



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 45

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

SEPTEMBER 2011

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

RECCO:



ABOVE: Remember the GSP-2E? This was the forward fuselage section of an SP-2E that had an engine fire on the ground at NAS Brunswick. It was trucked to NAS South Weymouth and mounted on top of the south lean-to on the side of Hangar One, wired up to simulation equipment in the ASW Training Department's spaces, and was used as a tactical trainer for many years. Photo by Richard Sullivan courtesy of Stephen Miller. Got something similar to share? If so, contact Marc J. Frattasio.

FINAL FLIGHTS:

Sadly, since the last newsletter we lost Ed MacFawn, Francis Macintire, Walter O'Connell, and Robert Shelton. Ed served with VP-92 while Walter and Robert were with VP-911 and VP-92. Francis was an active duty TAR on the VP and VR Line at Squantum and South Weymouth. All will be missed, but especially "Okie", who was such an active member of this group. Some of Walter and Francis' USNR memoirs have been preserved in the "sea story" books produced as fund-raisers for the VP Association. Go to the "geedunk" page on our web site at www.vpassociation.org for details.

THE VP ASSOCIATION ANNUAL REUNION:

This is your final reminder about the VP Association annual reunion banquet, which will be held at the Officer's Club at Hanscom AFB in Bedford, MA on Saturday September 17th from 1200 to 1700. The buffet style banquet costs \$40 per person and a reservation form is on the last page of the newsletter.

Attendance is limited, reservations are required in advance, and will be taken on a first-come first served basis. Tickets will not be sold at the door. Please mail your reservation in as soon as you can to prevent possible disappointment and so we can tell the caterer how many people to expect. Note, although dress is officially CASUAL for the reunion, in honor of the Centennial of Naval Aviation (CONA) being celebrated by the Navy throughout 2011 we are STRONGLY ENCOURAGING all veterans and current military to wear a uniform (whatever you have) or flight suit this year if possible!

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

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

Tables will be available in a room adjacent to 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 please bring them with you. Your newsletter editor is bringing a portable scanner. If you have any NAS Squantum, South Weymouth, or 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 welcome to help pay for printing and mailing newsletters to shipmates without e-mail. We'd like to thank Robert Connolly, Tom Carroll, Dave Childers, Jim Fitzgerald, Gene Forgit, Marc Frattasio (via Lulu Press), Martin Grillo, Bill Hanigan, Robert Hickock, Emil Holland, Paul Lapinski, Jim Loizou, Art Ricca, Harvey Shore, Fred Squires, and Herb Tallent for recent contributions to the admin fund. Please, if you have an e-mail address and are getting the newsletter via U.S. Mail then we don't have your e-mail address. If this is your situation, please contact Bill Hanigan as soon as possible so we can send your newsletter by e-mail.

LOST CONTACT:

We need current street or e-mail addresses (preferred) for Troy Boswell, Robert Calkin, Gary Cunningham, Tom Drapeau, Mike Fite, George Griffin, Dave Jarvis, Dan Johnson, Ray King, Fred Law, Louise Leavitt, Chris McGuire, Charles McKinnies, Mike McKinney, J. J. Miller, Rodney

Neibauer, Nick Nichols, J. J. Miller, Charles Musgrave, Mike Peluso, Mark Piscioneri, John Prichette, Jim Rose, Neil Rosenstraum, Richard Stanton, Julie Timmerick, Quin Trexler, Don Vestal, and Robert Wall. If you are in contact with any of these folks please ask them to contact Bill Hanigan ASAP.

RECENT CHANGES OF ADDRESS:

Robert Calkin 1900 Fairway Crossing Road Wylie, TX 75090	Steve Harris 550 Bowsprit Lane Longboat Key, FL 34228	Mike Mansfield 107 Spring Street Rockland, MA 02370	Bill Reardon 2231 Shaw Street Kingsport, TN 37600 Home 423-289-4116 Cell 386-801-2518
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Please note new e-mail addresses for Robert Belcher (bassinbob@att.net), Mark Hausler (mhausler@maine.rr.com), Paul Lavache (bsidesx2@gmail.com), Richard Palombo (richard.palombo@cubist.com), and Wayne Thomas (stillhazegrayandunderway@gmail.com).

NEW MEMBERS:

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Rodney Lane 182 Lucerne Road Springfield, MA 01119 hornet47@verizon.net	Kathy Quinn gtusnrme@gmail.com	Jim Rose 2098 Blackwood Place Colorado Springs, CO rosefamily88@msn.com VP-44	Harold Styren 13 Pine Lane North Easton, MA 02356 508-238-3055 NAS Squantum, SoWey
Terry Trexler Trexler47.ta@hotmail.com	David Wright 4740 N. Cumberland Ave 367 Chicago, IL 60656 dave.pilot@gmail.com VP-11		

A NOTE FROM MARC FRATTASIO (VP-MAU and VP-92):



ABOVE: Hangar One at SouthField (NAS South Weymouth) on 08/04. Photo by Marc J. Frattasio.

The V. Barletta Company, ironically the same civilian construction firm that built NAS South Weymouth during the Second World War, has been awarded a contract to demolish Hangar One and Hangar Two on "SouthField". A big chain link fence was recently erected around both structures and

demolition is supposed to start very soon. Also, the first new homes have been sold on the old base and four of them are currently occupied. The first two occupied homes are shown at left below. The photo at right shows additional new home construction on the base.



A PHOTO FROM DICK SHAFNER (VP-92):



Dick says, "I captured this picture of NAS South Weymouth today (June 5th) while on my way to Otis ANG base on Cape Cod. Thought people would like to see how the development was going". Dick is

now “drilling” in a no-pay status as a pilot with the Civil Air Patrol. Note the new home sites between the Hangar One aircraft parking ramp and Runway 08/26 and at the northern end of Runway 17/35.

A NOTE FROM MARK HAUSLER (VP-MAU and VP-92) REGARDING NAS BRUNSWICK:

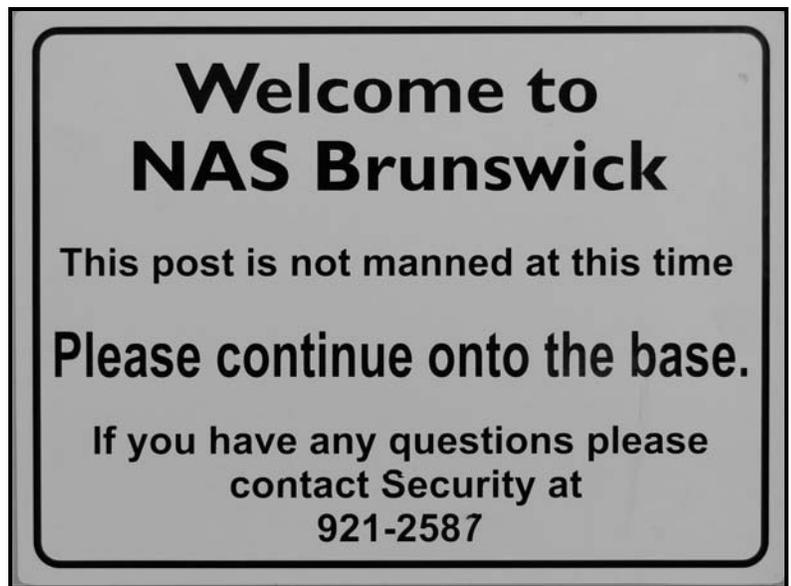
NAS Brunswick has closed! Save for a small “care taker” staff, and a few folks doing final cleanup (myself included), it is done. Tomorrow (June 1st) is the last working day for any official staff on the base. The computer network circuit will be shut down this weekend and Brunswick will go silent.

I was fortunate to attend the closing ceremony which was pretty well represented. I even saw Ken Winter, Paul Ziton, Rich Howard, Scott Baily, and John Williams there. VP-26 flew up 322 from JAX. Its looking it’s age like the rest of us.

The base is eerily noiseless. It does have some life staring to sprout though. I hold out hope that businesses will come in a takeover. There is a USMC reserve building being built out near the old weapons compound, but it looks like that will be the only military presence going forward.

Well, as you can see in the picture of the sign (shown at right), the front gate is no longer manned. I rolled in Tuesday morning to find the sign on the gate door. My last day on site will be June 14th when we ship out the last of the computers and the server farm gear.

Oh yeah, I all most forgot to tell you. I finally made something of my long association with the Navy. The Navy Exchange barbershop closed on May 10th. Can you guess who got the VERY LAST hair cut on the base??? Huh, can ya??? Yep, US Navy FCPON (98 to 03), AW1 Mark Hausler!



GERALD “DOC” HAYES RE-DEPLOYING TO WAR ZONE:

CAPT Gerald “Doc” Hayes, formerly the popular flight surgeon for VP-92 through the latter years of the squadron’s existence, will be deploying to the war zone again soon. We will provide contact information for CAPT Hayes, as was the case during his previous deployment, as soon as we get it.

JEFF TECH RETIRES:

Jeff Tech, formerly a TAR with VP-92, retired recently as an AOCM after 30 years of active service.

NORTHWESTERN PATROL SQUADRONS REUNION:

The VP-69 Association is hosting a reunion for patrol squadrons from the northwestern section of the country at NAS Whidbey Island in Oak Harbor, WA on October 14th, 15th, and 16th. For details check out the brochure at <http://vp69.files.wordpress.com/2011/05/schedule-for-reunion-of-nw-vp-units.pdf>.

PRIDE & PREJUDICE OVER CHINA’S AIRCRAFT CARRIER (The Nation 08/13):

Beijing’s low-key launch of its first aircraft carrier on Wednesday was aimed at allaying fears of the United States and regional neighbors over the vessel’s impact on the balance of power in the Pacific. However, even Chinese officials admit the as-yet-unnamed craft remains a warship at its heart.

Labeled a “scientific research and training” vessel by Beijing, the craft is the result of years long retrofitting of the Soviet-era, Ukrainian-built Varyag. It is expected to be named the Shi Lang after a 17th-century admiral who reclaimed Taiwan for the Qing Dynasty (1644-1911), but this won't be confirmed until its official maiden voyage.

As the silhouette of her distinctive sloped runway crossed the horizon and headed out to sea early on Wednesday - authorities have forbid navigation “in an area of sea 13.25 nautical miles wide and 22 nautical miles long in the northern Yellow Sea and Liao Dong Bay from August 10 to 14” - decades of speculation over the craft's significance showed no sign of abating.

While some argue the carrier, the first of three believed to be under construction in China, is so technically inferior to the US's behemoth carriers that it is more a threat to its own sailors than other nations, others see it as menacing statement of intent over China's claims to Taiwan and islands in the South China Sea.

More realistically, its immediate tasks will be boosting the morale of the People's Liberation Army Navy (PLAN), escorting cargo ships through pirated waters and anti-terrorism and emergency relief operations, according to a senior captain and director of Naval Research Institute of the People's Liberation Army writing in the China Daily.

However, he adds, “Since an aircraft carrier is a warship, it has a very important military value and can be used as a deterrent against other countries ... There is no doubt aircraft carriers will continue to play a decisive role in sea battles. Some other countries have forcibly occupied some of China's islands and their surrounding waters, and other maritime resources.”

United States military officials mostly agree with the PLAN estimations of the carrier's future roles, even suggesting there is scope for joint operations.

“The Chinese will learn from the Shi Lang and design a carrier best suited to provide ‘organic air’ capability for PLA Navy surface forces operating beyond the range of Chinese land-based tactical aircraft,” Eric A McVadon, Rear Admiral of the US Navy (Retired), told Asia Times Online.

“I would like to see the US move toward greater cooperation that could lead to sea-lane protection operations with the PLA Navy. I have often suggested the goal, which we should work toward, of USN and PLAN combined operations including a moderate-capability PLAN aircraft carrier for sea-lane security (such as the anti-piracy operations off Somalia),” said McVadon.

However, other observers say the prospect of joint policing of areas like shipping lanes is unlikely, as the US Navy (USN) and PLAN are “competing for carrier presence”, particularly in the Pacific and South China Sea. The US currently operates 11 carriers.

“It would be unlikely that the USN and PLAN would both put their carrier at one specific sea lane together, except for a photo op,” says James Bussert, co-author of PLAN Combat Systems Technology 1949-2010. “Since the Chinese Navy's main mission is control and sovereignty over South China Sea and waters within 200 miles of China, a prime goal is exclusion of our carriers, as they demonstrated when the USS Kitty Hawk tried to operate within range of Beijing after the South Korean ship [Cheonan] was sunk last March by a North Korean sub.

“PLAN and USN warships can operate together in joint exercises as in Somalia, but the Chinese carrier is not intending to compete against our carriers. They do not seek world-wide ocean responsibilities, as the USSR tried to do.”

The base needed to fulfill these responsibilities will be military facilities China is building on its southern coast, said Bussert.

“Large shelters, hardened ammunition depots and base support infrastructure being built for the last several years near Sanya on southern Hainan Island, will support Chinese aircraft carriers for South China Sea and Indian Ocean operations. Associated battle support group ships will also be based there. The Varyag will be mainly a training platform for crew and pilots of the following new construction carriers,” said Bussert.

The 302-meter long carrier, which boasts 10-barreled Gatling gun Close-In Weapon System (CIWS) in comparison to the US Navy’s six-barreled Phalanx CIWS guns, and an estimated 12 J-15 “Flying Shark” carrier-based fighters, dwarfs the French navy’s flagship Charles de Gaulle (261 meters) and the British Invincible-class aircraft carriers (209 meters). Despite doubts over the Chinese carrier’s construction and usefulness in a conflict with Taiwan, Taipei has wasted no time in responding to the ship’s launch, swiftly unveiling its own “carrier killer” missile.

The Taiwanese military on Wednesday displayed a poster of a model Hsiung Feng (“Brave Wind”) III (HF-3) anti-ship missile with its backdrop a large burning aircraft carrier with a similar sloping “ski jump” runway to the Chinese carrier. While next to the burning carrier were the Chinese characters for “carrier killer”, the Taipei Times reported that its 120-kilogram payload would be unlikely to sink an aircraft carrier.

The Nation news article by Craig Guthrie

CHINA LAUNCHES SECOND AIRCRAFT CARRIER – AS LUXURY HOTEL (The Guardian 08/11):

While experts' eyes may be on the sea trials of the Varyag, another vessel has been making waves in the Chinese media. Like the Varyag, the Kiev is a former Soviet aircraft carrier. Like the Varyag – supposedly bought to serve as a floating casino – its buyers said they wanted to turn it into a leisure facility. The difference is that the Kiev is indeed welcoming guests, proudly billed as China's first aircraft carrier hotel.

Owners of the Binhai Aircraft Park believe China's burgeoning naval power will drum up customer interest. "Previously, China didn't have aircraft carriers. People find them mysterious and are curious about them. Even though China's first aircraft carrier has now gone on sea trials, it will be quite hard for the public to ever visit it," said marketing manager Liu Chang. "I guess people can come here to fulfil their curiosity."

Prices to stay in one of the five lavish presidential suites have yet to be set, but designers appear to have shunned standard naval decor in favour of something more luxurious. Pictures of one show a vast white circular bed, silver lamé drapes and a cowskin rug. The South China Morning Post reported that its owners had spent almost 100m yuan (£9.6m) on renovations – still rather less than the cost of refitting the Varyag.

The Guardian news article by Tania Branigan.

U.S., HONDURAN DIVERS FIND SUB WITH 7.5 TONS OF COCAINE (Boston Herald 08/02):

MIAMI — Crew members aboard a U.S. Coast Guard C-130 first spotted the knife-shaped craft skimming along the blue-green Caribbean waters off the coast of Honduras. They notified a Customs and Border Patrol airplane, which flew down for a closer look, confirming everyone’s suspicions: It was a drug sub.

Boston-based Coast Guard Cutter Seneca stopped the "self-propelled semi-submersible" -- the first interdiction of such a sub in the Caribbean -- and detained its five crew members, who managed to sink the vessel with almost all of the 7.5 tons of cocaine loaded inside. But Coast Guard, FBI and Honduran Navy divers, using sonar equipment, searched for almost two weeks since the July 13 event and found the submarine last Tuesday. It was about 50 feet below the surface and 16 nautical miles offshore. It was the first U.S. underwater removal of drugs from such a sub.

"Working on a buoy deck is dangerous enough," said Lt. Cmdr. Peter Niles, of the Charleston, S.C.-based Coast Guard Cutter Oak, which found the semi-submersible craft. "But this unique mission involved blending dive operations, boat operations and deck operations at the same time."

The five sub crew members, who were allegedly transporting the cocaine from Colombia to Mexico, were stopped by the Coast Guard as they tried to escape in a life raft. The defendants, from Colombia and Honduras, are awaiting detention hearings Friday in federal court in Tampa on charges of possessing cocaine with intent to distribute it in the United States.

Semi-submersible crafts are typically built in the jungles of Colombia by paramilitary rebel groups, which have deployed them in the Pacific Ocean and the Caribbean since the mid-1990s to transport cocaine to Mexico for distribution in the United States, authorities say. They're less than 100 feet long — built of fiberglass and wood to evade radar detection — and can carry up to five crew members and 10 tons of drugs for thousands of miles. They have a small tower in the middle so the crew can look out, steering the subs with the aid of a GPS device. Traffickers design the subs to sink rapidly when law enforcement officials attempt to stop them.

"Our goal is to interdict cocaine at sea when it is still concentrated in large loads before those drugs can be broken into small loads and smuggled across our border with Mexico," said Rear Adm. William Baumgartner, commander of the Seventh Coast Guard District, headquartered in Miami. Honduras' armed-forces chief, Gen. Rene Osorio, called the Coast Guard interdiction and seizure "the biggest blow to drug trafficking" in his country's history.

Coast Guard interdictions of semi-submersibles are more common in the Pacific Ocean along the Central American coast. Earlier this year, the Seattle Times reported on the Cutter Midgett, which interdicted a sub and arrested a four-man crew hundreds of miles off the coast of Costa Rica. The craft carried 6.6 tons of cocaine. The USCG crew sank the sub with most of the drugs on board.

Drug traffickers have long come up with creative ways to smuggle cocaine, heroin and marijuana into the United States. In 2006, federal authorities charged a Colombian ring with using dogs as drug "mules" — going well beyond the longtime practice of having couriers swallow drug-filled condoms. The Drug Enforcement Administration found six Labrador retrievers implanted with three kilograms of liquid heroin packets in Medellin, ready to be shipped on a commercial flight into the United States by way of Miami. The same cartel also concealed heroin in body creams and aerosol cans, or pressed the drug into bead shapes that were sewn into the lining of purses and luggage.

The pioneers of such innovative methods for shipping drugs were Colombian kingpins Gilberto and Miguel Rodriguez-Orejuela, brothers who revolutionized the drug trade in the '90s when their Cali cartel accounted for 80 percent of the cocaine on U.S. streets. Among the brothers' more inventive means to conceal tons of cocaine shipments: hollow concrete fence posts stuffed with the drug. The brothers are serving 30-year prison sentences.

Boston Herald news article by Jay Weaver/McClatchy Newspapers

BOEING FLIES FIRST PRODUCTION P-8A POSEIDON (SeattlePI.com 07/19):



ABOVE: First takeoff of production P-8A on 7/7/2001 (Boeing photo by Jessica Oyanagi).

Boeing's first production P-8A Poseidon completed its first flight on July 7, Boeing announced Tuesday. The U.S. Navy plans to purchase 117 737-800-based P-8As to replace the P-3 Orion as its primary maritime patrol and reconnaissance aircraft.

The airplane took off from Renton Municipal Airport, beside Boeing's 737 final assembly plant, and landed 3 hours later at Seattle's Boeing Field, where Boeing installs military systems in the aircraft. Boeing is scheduled to deliver the plane to the Navy next year, with operations starting in 2013.

"This is the first P-8 that will go directly to the fleet in Jacksonville, Fla., so the aircraft's first flight is an important milestone for the Boeing team and our Navy customer," Chuck Dabundo, Boeing vice president and P-8 program manager, said in a news release. Boeing is building six flight-test P-8As and two ground-test aircraft under a separate contract. The first four flight-test aircraft are completing testing at Naval Air Station Patuxent River, Md.

SeattlePI.com news article by Aubrey Cohen

NAVY BIDS ADIEU TO MID-COAST AT FORMAL BNAS CLOSING (The Times Record 06/01):

BRUNSWICK — The Navy and the town of Brunswick, two cultures woven into a single community for nearly seven decades, exchanged goodbyes Tuesday in a heartfelt disestablishment ceremony for Brunswick Naval Air Station. When sailors ceremonially lowered the American flag the final time at the base just after 3 p.m., it marked the end for the air station, first established in 1943 as a training site for British pilots.

After a hiatus following World War II, the base served as one of the Navy's key North Atlantic observation posts from 1951 until the Base Realignment and Closure commission voted in 2005 to terminate the property's use as a military installation. That decision launched a six-year closure process that culminated Tuesday. For many who cherished the base — which for years introduced sailors from all over the country to Brunswick, repeatedly described Tuesday as a host community unrivaled in terms of warmth and local support — the official disestablishment proved bittersweet.

Retired Rear Adm. Harry Rich, a Harpswell resident who offered the keynote speech Tuesday, helped fight BRAC commission efforts to close Brunswick Naval Air Station in 1995 and again in 2005. The first time, Rich and others successfully kept the base off the closure list. "It's ironic that

I'm speaking here today," Rich told the crowd of more than 1,000 who gathered for the outdoor ceremony. "I spent four years of my life trying to prevent this day from happening."

Rich described how neighbors would fix his cars and deliver groceries for his wife and kids when he was deployed overseas, and how those same neighbors refused payment for the help when he got back. He told tales of local people for whom streets at the air station are named — Adm. Aubrey Fitch, who retired to Maine after a career so decorated the Navy named a Bath Iron Works-built ship after him, and Paul Burbank, a Harpswell native who went on to become a Navy flight instructor in Pensacola, Fla. — and how the base changed the direction of his life.

Rich said his older brothers joined the Army during World War II, and he planned to follow suit until he tagged along with his father on an electric company job 50 miles south of his hometown of Union. He said their Central Maine Power Co. truck rumbled to a stop along the road near where Fat Boy Drive-In is located today, and he watched in awe as Navy Corsair fighter planes swooped down to land at the adjacent base airfield. "It was love at first sight," he recalled, and he joined the Navy instead, launching a 35-year career in which he participated in the Berlin Airlift and helped recover the Gemini 9 spacecraft and its astronauts after they returned to Earth and splashed down in the Atlantic.

Also delivering remarks Tuesday were Gov. Paul LePage; Jackalyne Pfannenstiel, assistant secretary of the Navy, Energy, Installations and Environment; Arthur Mayo, chairman of the Midcoast Regional Redevelopment Authority board of directors; and Capt. William Fitzgerald, the final commanding officer of Brunswick Naval Air Station. Eleven of the base's former commanding officers returned for Tuesday's ceremony.

A place in history

Fitzgerald recalled a history of the site dating back to before the Navy's arrival, when the location was the first municipal airfield in Maine and, according to one man who spoke to him at a local event, hosted a visit by famed aviator Amelia Earhart. During the 1960s, he said, pilots used the Brunswick runways to reach new heights. Literally, as Marine Corps Lt. Col. W.C. McGraw and Navy Lt. Cmdr. D.W. Nordberg each set aircraft climb records, with the latter pushing the mark up to 15,000 meters in an F-4 Phantom.

"NAS Brunswick has also bled over the years and mourned the loss of aircraft and aircrew deaths from combat missions, from operational missions and from training accidents, some of which occurred right here in Maine — over Poland Springs and the Gulf of Maine," Fitzgerald said, "and all along, the community grieved with us. Our Memorial Gardens in the former NAS Brunswick Chapel offers hallowed grounds for reflection of those P-3 airmen who made the ultimate sacrifice."

Tuesday's disestablishment ceremony was the last in a long line of Navy closure milestones that have passed with pomp and circumstance since 2009. The departures of the last three patrol squadrons stationed in Brunswick, the disestablishment of the tenant Patrol and Reconnaissance Wing 5, and the closure of the base airfield were among the events to make up the Navy's long farewell to Brunswick. Once a base of more than 4,000 military personnel, only 10 active duty sailors were still stationed at Brunswick Naval Air Station on Tuesday, and the only Navy plane on hand was a signature P-3 Orion flown in specially for the ceremony by Patrol Squadron 26.

The Mt. Ararat and Brunswick high school bands filled the musical void left by the drawdown of instrument-playing sailors, while young Sea Cadets from the Bath-based Jason Dunham Division stepped in to handle color guard duties. "We could either mourn the loss of this great naval air station, lament the BRAC '05 decision to shut Brunswick down and question the rationale of those

who made the decision,” Fitzgerald told those in attendance, “or, in keeping with my Irish heritage, we could make this like an Irish wake and celebrate the life of NAS Brunswick over the years.”

The future of the property

Speakers on Tuesday described visions of the 3,200-acre base property as it opens to civilian reuse — as a home for private technology and manufacturing firms, post secondary educational opportunities and protected natural spaces — to put a positive spin on the occasion. The Navy transferred 715 acres associated with the base airfield to the Midcoast Regional Redevelopment Authority (MRRA) two months before the official disestablishment, and worked out lease agreements to allow private businesses to begin renovating and moving into vacated Navy buildings early. Fitzgerald said that more than 30 percent of the base has already been made available to redevelopers, giving MRRA a head start at replacing the 5,000 jobs estimated to be lost as a result of the Navy’s departure.

Speakers on Tuesday described that military-civilian collaboration as groundbreaking in the world of U.S. military base closures, where historically civilian groups have been made to wait at the gates until shuttered bases are completely disestablished. The accelerated transition process employed in Brunswick, Mayo said Tuesday, has been viewed as a blueprint for how to close military bases nationwide. As of today, the 3,200-acre property will be called Brunswick Landing, while a 74-acre satellite property in Topsham will be known as Topsham Commerce Park.

The early transfers and leases have resulted in the attraction of six companies already hiring employees to work in former base properties. Airplane manufacturer Kestrel Aircraft Co., information technology firm Resilient Communications Corp., FBO FlightLevel Aviation, New England Tent and Awning, and precision machining firm Maine Tool & Machine call Brunswick Landing home and several others are in negotiations to join them. Mayo noted that MRRA, the group charged with overseeing the civilian redevelopment of the base, has commitments from companies promising a combined \$150 million in private investment and 650 new jobs during the next few years.

In his remarks, Gov. LePage expressed hope that the original motto used by the Navy for the base when it was opened in 1943 will prove prophetic. “We will renew our Navy’s motto, ‘Built for Business,’” LePage told attendees Tuesday. “A battle cry that was established here nearly 70 years ago will be transformed from a military motto to civilian slogan.”

The Times Record news article by Seth Koenig

NO U.S. INTENTION TO REPLACE PAKISTANI P-3C (Marco P. J. Borst via Andy Massa):

The United States has so far not hinted at the provision of P-3C Orion surveillance aircraft to Pakistan as replacement of the two of three such aircraft destroyed in a terrorist attack on PNS Mehran in Karachi on May 22, it was learned here on Sunday.

"Two of three P-3C Orion aircraft provided to Pakistan by the United States were destroyed in the terrorist attack on PNS Mehran in Karachi on May 22. However, the United States has so far not conveyed it to Pakistan officially that the replacement of the destroyed planes will be provided," revealed a source in the Pakistani military on condition of anonymity.

When his attention was drawn towards a report published in a US newspaper, the source said that the report about provision of the replacement of two destroyed P3C Orion aircraft is completely wrong. He said that since the terrorist attack on Mehran Base in Karachi, no US official has hinted that P-3C Orion aircraft would be leased out or sold to Pakistan.

"Since Pakistan lost the two very expensive aircraft because of the role it is playing in the global war against terrorism, the United States and other global powers must have a realization of this fact," said the source. "Pakistan will, however, not yield to any foreign pressure and will continue pursuing its policies for elimination of terrorism, which are in the interest of the country and the nation," the source remarked.

Some recent reports suggested that Pakistan demanded the US to replace the destroyed P-3C Orion aircraft with seven more such planes, but the US agreed to replacement of only two aircraft immediately but conditionally and other five will be provided in future.

Opinion writer and novelist David Ignatius also wrote in The Washington Post that the US will keep supplying F-16s and may replace two P-3C Orion surveillance planes destroyed in the PNS Mehran attack.

PAKISTANI COMMANDOS REGAIN CONTROL OF MILITARY BASE (The Guardian 05/23):

Pakistani commandos regained control of a military base in central Karachi on Monday, ending an audacious 18-hour militant assault that killed 10 soldiers, destroyed two sensitive aircraft and dealt a humiliating blow to the army three weeks after the raid that killed al-Qaida leader Osama bin Laden.

Flames glowed over Pakistan's largest city amid a cacophony of gunfire and explosions as up to six heavily-armed militants wreaked havoc until Monday lunchtime inside the Mehran base, just off a major thoroughfare. Six American military contractors and 11 Chinese nationals were present but escaped unharmed, officials said.

The Pakistani Taliban claimed responsibility, describing the attack as "revenge for the martyrdom of Osama bin Laden". But analysts said a smaller jihadi group could also have been involved. Displaying pictures of dead attackers on his mobile phone, the interior minister, Rehman Malik, called on Pakistanis to unite against the Taliban and al-Qaida. "I regret that some of us believe they are our friends and are praying for them. I appeal to the nation to consider who is the real enemy," he said.

The sophistication of the assault, the duration of the siege and the attackers' apparent knowledge of the base raised fears about the weaknesses in Pakistan's military and stoked worries that the attackers received inside information. The military is still reeling from the 2 May US raid on Bin Laden's compound in Abbottabad, 35 miles north of Islamabad, fending off uncomfortable questions from Pakistanis about its defensive capabilities, as well as intense public anger towards the US.

Malik said the militants, armed with rifles and grenade launchers, approached the base from the Malir river, which runs behind it. Using wire cutters and a ladder, they scaled the perimeter fence and continued to the main base by exploiting a blind spot in surveillance camera coverage, suggesting detailed knowledge of the base layout. They headed straight for the aircraft hangars, where they fired rockets that destroyed a helicopter and two of the navy's four Orion P-3C surveillance planes, valued at \$36m each. The Orions are a key part of Pakistan's maritime defence and carry anti-submarine missiles that could be used against any Indian sea incursion. The US embassy, which initially denied any Americans were on the base, later confirmed that six contractors were present to service the Orions, two of which had been delivered last June.

Dozens of navy commandos and army rangers responded to the incursion, triggering a gunfight that continued through Sunday night until Monday lunchtime. Commuters grew alarmed as they travelled to work amid bursts of gunfire from the bases and screaming ambulances that rushed in and out the main gate. Malik said 10 military personnel died in the operation - the army earlier said 13 were killed - including one sailor, two rangers, three firemen and three naval commandos. He paid special

tribute to Lieutenant Syed Yaser Abbas who led the response force. "He sacrificed his life to save the assets of the Pakistan army," he said. A Facebook memorial page has already been set up as a tribute to the dead lieutenant.

Pictures of other slain soldiers - fresh-faced men in their early 20s, mostly - quickly surfaced through Twitter and on television channels. The security forces eventually cornered the assailants in one building, where at least three died, one in a suicide explosion. The navy said two other attackers were thought to have escaped. Malik claimed the assault had been planned in the Taliban heartland of Waziristan but did not specify how he knew this. He said the militants were in their early- to mid-20s, with trim beards, fair skin and "sharp features". Oddly, he compared them to "characters out of a Star Wars movie".

It was the third major attack since Bin Laden's death, following suicide bombings that killed 90 military recruits and targeted an American convoy in Peshawar. The fact that such a small team could hold commandos at bay for 18 hours caused widespread shock, raising fresh questions about the security of Pakistan's nuclear arsenal, believed to be scattered at secret bases across the country.

Pakistan's prime minister, Yusuf Raza Gilani, condemned the attack as a "cowardly act of terror". But in a further sign of the confused debate on terrorism, several television commentators, many of them retired generals, claimed the raid was sponsored by a "foreign hand" - a euphemism for India, Israel or the US.

Meanwhile in Afghanistan, the Afghan Taliban denied media reports that its leader Mullah Omar had been killed in Pakistan. "The esteemed Amir ul Momineen [leader of the faithful] is alive and well and is leading the mujahideen in all aspects," said spokesman Zabiullah Mujahid.

An Afghan intelligence official later told reporters that Omar had been arrested in Pakistan's tribal belt. Pakistani intelligence said they had no information about Omar's whereabouts. In Pakistan's tribal belt, a US drone struck a vehicle near the Afghan border, killing four people, the latest in a surge of drone strikes since Bin Laden's death.

The Guardian news article by Declan Walsh.

THE ANA PATRIOT SQUADRON:

The ANA Patriot Squadron, a Boston-area affiliate of the Association of Naval Aviation that maintains the Shea Memorial Grove and operates the Shea Field Naval Aviation Historical Museum at the SouthField Development on former NAS South Weymouth, is always looking for new members. The group normally meets on alternate months on either the last Wednesday or the last Saturday. The ANA Patriot Squadron is a great group of people who were associated with or are interested in preserving the history and heritage of NAS Squantum and NAS South Weymouth. Check them out on the Internet at www.anapatriotsquadron.org, attend a meeting or two, and consider becoming a member. Membership is only \$15 per year. Meetings are typically held between 11 AM and noon in the group's temporary museum spaces in the Shea Fitness Center (remember that?) on old NAS South Weymouth and attendees usually go to a local pizza parlor for lunch afterwards.

RECOMMENDED READING:

Looking for an interesting book? Check out "American Secret Projects: Bombers, Attack, and Anti-Submarine Aircraft 1945-1974" by Tony Butler and published by Ian Allan Publishing (www.ianallanpublishing.com). This profusely illustrated 224 page book covers a wide variety of obscure U.S. military aircraft design projects from the Cold War era including many proposed Navy VS and VP aircraft that never made it off the drawing boards. Well worth it for the insight it gives into

the direction things might have gone if the S-2, P-2, and P-3 had proved unsuccessful. You can order this book on-line through Amazon or any decent bookstore by asking for ISBN 978-1-857803-31-0.

ON THE INTERNET:

If you don't know it already, the Facebook social-networking web site at www.facebook.com has groups for VP-92, NAS South Weymouth, and NAS Brunswick where you can maintain contact with your former shipmates and keep tabs on news pertaining to the old command and bases.

MONTHLY MEETING:

We meet for lunch on the last Thursday of every month at the O Club at Hanscom AFB in Bedford, MA from 1130 to 1330. Join us if you can. If you don't have a military ID (base stickers are not required) call Bill Hanigan at 781-585-4950 so your name can be added to the base's security access list. Everyone without a military ID has to enter the base at the civilian gate, not the Hartwell gate.

PARTING SHOTS:



***LEFT:** Our shipmate Fran Creney would like to know who the ADCS shown here apparently retiring at NAS South Weymouth during June 1973 is. If you can name this person, and perhaps know his present whereabouts, please contact your newsletter editor and he will get the information to Fran.*



ABOVE: Here's something for the Squantum old-timers. These men are the VP Line stationkeepers at NAS Squantum during 1946. Back then, the reserve patrol squadron at NAS Squantum was VP-ML-69 and they were flying PBY-5A and PBY-6A Catalinas. Note that the PBY in the background is still in wartime tri-color counter-shading camouflage. ANA Patriot Squadron collection. **BELOW:** You are a real NAS South Weymouth old-timer if you can remember when VP-911's P4Y-2 Privateers were parked out on the old circular blimp landing mat as shown here during 1956! Joe O'Neill photo. Got something similar to share? Contact Marc Frattasio at marc_frattasio@yahoo.com.



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



VP ASSOCIATION 2011 ANNUAL REUNION
HANSCOM AFB OFFICER'S CLUB BEDFORD, MA
SATURDAY SEPTEMBER 17, 2011 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.

We lost our guest speaker. CAPT Gerald "Doc" Hayes had to back out due to a unit pre-deployment conference (yes, he's going back to the war zone – details to follow).

Dress is CASUAL. However, in honor of the Centennial of Naval Aviation (CONA) being celebrated throughout 2011 we are STRONGLY ENCOURAGING veterans and current military personnel to wear a uniform (any kind) or flight suit to the reunion!

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. er shipmates at the reunion banquet please bring it with you and we'll find a table for you.