



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 73

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

SEP 2018

Welcome to another edition of the VP Association newsletter. Until further notice please direct all VP Association-related inquiries or correspondence to Marc Frattasio, PO Box 30, Pembroke MA 02339, 781-294-4491, marc_frattasio@yahoo.com.

RECCO:



ABOVE: VP-92 SP-2H Neptune LY6 turning up near the western end of NAS South Weymouth's Hangar One sometime during the early 1970s. Paul Lapinski photo. Got something similar to share? Contact Marc Frattasio at marc_frattasio@yahoo.com.

FINAL FLIGHTS:

Members Andre "Casey" Castellano and Greg Scott both passed away recently. Andre was an AT and Greg was an AO in VP-92.

THE ADMIN FUND:

The VP Association has no dues but contributions are welcome to help defray the cost of web site hosting, postage, and other expenses. We'd like to thank former VP-92 CO and TACCO extraordinaire Sean Coffee and VP-10 alumnus Jerome Perrone for their recent generous donations to the admin fund.

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

If you have an e-mail address and get your newsletter in the mail please contact George Driscoll at gnddriscoll@gmail.com ASAP so we can send it to you via e-mail. Remember, we do not charge dues and operate on a shoestring thanks to volunteer labor, memorabilia sales, and donations. If you have an e-mail address and get a paper newsletter it would be better for us to send it via e-mail.

LOST CONTACT:

Be sure to inform George Driscoll at gnddriscoll@gmail.com about home or e-mail address changes. Please note a new e-mail address for VP-92 pilot Steve Maloney at silver1313@protonmail.com.

NEWS ABOUT BOB O'BRIEN:

Bob O'Brien, a flight engineer in VP-92, reports that his son Kevin recently became the commanding officer of the US Navy's littoral combat ship USS Sioux City. Apparently these ships are operated like submarines with a Blue Crew and a Gold Crew. Kevin O'Brien is the CO of the ship's Gold Crew.

A NOTE AND PHOTO FROM PAUL LAPINSKI:



It was a great morning. The window over my left shoulder is where I sat during takeoff but we were able to move around the back of the plane while in flight. The B-29 is a large aircraft. It had been 46 years since my last flight in a P2-V, which had the same type of reciprocating engines. The sound and exhaust fumes brought back a lot of memories. I feel extremely fortunate that I was able to be on the flight. Very professional operation.

A NOTE AND SOME PHOTOS FROM JERRY LACH:



I thought I would drop you a note about the 2018 Maritime Patrol Association (MPA) event held at NAS Jacksonville this past April. The agenda was pretty much the same as previous years, but the theme was "Family of Systems Unite". Outside of the VP-30 hanger was a P-8A Poseidon, MQ-4C Triton (a full-scale mock-up) and a P-3C AIP+ Orion. An Image of this display is presented above.

An interesting item during the P-8A tour was the addition of a 6th Tactical Station. All Tactical Stations are identical, on the P-8A, and can be configured to suit the individual mission. Normal mission station assignments are the same as in the P-3 i.e.: SS3, COTAC (navigator/comms),

TACCO, SS1 and SS2. The 6th new station will most likely used for ELINT/ESM activities. The P-3C continues to be updated and I found a 3rd monitor between the SS1 and SS2 acoustic displays. It can be configured as desired (i.e.; electro optical camera, mapping, etc.).



ABOVE LEFT: Interior view of P-8A tactical crew stations. **ABOVE RIGHT:** Updated P-3C acoustic sensor stations with new center monitor.

One of the MPA Hall of Fame Inductees was a WWII PBV "Black Cat" squadron 1st Class Machinist Mate/Flight Engineer Louis Conter. He joined the Navy in May of 1941. He did speak of the WWII missions but the one he really enjoyed telling was picking up a new PBV at one of the Pacific Islands, buying 200 cases of beer, over loading the PBV and losing one engine on the return flight. Instead of jettisoning the beer they landed in the ocean and were found by a U.S. Destroyer. The ship towed the PBV, crew, and beer to their home island. He said they shared the beer with his shipmates.

The operations briefings continued to demonstrate the P-8A and P-3C increasing mission load as well as the MQ-4 Triton's introduction to the Fleet. The usual Heritage Dinner and Flight Suit Social were first class affairs.

A final note, during the Heritage dinner I was approached by a VP-92 Shipmate named LCDR Tom Stanton. Tom was the Admin/Ops officer from 1979 to 1982. He also said his brother-in-law PO1 George Clarke was also in VP-92. Here's a photo of me (in flight suit) along with Tom Stanton at the Heritage Dinner and Flight Suit Social.



AMCS ROBERT H. CHAMBERS:

Anybody remember a TAR AMCS named Robert Chambers? He served with HS-74 and VP-92 at NAS South Weymouth and passed away at the age of 54 in 1991. His son, CDR Robert Chambers JR. at bobchambersjr@gmail.com would like to hear from anybody with stories to tell about him.

THE 2018 VP ASSOCIATION ANNUAL REUNION:

Time is running out if you want to go to the VP Association's annual reunion in Weymouth, MA on Saturday September 22nd. If you want to come, you must get your reservation form mailed to Barbara Hanigan ASAP. The cutoff date for all reservations is Monday September 17th. Please note that there will be NO tickets sold at the door. You must send in a reservation form in advance to be admitted to the banquet hall. The reservation form is on the last page of this newsletter.

This is literally your last chance to reserve a seat at the reunion. As indicated in the previous issue of the newsletter, attendance at our annual reunions has been dropping over the past few years. If this trend continues we will stop holding them on an annual basis. So, if you want to ensure that these events continue going forward, please support them by coming.

We've got a great guest speaker lined up for the reunion, CAPT Kevin McGowan USN. Presently the Director of the Naval Command College at Newport, RI, CAPT McGowan is a P-3 Orion pilot who served (among other things) as the commanding officer of VP-10 during that squadron's transition from NAS Brunswick to NAS Jacksonville. CAPT McGowan has agreed to give a presentation on what the Navy's VP squadrons are up to these days. It's a talk that you definitely don't want to miss, so get your reunion reservation forms in to Barbara Hanigan without further delay.

As always, we will have a very nice VP-92 related "free gift" for all attendees that you won't be able to get anywhere else. To find out what it is, you'll have to come to the reunion.

PENTAGON SOUNDS ALARM OVER ASW TECH SHORTAGE (Breaking Defense 7/23):

The Navy says it is running short of critical submarine-detecting sonobuoys, thanks to stepped-up submarine activity by Russia in the Mediterranean and around Europe. As a result, the service has asked Congress to reprogram \$20 million to buy more of the detection devices in an Omnibus-funding package the Pentagon sent to Congress earlier this month. The Omnibus says the air-dropped buoys, which can detect diesel submarines and transmit their location in real time back to monitoring units, are in critically short supply after experiencing "unexpected high anti-submarine warfare operational tempo in 2017 [which] resulted in unexpected high expenditure rate of all type/model/series".

This comes as American and European allies are sounding the alarm over higher levels of Russian submarine traffic both in the North Atlantic and the Mediterranean. Russian subs have fired missiles at targets in Syria on several occasions, part of Moscow's scorched-earth campaign to back Syrian dictator Bashar al-Assad's bloody war on civilians and rebels who have broken from the regime.

There have been multiple reports of U.S., British and Russian subs playing cat and mouse games in the Med over the past several years, and the request clearly underscores how seriously U.S. commanders in the region are taking the new Russian patrols, which skirt the shorelines both of northern and southern Europe. Earlier this month, ships, aircraft, and personnel from 10 NATO countries practiced hunting stealthy submarines off Norway's coast during Exercise Dynamic Mongoose, which wrapped up just days before this week's NATO summit, a sign of how seriously NATO is taking Russian advancements in undersea warfare.

Breaking Defense article by Paul McLeary

LEADERSHIP SHAKE-UP AT FIRM REDEVELOPING WEYMOUTH BASE (Patriot Ledger 7/11):

The firm leading the redevelopment of the former South Weymouth Naval Air Station has put a new person in charge of the project. Gerry Kavanaugh, CEO of LStar Capital, is now serving as the division president for LStar's Boston office. In his new role, Kavanaugh will oversee all aspects of development at Union Point, the 1,500-acre former base in Weymouth, Rockland and Abington.

Paul Niedzwiecki, executive director of the SouthField Redevelopment Authority, said the change means Kavanaugh is taking over the "day-to-day" work, and Kyle Corkum, CEO and managing partner of LStar, is back in more of a "national role" with the company. Jennifer Bynum, vice president of marketing for LStar, did not respond to an email or calls seeking confirmation that Corkum is no longer directly involved in development at Union Point.

Kavanaugh joined LStar in the fall of 2017. He previously served as senior vice chancellor at the University of Massachusetts-Dartmouth and president of Higher Education Partners, a consulting firm that works with community colleges and universities. Kavanaugh also was chief of staff to the late U.S. Sen. Edward M. Kennedy and held leadership positions at the Boston Redevelopment Authority during Mayor Ray Flynn's administration.

After the base closed, the Legislature in 1998 created the South Shore Tri-Town Development Corp. to serve as public overseer of the redevelopment, to represent the three towns and to secure bonds for the project. The two previous master developers, LNR Property Corp. and Starwood Land Ventures, frequently clashed with local officials over slow progress, missed deadlines and payments to communities in lieu of taxes.

In 2014, Tri-Town Development Corp. voted to fire Starwood as master developer. That same year, the Legislature reset the project's timelines and oversight by creating the SouthField Redevelopment Authority, replacing Tri-Town as the oversight agency. The move rejuvenated a project mired in fingerpointing, infighting and delays and set the stage for LStar to take over.

Officials and residents have applauded LStar for the progress it has made since taking over the long-stalled redevelopment, formerly called SouthField, a little more than three years ago. Residential development has spiked, and the long-awaited Bill Delahunt Parkway is now finished. Niedzwiecki said the project is in its best position so far, despite its lack of commercial growth. "The project is moving more quickly than it ever has," he said, adding that the residential side will be well over 50 percent built-out within five years.

Union Point now has more than 1,200 single-family homes, townhouses and apartments. The long-range development plan calls for 3,855 homes, 1,000 of which would be restricted to people age 55 and older; 8 million square feet of commercial space; 1,000 acres of open space; and 50 miles of hiking and biking trails. Officials said there are plans to have as many as 40 restaurants there.

Weymouth Mayor Robert Hedlund said he the leadership change is in the best interest of Union Point's future success. "Kyle brought a vision and level of energy to the project that was needed at the time, but this realignment of leadership by the master developer is probably best for the development at this juncture, given where we are," Hedlund said.

Patriot Ledger article by By Jessica Trufant

FOR SOME, UNION POINT CAN'T GROW FAST ENOUGH (Patriot Ledger 6/8):

Regina Rozzi moved into the Commons at Union Point about a year ago and loves living at the sprawling former air base, now home to a growing community of people living in apartment buildings,

townhouses and single-family homes. It's conveniently located off the highway, she said, but quiet, with a good mix of weekend social events, including a food truck rodeo and a farmer's market.

But eight years after construction crews first started working on what developers are now billing as the beginning of a futuristic "smart city," there remains not a single retail shop or restaurant anywhere on the 1,500-acre property – not even a Dunkin' Donuts. "I think about it all the time," Rozzi, a Weymouth native, said while standing outside her apartment on a recent afternoon. "What we need is an ice cream shop for the kids, or a coffee shop. Wouldn't it be great to grab a coffee and go?"

Union Point – the latest name for the long-awaited redevelopment of the former South Weymouth Naval Air Station – now has more than 1,200 single-family homes, townhouses and apartments, as well as a 25-acre athletic complex with four fully lighted, synthetic turf fields. And next week, Dutch robotics company Prodrive Technologies is expected to break ground on its new U.S. headquarters, marking the arrival of what is expected to become Union Point's flagship commercial tenant.

But so far the development falls far short of the urban oasis that its developer, LStar, describes on a website that promises a future with 450,000 square feet of "choreographed retail and distinctive dining options" in a walkable and connected neighborhood, home to a movie theater, a performing arts venue and a sports district. An artist's rendering on the website shows shoppers strolling past storefronts with floor-to-ceiling windows as people sit at tables along a shady sidewalk.

But in reality, not one permanent store or business has opened on the site despite recent residential growth and an influx of about 2,000 people. The six ground-level commercial spaces on the first floor of Corcoran Management Co.'s development at 200 Trotter Road, branded as The Commons, have sat empty for six years since the company began leasing apartments in the floors above them.

Officials and residents have applauded LStar Management for the progress it has made since taking over the long-stalled redevelopment, formerly called SouthField, a little more than three years ago. Residential development has spiked, the long-awaited Bill Delahunt Parkway is now finished and events meant to attract local residents onto the former base seem to occur every weekend through the summer. But some local residents, both on and off the base, worry that the envisioned downtown district with shops, restaurants and other businesses may never come to fruition, and people are hanging on to the promise of tax revenue that the towns on which the property is located - Weymouth, Rockland and Abington - have yet to see.

"My problem is that there is no reason to go onto that site and spend money. Can we get a Market Basket in there, or a restaurant or something? It's desolate," said Gary MacDougall, a longtime South Weymouth resident. "There is so much talk, but (LStar) can't get anything commercial in there. Is there not enough capital? Are there issues with the site? Is it a location issue?"

After the base closed, the Legislature in 1998 created the South Shore Tri-Town Development Corp. to serve as public overseer of the redevelopment, to represent the three towns and to secure bonds for the project. The two previous master developers, LNR Property Corp. and Starwood Land Ventures, frequently clashed with local officials over slow progress, missed deadlines and payments to communities in lieu of taxes. In 2014, Tri-Town Development Corp. voted to fire Starwood as master developer. That same year, the Legislature reset the project's timelines and oversight by creating the SouthField Redevelopment Authority, replacing Tri-Town as the oversight agency. The move rejuvenated a project mired in fingerpointing, infighting and delays and set the stage for LStar to take over.

“It got to a point where I didn’t know if they’d get anything done, and I’m still wondering,” said Bill McGaffigan, a longtime Weymouth resident who moved to Union Point last fall. “Nothing has come for 15 years, so we’ll see, I guess.” The long-range development plan now calls for 3,855 homes, 1,000 of which would be restricted to people age 55 and older; 8 million square feet of commercial space; 1,000 acres of open space; and 50 miles of hiking and biking trails. Officials have said there are plans to have as many as 40 restaurants at Union Point.

Kyle Corkum, chief operating officer and managing partner of LStar Communities, said developers left existing retail space at Union Point vacant on purpose while the company completed its large-scale plan for the property. He said more than 100 businesses have inquired about space at both The Commons and The Mastlight – another apartment building with ground-level retail space that was recently completed – and that Corcoran will soon start leasing out spaces to a variety of businesses.

“There are some people in the community that have looked at The Commons and said, ‘There’s nothing in there, therefore no one wants to be there, and therefore there must not be commercial viability,’” Corkum said. “I understand why they’d want to make that leap, but it’s not true.” Corkum noted that LStar recently debuted The Hangout — a mix of retail, food and drink vendors set up in temporary containers, and entertainment including live music - outside the former hangar. The Hangout will open every weekend through October. “Life is getting richer as more programming comes in, because it’s not just retail; it’s more things to do,” Corkum said. He said it will take about two years to build permanent restaurants, shops and entertainment spaces at Union Point, and The Hangout will meet a market demand from consumers.

Lyndsey Kruzer, chairwoman of the SouthField Redevelopment Authority and a resident of Union Point, said The Hangout has been great so far and has drawn “quite a bit of traffic” into the development. “It’s important to get people back there because retail follows foot traffic,” she said. Kruzer said she understands some of people’s frustration, but she’s “hopeful LStar is working diligently” to attract commercial tenants.

Weymouth Mayor Robert Hedlund said “he’d love to wave a magic wand and have the place be Dubai tomorrow,” but there are market realities that are in play. “I’d love to see a faster pace, but this is the first developer who is 100 percent invested in this site,” Hedlund said. “When (Corkum) is out making marketing messages, he’s not doing it for a hobby.”

But MacDougall, the South Weymouth resident, said he’s tired of hearing about plans, and wants to see concrete progress in the way of commercial growth at Union Point. He pointed to Weymouth voters’ rejection of a \$6.5 million Proposition 2½ tax override in 2015 that would have raised taxes to hire police, firefighters and school staff, and said many of those who opposed the measure cited the expected tax revenue from Union Point. “People’s argument was, ‘Why should we raise taxes when we will get a boost out of (Union Point)?’ But how can we bank our revenue picture on this?” he said. “They’re flailing. They’re not doing anything.”

Patriot Ledger article by Jessica Trufant

A P-3 ORION TURBOPROP AT 46,000+ FEET? IT HAPPENED! (www.avgeekery.com):

On February 4th 1971, Patrol Plane Commander CDR Donald H. Lilienthal, flying P-3C Orion BuNo 156512 (c/n 5506), set a world horizontal flight altitude record for the heavy turboprop class of 45,018 feet (13,721.5 meters). Lilienthal was flying from Edwards Air Force Base in California at the time. However, this was just one of several speed, distance, time-to-climb, and altitude records Lilenthal and his crew set over a two-week period early in 1971.

On January 22, CDR Lilienthal took off from Naval Air Station Atsugi, Japan. He and his crew then flew non-stop to Naval Air Test Center Patuxent River in Maryland - a distance of 6,857.75 miles (11,036.47 kilometers). The flight took only 15 hours and 32 minutes to complete. But...the Orion had to deviate its course to avoid foreign airspace, which lengthened the actual distance flown to 7,010 miles (11,218.5 kilometers)!

The record-setting flight crew were: Patrol Plane Commander CDR Lilienthal, Pilot CAPT R.H. Ross, Pilot LCDR F. Howard Stoodley, Navigator LT R.T. Myers, Meteorologist CDR J.E. Koehr, Flight Engineer ADJC K.D. Frantz, and Flight Engineer AEC H.A. Statti. After arrival NATC Pax River, CDR Lilienthal wasted little time between record-setting flights. On January 27 CDR Lilienthal, still flying 156512, set a new record for speed over a straight 15 kilometer course of 500.89 miles per hour (806.10 kilometers per hour).

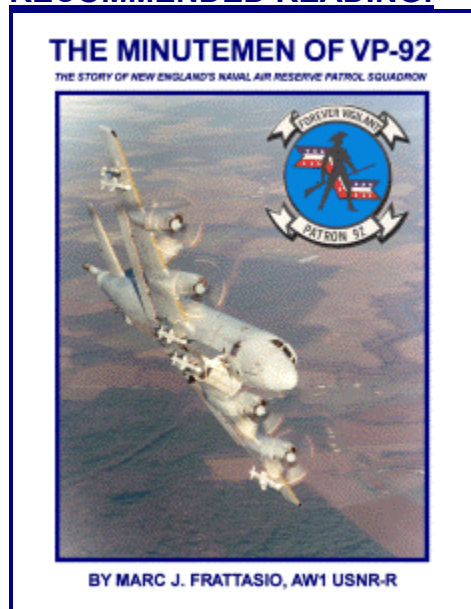
After the setting a new record for speed and already owning the record for distance, CDR Lilienthal and crew transited to Edwards Air Force Base in the high desert of California. No records were broken during the cross-county flight, but once at Edwards several more records fell. First the new horizontal flight altitude record fell on February 4. Then it was time-to-climb time.

On February 8, CDR Lilienthal and crew set time-to-climb records for 9,843 feet (3,000 meters) in 2 minutes 52 seconds; to 19685 feet (6,000 meters) in 5 minutes 46 seconds; to 29,528 feet (9,000 meters) in 10 minutes 26 seconds; and 39,370 feet (12,000 meters) in 19 minutes 42 seconds. Not done yet, CDR Lilienthal continued climbing the Orion until it reached a world record altitude of 46,214.2 feet (14,086.1 meters). Remember readers - this is not a jet-powered aircraft. The Orion is a turboprop!

At the time of the record-setting flights Orion 156512 was a standard production aircraft with minimal modifications and assigned to NATC Pax River. 156512 went on to serve for 24 years with VP-31, VP-9, VP-46, VP-65, VP-16, and VP-45 before being stored at AMARG Davis-Monthan AFB in 1995.

Avgeekery article by Bill Walton

RECOMMENDED READING:



A friendly reminder that your newsletter editor put together a comprehensive illustrated history of VP-92 some years ago when the squadron was disestablished. The book covers the story of VP-92 and all of its predecessor units (VP-919, VP-ML-69, VP-911, etc.), as well as its Second World War namesake VPB-92. The book is still available in both softcover and hardcover formats directly from the publisher, Lulu Press. You can find links to both versions on the "geedunk" page of the VP Association's web site at www.vpassociation.org.

ON THE INTERNET:

Jerry Lach (VP-93 and VP-92) says, "Did you see this video? When we were at the JAX MPA we took a side trip to the MHK Rockland re-work facility. There is a video at the end of their home page. It looks like a large red box but if you hit the play icon (bottom left) it will work. It is a very nice P-3 video. Go to this link: <http://www.mhdrockland.com/platforms/p-3/>" George Driscoll suggests that you check out this on-line article pertaining to pioneering aviator Harriet Quimby during Squantum's pre-Navy period at <https://www.thisdayinaviation.com/1-july-1912/>

MONTHLY MEETING:

Members who can do so are welcome to join us for lunch on the second Thursday of every month at Warren's Place in South Weymouth, MA (in the Whole Foods Plaza off Route 18) from 11:30 to 13:30

PARTING SHOT:



ABOVE: VP-92 personnel at the enlisted club at NAS South Weymouth sometime during the early 1980s. If you want to see old friends such as these please come to the VP Association's Annual Reunion on September 22nd. As indicated elsewhere in this newsletter, all reservations must be in Barbara Hanigan's hands by no later than Monday September 17th. Avoid possible disappointment by filling out your reservation form and mailing it to Barbara NOW!



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



VP ASSOCIATION 2018 ANNUAL REUNION

WEYMOUTH SONS OF ITALY HALL, 54 WHITMAN ST., EAST WEYMOUTH, MA
SATURDAY SEPTEMBER 22, 2018 FROM 1200 TO 1700

Appetizers and Cash Bar between 1200 and 1300, Dinner at 1300, Guest Speaker after Dinner

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 (\$45 Per Person): \$_____

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

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

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

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

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

Please help reduce Barbara Hanigan's workload by getting your banquet reservations in to her as soon as possible. Don't wait until the last minute. All reservations must be in Barbara's hands by no later than Monday September 17th. Thanks!