the Aircrew. We do not want to rush any options, but rather come to a logical conclusion which will benefit our personnel and AW communities. The experts from all aspects of the ratings, as well as aviation leadership, will work together for a beneficial outcome," said Deshotel.

The board held its first meeting July 11 and brought together stakeholders from Naval Air Forces, Navy Air Force Reserve, Naval Education and Training Command, Center for Naval Aviation and Technical Training, Naval Air Technical Training Center, and more. "We will come to leadership with courses of action that all stakeholders feel best support their Sailors as well as their commands by the middle of September," Deshotel said. "We don't think the solution will be simple but our goal is to develop an actionable plan that best supports all concerned."

TRI-TOWN TAKES HEAT AFTER FIRING SOUTHFIELD DEVELOPER (Patriot Ledger 07/01):

The agency that oversees SouthField is taking flak from lawmakers for its decision to fire the faltering project's master developer. On Tuesday, South Shore Tri-Town Development Corp. formally notified the developer, Starwood Land Ventures, that it had been terminated from its role as the master developer, in charge of lining up deals and selling pieces of land to home and commercial builders. The firing came after a dispute over an unpaid \$375,600 bill. Starwood remains the largest landowner at SouthField.

Two South Shore lawmakers were quick to criticize the firing as an attempt by Tri-Town to hold up Starwood's proposal for sweeping changes to the project, including slashing Tri-Town's authority. "It's a last-ditch effort to slow the process down and throw a monkey wrench into the process," House Majority Leader Ronald Mariano, D-Quincy, said. "They seem to be in kind of a panic to hold on."

State Sen. Robert Hedlund, R-Weymouth, also criticized Tri-Town. "The time for games and delay are over," he said in a statement. "We need to do everything we can over the next month to pass legislation that replaces and improves the management structure for the redevelopment of SouthField."

Tri-Town CEO Kevin Donovan said the agency had no choice but to fire Starwood because the company did not pay its bill. "We have a job to do and the law is very clear," he said. "We have to act on what the law tells us to do."

With progress at SouthField having ground to a near-halt, both sides have blamed each other. Tri-Town's board of directors voted 4-1 Monday to fire Starwood over the unpaid bill – \$375,600 that is to go to the state for building the Delahunt Parkway at SouthField. Starwood says the bill isn't due until a year from now. The state Executive Office of Administration and Finance said the bill is not due until June 30, 2015, but Donovan said the state Department of Revenue wanted it paid sooner. The department was not able to respond to a request for clarification on the due date by the end of the day Tuesday.

Starwood wants the Legislature to approve the proposed changes by the July 31 end of its formal session. The changes include shifting authority from Tri-Town to Weymouth, Abington and Rockland to provide public services to their respective sections of the former South Weymouth Naval Air Station. Each town would also be able to collect property taxes on its section. What effect Starwood's firing will have on the project is unclear. If legislation naming Starwood the master developer passes, it will supercede Tri-Town's action, Mariano said.

Donovan said the Tri-Town board still has to discuss how to move forward with finding a new master developer. In a letter sent to Tri-Town on Monday, lawyers for Starwood said the agency does not have the authority to unilaterally fire Starwood. Meanwhile, officials in Weymouth, Rockland and Abington are still trying to figure out what the latest dust-up will mean for the project. "This thing's going to come to a head, and we're going to have fireworks," Rockland Selectmen Chairman Edward Kimball said. "After the fireworks are done, the cleanup starts." Weymouth Mayor Susan Kay is in closed-door negotiations with Starwood over the proposed changes. Rockland and Abington have not endorsed the proposal.

Patriot Ledger article by Christian Schiavone

YOUNG ADULTS TOO FAT, TATTOOED, UNEDUCATED FOR MILITARY (Newsmax 06/28):

The American military is facing a serious personnel issue: more than two-thirds of today's youth are too uneducated, have behavior issues, and are not physically fit enough for service. "We're trying to make decision makers see this is a national-security matter — and they need to prioritize it," retired Maj. Gen. Allen Youngman told The Wall Street Journal.

The major problem is obesity, reports military recruiters. But young adults are also being turned away because they lack high school diplomas, have felony convictions, and are on prescription drugs for ailments such as attention-deficit hyperactivity disorder. Still more do not meet the military's appearance standards. New rules issued in March forbid large-scale tattoos or more than four visible on a soldier's arms or legs. Tattoos are forbidden on other parts of the body not covered by a uniform. In addition, potential recruits are being turned away because of extreme piercings, such as ear gauges that create large holes in people's earlobes.

As a result, the Defense Department estimates, about 71 percent of the 34 million young adults ages 17 to 24 would not be able to enlist if they tried, not counting people turned away for tattoos or other

cosmetic issues. Gen. Allen Batschelet, commanding general of U.S. Army Recruiting Command, said that the military is also having trouble attracting youths who are interested in serving, saying that only about one percent of young adults are both "eligible and inclined to have a conversation with us."

The Pentagon only recently began tracking eligibility, but experts say high school seniors now face the longest odds to qualify for service since the draft ended in 1973. About 180,000 eligible men and women volunteer for active-duty forces, with another 110,000 joining reserve and National Guard units.

And as foreign engagement increased in the Middle East in recent years, the military loosened its standards. In 2001, at least 90 percent who enlisted had finished high school, where in 2007, only 79 percent had graduated. But in 2001, the Army accepted recruits who had excess body fat. "We have not adopted a zero-defect mentality. We evaluate each applicant from a whole-person perspective," said Defense Department spokesman Nathan Christensen. He noted recruiting targets have been met in recent years.

The obesity problem is still looming. In the past, said Youngman, drill sergeants could run extra weight off new recruits, but now, there are people trying to enlist who are more than 50 pounds overweight. Recruits also are having problems passing the Armed Forces Qualification Test, which measures their reading and math skills. "They aren't educationally qualified to join the military in any capacity, not just the high-tech jobs," said Youngman.

Newmax article by Sandy Fitzgerald

NAVY BUILDINGS AT SOUTHFIELD POSE A SAFETY HAZARD (Patriot Ledger 06/28):

The weathervane on the steeple points north-northeast, frozen in place. What's left of the white paint is cracked and peeling, the doors and windows are covered in plywood, and the sign that once posted the schedule for Sunday services is long gone. Only the skeleton of its frame remains. The empty chapel on Shea Memorial Drive is one of more than two dozen empty, boarded-up buildings dotting the former South Weymouth Naval Air Station, which has begun to be redeveloped as SouthField. Clustered between the new homes and apartments and the unfinished Delahunt Parkway, the buildings look like a ghost town.

Seventeen years after the Navy left, the buildings still stand as remnants of the decades of use as a naval aviation installation. SouthField's quasi-governmental overseer and a Weymouth town councilor say the buildings are a safety hazard and an eyesore, and it's time for the project's master developer, Starwood Land Ventures, to either better seal them or knock them down. "It's absolutely a public safety concern in my mind," said Kevin Donovan, CEO of the quasi-governmental overseer, South Shore Tri-Town Development Corp. "If I had my druthers, we would have all the buildings come down, but we legally can't force (Starwood) to do that."

Town Councilor Michael Smart, who represents South Weymouth and has toured the buildings, agreed that they pose a hazard. He said they are "riddled with mold" and should come down as soon as possible. Smart said the buildings were supposed to be demolished as construction of homes, apartments and shops progressed. But the project has stalled, and Starwood and Tri-Town are at an impasse over Starwood's proposed changes to revamp the project, including a slashing of Tri-Town's authority.

Starwood owns most of the buildings, though a handful are in areas still being cleaned of contamination by the Navy, Donovan said. A few others are leased out, but most are vacant. A spokesman for Starwood said it's Tri-Town's fault that the buildings are still up because the agency

has been unable to secure water and sewerage and finish the parkway to support commercial development. "Once development can occur in this area, these old buildings will be demolished," Michael Sherry of the public relations firm O'Neill and Associates said in a statement. "More than anyone else, Starwood wants to tear down these old structures and replace them with parks, homes and new businesses. However, the significant cost of removing these buildings makes it financially impossible unless new development can be built in their place."

Sherry said it will cost \$30 million to raze the structures, which include a sprawling officers' quarters, a mess hall, a recreation hall, a power plant and a fire station. The Navy also maintains an on-site office in one of the old buildings. The developer boarded up the empty ones a few years ago, but that hasn't kept people from getting in.

Police say the buildings have become a frequent target for scrap metal thieves. An Abington man and a Marshfield woman were arrested Sunday and charged with breaking into the old air traffic control tower and stealing scrap metal even though the doors were welded shut. Most, if not all, of the buildings have been broken into and looted of copper wiring and scrap metal over the past few years, according to a police report. "It's obviously hard to patrol because it's so isolated," police Capt. Richard Fuller said. "Someone could get hurt cutting metal out, and we might not find them for days. The bottom line is it's someone else's property whether it's abandoned or not."

Patriot Ledger article by Christian Schiavone

PAIR CHARGED WITH STEALING SCRAP METAL FROM NAS SOWEY (Patriot Ledger 06/23):

An Abington man and a Marshfield woman have been charged with breaking into a derelict air traffic control tower at the former South Weymouth Naval Air Station to loot scrap metal, police said. Adam P. Strickland, 42, of 670 Bedford St., Abington, and Doreen M. Henderson, 50, of 15 Fox Run Drive, Marshfield, were arraigned in Quincy District Court on Monday. Each pleaded innocent to charges of breaking and entering in the daytime, larceny, malicious destruction of property, conspiracy and possession of burglary tools. They were released on their promise to return to court on Sept. 16.

Police arrested the pair Sunday afternoon after responding to a call reporting a group of people stealing scrap metal from one of the empty Navy buildings on the former base, according to a police report. Most if not all of the old Navy buildings have been broken into in the past few years and stripped of scrap metal and copper, according to the report.

When an officer arrived Sunday, he found Henderson near the front of the tower, on which all doors have been welded shut. She told the officer she was alone and was looking around, according to the report. As the officer was talking to Henderson, he heard a loud noise and saw a piece of metal tossed from a window near the top of the tower, the report said. Strickland then climbed out of a window in a door at the rear of the tower.

Strickland and Henderson both told police they had taken scrap metal from the tower at least twice before and sold it to a scrap yard in Brockton, the report said. Henderson said he thought the Navy didn't care about the property anymore.

Patriot Ledger article by Christian Schiavone

TRI-TOWN ASKS NAVY TO REJECT SOUTHFIELD CHANGES (Patriot Ledger 06/18):

The quasi-governmental agency overseeing redevelopment at the former South Weymouth Naval Air Station is asking the Navy to oppose sweeping changes proposed for the stalled project by its master developer. The developer, Starwood Land Ventures, says the request is a "last ditch" effort by South

Shore Tri-Town Development Corp. to gum up the process as the company is negotiating a deal with Weymouth's mayor to get behind legislation that would rewrite the future of the project, called SouthField. And the Navy isn't saying much of anything.

Tri-Town CEO Kevin Donovan on Monday sent a letter to Navy officials in Washington, D.C., saying Starwood's plan threatens to upend existing agreements between the Navy and Tri-Town, which would see its authority slashed under Starwood's proposal. "We're getting down to the wire," Donovan said. "I think it's time for the Navy to have an opportunity to weigh in. The hope is they would join us in saying we don't want anything to happen unless or until (Starwood) sits down to talk to the public partners, the Navy being one of them."

Donovan said Starwood's proposed changes would raise questions for a \$25 million deal the Navy signed to transfer its remaining land at the former base in 2011. The deal included paying the Navy \$2 million up front, \$1 million a year for 10 years and an estimated \$13 million from future land sales. The Navy is also still cleaning up parts of the property still officially listed as federal Superfund sites because of contamination from years of military use.

But Starwood Vice President Matthew Barry said the Navy has long been aware of the proposed changes, which Barry said would not affect the existing agreements. "The reality is that SouthField has languished under the management of Tri-Town," Barry said in a statement provided by a spokesman. "The Tri-Town letter appears to be a last ditch, desperate attempt to run out the clock on these necessary changes."

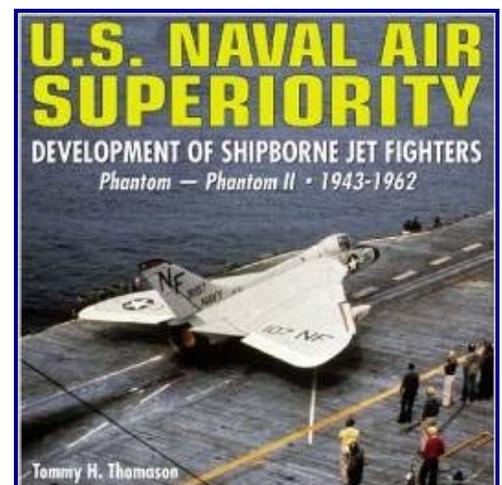
Melanie Ault, coordinator of the Navy's base realignment and closure program, said the Navy will respond to Tri-Town's letter. She declined to comment further, including on whether the Navy has seen Starwood's proposed legislation, until after that response is made.

The Navy closed the 1,400-acre base in 1997 and agreed to turn the land over for development, based largely on the promise of hundreds of jobs that would be created by a construction boom and then sustained by the businesses and offices that would open there. The first home construction got underway in 2011, but commercial development has barely begun to materialize. Major hurdles remain, including the lack of a permanent source of water and sewerage to support further development.

Patriot Ledger article by Christian Schiavone

RECOMMENDED READING:

U.S. Naval Air Superiority is one of the books that our guest speaker, Tommy H. Thomason, will be bringing to our annual reunion on September 20th. This profusely illustrated 275 page hardcover is one of the finest naval aviation related books ever written. It tells the fascinating story of how the Navy developed carrier based jet fighters during the twenty years between 1943 and 1962. It's a terrific book that explains in great detail the various hits and misses along the way to developing successful carrier based jet fighters. If you can't wait for the annual reunion to buy a copy of this or any of Mr. Thomason's other books you can review them on-line at <http://tommythomason.com> and buy them at <http://www.amazon.com>.



ON THE INTERNET:

George Driscoll found some very interesting P-3 Orion posters in a retro airline travel poster style available for sale on the Internet at <http://www.squadronposters.com/product-category/aircraft/reconnaissance/p-3-orion/>. There's one for NAS Brunswick. Check them out.

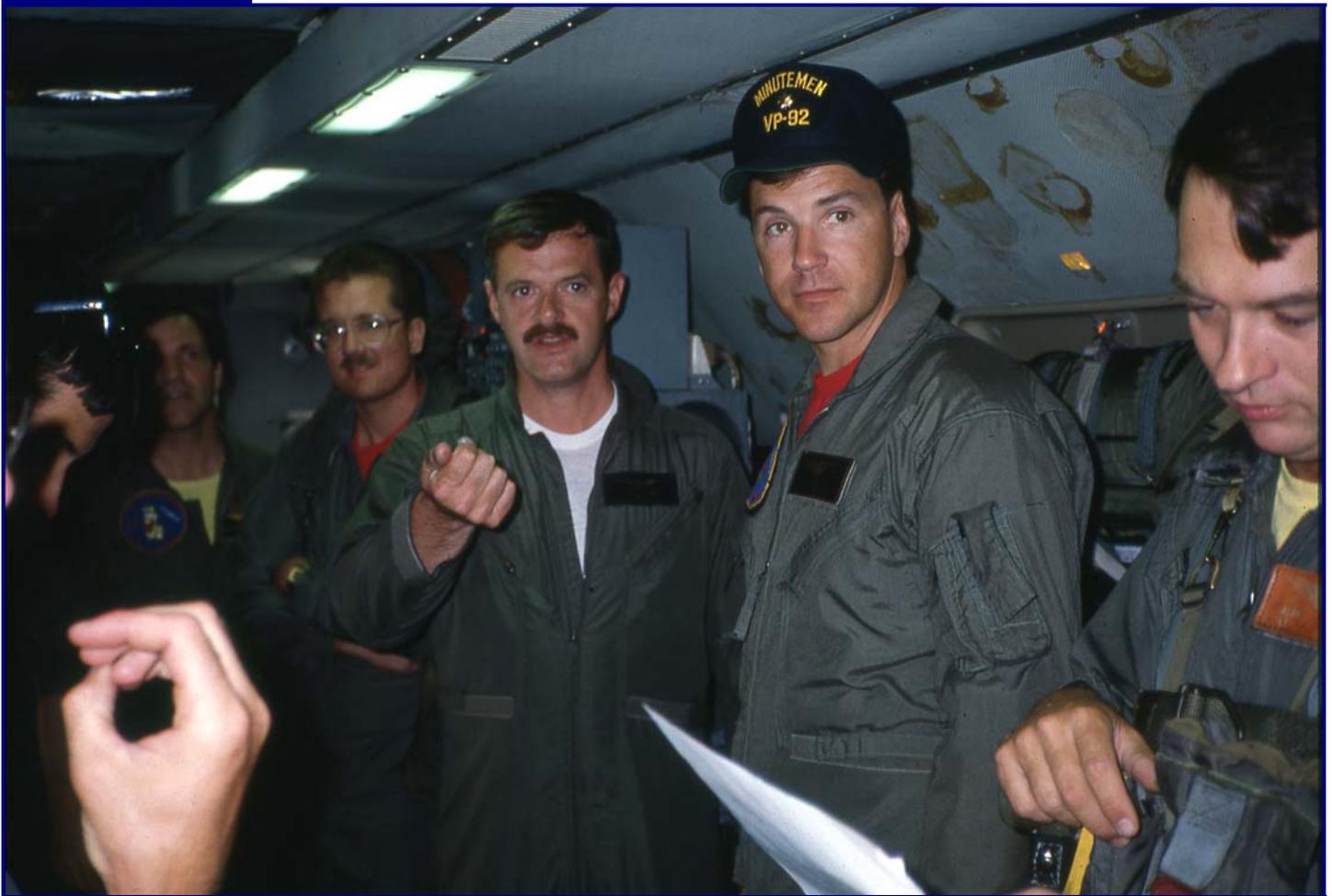
Bob Mandeville also wanted to point out a couple of links to on-line videos associated with the RAF museum at Duxford that you may find interesting. Check out <http://player.vimeo.com/video/93587997> and <https://www.youtube.com/watch?v=IOOSU07o4cU>.

Don't forget that there are alumni pages for VP-92, NAS South Weymouth, and NAS Brunswick on Facebook at <http://www.facebook.com>. If you are not familiar with them already then check them out.

MONTHLY MEETING:

Please note that we will be meeting for lunch on the last Thursday of every month at Waxy O'Connor's Irish Pub at 94 Hartwell St. in Lexington, MA from 11:30 to 13:30 instead of at the Hanscom Field club until further notice. Apparently the Hanscom Field Club has stopped serving food again. Please join us if you can. The pub is just outside the Hanscom Field Hartwell gate.

PARTING SHOTS:



ABOVE: *Planeside briefing held on board a VP-92 Lockheed P-3B Orion sometime during the mid to late 1980s. Remember, the reunion is just weeks away. If you want to see some of your old friends there you must complete and send in the reservation form on the last page of this newsletter ASAP.*



ABOVE: VP-92 morning quarters on a drill weekend at NAS South Weymouth sometime during the late 1980s or early 1990s. **BELOW:** VP-92 AOs posed under one of the squadron's P-3Cs.



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



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

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

BANQUET RESERVATION ORDER FORM

Name: _____

Street: _____

City: _____ State: _____ Zip Code: _____

Telephone Number: _____

E-Mail Address: _____

Squadron Affiliation(s) and Years: _____

Number in Party: _____

Guest's Name(s): _____

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

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

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

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

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

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.

THIS NEWSLETTER WILL BE YOUR LAST REMINDER ABOUT THE UPCOMING REUNION!