



# 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 62

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

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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](mailto:marc_frattasio@yahoo.com).

## **RECCO:**



**ABOVE:** VP-92 P-3C Orion LY 404 visiting NAF Washington, DC in April 1996. Stephen Miller photo. Have something similar to share? Contact Marc Frattasio at [marc\\_frattasio@yahoo.com](mailto:marc_frattasio@yahoo.com).

## **FINAL FLIGHTS:**

Alan Boissonneault recently passed away and was buried with full military honors at the Arlington National Cemetery. Alan was assigned to NAS South Weymouth as a TAR from 1970 to 1978. He was assigned to VP-92 in 1972 and 1973. Dana Larsen, who was from Hanson, MA, also recently passed away. He was a SELRES CPO in VP-92 during the 1970s and 1980s.

## **THE 2015 ANNUAL REUNION:**

Our annual reunion was held at the Elks Hall in Weymouth, MA on Saturday October 24<sup>th</sup>. About 75 members and guests came. Our next reunion will be held on Saturday September 24, 2016. More details will be provided in the next newsletter. Here are some photos taken at this year's reunion:



**ABOVE LEFT:** VP Association members reminiscing at the ANA Patriot Squadron's Shea Naval Aviation Museum on old NAS South Weymouth before the reunion. **ABOVE RIGHT:** Members mingling as they begin to arrive at the Elks Hall in Weymouth. **BELOW:** Memorabilia on display.





**ABOVE:** The chow line forms up at the buffet table. **BELOW LEFT:** Peter Perry at the head of the chow line. **BELOW RIGHT:** Wayne Thomas, Joe Mortland, George Driscoll, Alan Gilman, and Don Jacob enjoying their meal.





**ABOVE:** Rick Smedberg, Richard Volk, Tim Connolly, and Lester Connolly. **BELOW LEFT:** Jack and Mary Primiano. **BELOW RIGHT:** New members and first-time reunion attendees Christine Hill and Charlotte Fitzgerald. Christine was the first female AD in VP-92 and Charlotte was an AK.





**ABOVE LEFT:** Gene Buckley ran a raffle to benefit our admin fund and Auderic LeBlanc won something. **ABOVE RIGHT:** Barbara and Bill Hanigan. **BELOW:** Guest speaker Len Sandler signing a copy of his book "See You on the High Ground" about local MOH recipient SFC Jared Monti.





If you did not go to the reunion you missed out on getting one of our new VP-92 "remove before flight" key chains. We still have a few left as of today. If you'd like one, send \$6 to Barbara Hanigan, 23 Parkview Terrace, Duxbury MA 02332. Few remain, so please contact Barbara via e-mail at [bhanigan@aol.com](mailto:bhanigan@aol.com) before sending a check to confirm that they are still available.

**THE ADMIN FUND:**

We have no dues but contributions are welcome to help pay for web site hosting, printing, postage, and other expenses. We'd like to thank Bob Allen, Lester Connolly, Thomas Carroll, George Driscoll, Richard Jones, Paul Lapinski, Art Ricca, Earle Riffle, Ned Rogerson, Leo Salmeri, Bill Smith, and Fred Squires for their recent generous donations to the admin fund.

**AN IMPORTANT NOTICE ABOUT E-MAIL:**

We may have lost our ability to send newsletters and other communications to you via e-mail. As this issue of the newsletter is completed we do not know if we will get our e-mail service back in time to send it out to you that way. For many years we have used Gmail (Google Mail) since they were the least restrictive of all the free e-mail service providers we evaluated. They allowed us to send e-mail messages with attachments to 250 people at a time and provided a mechanism for uploading, downloading, and maintaining a database of names, street addresses, and e-mail addresses. Unfortunately, due to a number of factors including too many e-mails failing due to bad addresses, e-mails being sent out from multiple IP addresses, etc., Gmail flagged the VP Association's e-mail account as a "spammer" account and shut it down. George Driscoll has been trying to resolve this problem for several weeks, but as of now we are unable to send out newsletters or anything else to the entire 1,000 or so members via e-mail. It appears that we can send e-mail messages to a few people at a time, but all mass mailings are being blocked for now. If you do not get this issue of the newsletter via e-mail, please get the word out to any other VP Association members you are in contact with and tell them to go to our web site at [www.vpassociation.org](http://www.vpassociation.org) and get the newsletter from there. The next issue will be uploaded to the web site on or about March 1<sup>st</sup>. Hopefully our e-mail problem will be resolved by then, but be prepared to get the next newsletter from the web site. If anybody knows of another free e-mail service that we can use that is at least as functional as Gmail please contact George Driscoll at [gnddriscoll@gmail.com](mailto:gnddriscoll@gmail.com).

**LOST CONTACT:**

Please be sure to inform us whenever your street or e-mail address changes so we can update our contact list. This is especially important now in light of what recently happened with our e-mail service. Please note new e-mail addresses for Tim Burke at [tjburke@uspsoig.gov](mailto:tjburke@uspsoig.gov), Jim Cunningham at [jim@smartpig.org](mailto:jim@smartpig.org), and Jerry Lach at [ss1jsl@comcast.net](mailto:ss1jsl@comcast.net).

**RECENT CHANGES OF ADDRESS:**

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**A PHOTO FROM NEW MEMBER ART GRAY:**



Art Gray sent this photo of a reserve P2V-5 Neptune crew at NAS South Weymouth in July 1961. Art is standing all the way to the right in the back row and Gene Sich is standing second from the left. Do you recognize anybody else?

### **A. J. BUCCI HAS RETIRED:**

VP-92 alumnus CPO A. J. Bucci retired from the USNR on Saturday September 12th on board the battleship USS Massachusetts in Fall River, MA. You can contact him at booch014@gmail.com if you'd like to offer belated congratulations. I wonder how many former Minutemen are still on active duty or in the reserves? There can't be too many left!

### **A MESSAGE FROM KEVIN CAHILL:**

Kevin Cahill says that former USN P-3 pilot Nathan Rocklein can provide you with high-quality custom painted squadron plaques and display model aircraft (P-3 Orions, P-2 Neptunes, etc.) at reasonable prices. Kevin has had some items custom made for him by Nathan's company and is very pleased with them. Check out Nathan's web site at [www.squadronnostalgia.com](http://www.squadronnostalgia.com) for details.

### **2016 MARITIME PATROL ASSOCIATION REUNION AND SYMPOSIUM:**

The Maritime Patrol Association ([www.maritimepatrolassociation.org](http://www.maritimepatrolassociation.org)) is planning to hold its annual reunion and symposium at NAS Jacksonville, FL during the week of April 13<sup>th</sup> through April 15<sup>th</sup> 2016. This year, the event's theme will be maritime patrol history. In support of the historical focus of this event, the Maritime Patrol Association has extended an invitation for patrol squadron alumni groups such as the VP Association to either hold their annual reunions in conjunction with the MPA event or to send delegations of members to set up displays of historical memorabilia. It won't be practical for us to hold our 2016 reunion at NAS Jacksonville in April, in large part because we just had our last reunion this past October, just a few months ago. However, work schedule permitting, your newsletter editor intends to go to NAS Jacksonville and set up a display of VP-92 and VP-MAU related memorabilia (command ball caps, squadron patches, change of command programs, photos, etc.) to ensure that the New England VP reserve community is represented. I'd like to expand this to cover all of the reserve patrol squadrons that were based in New England, but to do this I need to find original examples of VP-919, VP-ML-69, VP-911, VP-912, VP-913, VP-914, VP-63Z1, VP-63Z2, VP-63Z3, and VP-11Z4 squadron patches. Can anybody out there contribute any of these things to the cause? Also, if anybody would like to meet up at this event we could probably make arrangements to have a New England reserve VP table at the so-called "heritage banquet" where the historical displays will be set up. If interested, contact Marc Frattasio at [marc\\_frattasio@yahoo.com](mailto:marc_frattasio@yahoo.com).

### **NAS BRUNSWICK REUNION?**

Member Jeffrey Simpson is willing to put together an NAS Brunswick reunion sometime in 2016 if there is sufficient interest in doing so. If you would be interested in attending, put a comment on the "Remember Brunswick Naval Air Station" group on Facebook at [www.facebook.com](http://www.facebook.com). He's also looking for form a committee to help organize this event if it goes forward. Jeffrey says that NAS Brunswick challenge coins are still available on eBay. If you'd like one, go to [www.ebay.com](http://www.ebay.com) and do a search on keywords "Brunswick Naval Air Station".

### **IS PUTIN BUILDING A DRONE SUB TO DELIVER DIRTY BOMBS? (Fiscal Times 11/12):**

In the Russia of President Vladimir Putin, state-run television airs a lot of footage of the country's leader in very serious-looking meetings, frequently with military leaders, but rarely provides much important information. However, a segment broadcast on Channel One on Tuesday may have revealed too much when it appeared to show plans for a new and alarming weapon: a high-speed drone submarine capable of delivering a "dirty bomb," or perhaps an actual nuclear warhead, to strategic coastal targets.

The image of a page in a briefing book, which appeared briefly on the screen, was later edited out by Channel One, but not before it was captured and placed on YouTube by reporters. Speaking to the media, Kremlin spokesman Dmitry Peskov said, "Certain secrets indeed were caught on camera that

is why later they were deleted.” “We are hopeful it will not happen again,” Peskov said. “In the future, we will certainly take preventive measures not to let it happen again.”

The plan appeared to show an autonomous underwater vehicle that, according to the specifications on the sheet, could be transported while attached to the outer hull of a normal submarine and could later be released to attack a target on its own. According to a translation of some of the document by the russianforces.org blog, the aim of the drone’s payload is “damaging the important components of the adversary’s economy in a coastal area and inflicting unacceptable damage to a country’s territory by creating areas of wide radioactive contamination that would be unsuitable for military, economic, or other activity for long periods of time.”

Defense reporter Bill Gertz of the Washington Free Beacon reported in September that Russia is building an autonomous drone capable of delivering some sort of nuclear payload. However, the ostensibly inadvertent exposure of a detailed description of the device, and the suggestion that it might deliver not a nuclear device, but a dirty bomb, confused a number of observers. “Russia is not the only country that is working on underwater drones. But the payload looks like a massive ‘dirty bomb,’ which strikes me as absolutely crazy,” wrote one of the bloggers at russianforces.org. “A number of people noted that the description does not necessarily exclude the possibility that the initial ‘damaging’ can be done by a regular nuclear device. Which only makes this whole thing even more insane - do they think that a nuclear weapon on its own would not inflict ‘unacceptable damage?’”

At The Daily Beast, David Axe weighs in with a warning that anything shown on Russian state television ought to be taken with a grain of salt. “Soviet intelligence, which Putin once served, mastered the art of dezinformatsiya, or disinformation, the purposeful spreading of falsehoods in order to hoodwink the West,” he notes. “So while it’s certainly plausible [that] sloppy Channel One editing gave keen viewers a chance to glimpse perfectly intelligible specs for a new Russian weapon system, it’s just as plausible that viewers were shown exactly what the Kremlin wanted them to see — plans for something that doesn’t exist.”

*Fiscal Times article by Rob Garver*

### **US-CHINA AGREE: NO RUDE GESTURES BY FIGHTER PILOTS (AP 10/26):**

To prevent a military escalation, China and the US have agreed to be more civil when their military pilots meet in mid-air. In the sometimes-testy rivalry between Washington and Beijing, good manners count. A recent amendment to a U.S.-China accord on safe encounters between their military pilots calls for keeping a secure distance, communicating clearly and keeping a lid on rude body language.

"Military aircrew should refrain from the use of uncivil language or unfriendly physical gestures," says the third amendment to the safety memorandum. The stipulation shows the degree to which the two sides hope to avoid unintended events, although there's no evidence that insulting behavior has been a factor in any recent encounters. It comes as the two countries see themselves operating in ever closer contact, a consequence of China's robust assertions of its South China Sea maritime claims and a renewed U.S. focus on Asia that will see 60 percent of the Navy fleet assigned to the region.

The amendment was signed shortly before a state visit last month to Washington by Chinese President Xi Jinping, who has exerted stronger control over the armed forces than any of his predecessors since Deng Xiaoping in the late 1980s. That came on the heels of a Sept. 15 incident in which two Chinese fighter-bombers made what the U.S. Pacific Command described as an unsafe interception of a U.S. Air Force RC-135 surveillance plane patrolling about 80 miles (130 kilometers) off the Chinese coast. Previously, a Chinese fighter jet executed a barrel-roll as it came within 9

meters (30 feet) of a U.S. Navy P-8 Poseidon surveillance plane over the South China Sea in August 2014.

In the most serious such incident, aircraft from the two countries collided over the South China Sea in 2001, killing a Chinese jet fighter pilot and forcing a heavily damaged U.S. EP-3 surveillance plane to land at a Chinese base. China interrogated and detained the 24 crew members for more than a week, sparking the biggest crisis in bilateral relations in more than a decade. In that case, the lost Chinese pilot, Wang Wei, had previously flown close enough to U.S. aircraft for their crew to see his e-mail address written on a piece of paper held up inside his cockpit.

Within the Chinese military's "environment of bravado," the actions of rogue pilots can be hard to rein in, said Denny Roy, an expert on the Chinese military at the East-West Center in Hawaii. However, by signing the memorandum and its annexes, China wants to indicate to the U.S. that aggressive challenges in the air are not necessarily national policy, Roy said. "It's a positive step in bilateral relations because it indicates a Chinese interest in stability and in advancing military-to-military relations," Roy said.

Tensions have also risen over China's declaration of an air-defense identification zone over disputed islands in the East China Sea in 2013. The U.S., Japan and others have refused to recognize the move because the area encompassed by the zone includes territory controlled by Japan. China has so far made little effort at enforcing it.

Meanwhile, the South China Sea remains the area of greatest contention, with China upping the ante by building artificial islands on top of reefs and atolls it controls topped with buildings and airstrips. Pacific Fleet Commander Adm. Scott Swift, the U.S. Navy's top commander in the Pacific, said last week his sailors were prepared to patrol within the 12-nautical mile (21-kilometers) territorial limit of the newly constructed islands. That move would reinforce Washington's refusal to recognize them as sovereign territory and assert its right to freedom of navigation.

Swift said the new amendments were potentially more significant than a formal Code for Unplanned Encounters at Sea signed by China, the U.S. and others last year. "I'm more concerned in the air perspective because it's much more dynamic," Swift said in an interview with The Associated Press.

China's Defense Ministry welcomed the signing, with spokesman Wu Qian praising it as "of positive significance to enhancing strategic mutual trust, and avoiding misunderstanding and miscalculation." Analysts differ, however, on how far it will go toward reducing mutual suspicion.

While the memorandum reflects Xi's control over the military, its effect on overall relations shouldn't be overestimated, said Bonnie Glaser, senior adviser for Asia at the Center for Strategic and International Studies in Washington, D.C. "Xi doesn't want an accidental collision on his watch," Glaser said. "I think the memorandum on safety in the air and at sea can create greater predictability, but it is not likely to build trust."

*AP article by Christopher Bodeen*

#### **DEMOLITION OF BUILDINGS MARKS PROGRESS AT SOUTHFIELD (Patriot Ledger 10/14):**

The door of the old SouthField chapel stood wide open Wednesday morning revealing the stripped interior and a crude face spray-painted on the back wall. Crews started clearing out mold and other material from the chapel and the old on-base store next to it this week. Demolition of the two buildings is scheduled to be completed over the next few weeks. They will be the first of the more than a dozen derelict Navy buildings to come down in about two years.

The project's master developer LStar Management plans to tear down more buildings in the spring, LStar Managing Partner Kyle Corkum said. "It's just the start," he said. "We're eager to begin demolishing those buildings that are just eyesores."

There are about 25 buildings left over from the property's past life as the South Weymouth Naval Air Station, which closed in 1997. LStar decided to save some of the buildings, including an aircraft hangar converted into film studio space and a fire station. The rest are slated to be torn down.

Town officials had urged the project's previous master developer Starwood Land Ventures to move ahead with tearing the buildings down, saying they were riddled with mold and posed a safety hazard to the vandals who frequently found their way inside. Starwood said it couldn't move ahead with demolition until long-stalled development sped up. LStar took over the project in May.

Town Councilor Michael Smart, whose district includes SouthField, was among those who called for Starwood get rid of the old Navy buildings. He said the demolition of chapel and PX is part of the new momentum since LStar took over. "It's a good sign for the project, it's a good sign for Weymouth and it's a good sign for the community," he said. "I'm excited about the progress and to see this thing moving forward."

Corkum said the chapel and the PX will be torn down first because they're in the middle of several public parks and the gymnasium that LStar plans to reopen soon. LStar plans to save the beams and weathervane from the chapel to use incorporate into shade structures and trail heads elsewhere on the project. The land where the chapel and PX now stand will be made into park space, Corkum said. LStar also saved the pews from the chapel and has offered to give them to couples who were married there.

The chapel and PX will be the first of the leftover Navy buildings to be torn down since another aircraft hangar was torn down in 2013 to make way for a parkway cutting across the base. Officials from the state Department of Transportation announced last week that a \$6.5 million extension of the parkway to Trotter Road in Weymouth could begin in the spring. Plans for SouthField, which includes land in Weymouth, Rockland and Abington, call for 2,855 homes and apartments and up to 2 million square feet of commercial space. The town council is considering LStar's request for zoning changes to increase that to 3,885 residential units and 3 million square feet of commercial. About 600 people now live at SouthField.

*Patriot Ledger article by Christian Schiavone*

#### **AUTHOR JOHN GALLUZZO TO SPEAK AT SHEA NAVAL AVIATION MUSEUM IN JANUARY:**

Author John Galluzzo, who is perhaps best known for putting together "Squantum and South Weymouth Naval Air Stations" in Arcadia Press' popular "Images of America" series, will present a lecture and book signing at the ANA Patriot Squadron's Shea Naval Aviation Museum on Saturday January 30, 2016. Mr. Galluzzo's presentation will be about Camp Edwards on Cape Cod. Perhaps best know as Otis Air Force Base, Camp Edwards was an auxiliary airfield for NAS Quonset Point, RI during the Second World War and was used, among other things, as a staging point for anti-submarine patrols. The presentation will start at noon and will last about an hour with a question and answer session. The author will have copies of his books about Camp Edwards and NAS Squantum/NAS South Weymouth available for sale at the museum and will personally autograph them for buyers. The Shea Naval Aviation Museum is located on old NAS South Weymouth at 495 Shea Memorial Drive in Weymouth, MA. The presentation is free and all are welcome to attend.

## **RECOMMENDED READING:**



If you were not able to make it to the annual reunion in October you missed the presentation by guest speaker and author Len Sandler about Massachusetts Medal of Honor recipient Army SFC Jared Monti. Sandler's book about SFC Monti, "See You on the High Ground", is truly inspirational and well worth reading. For more details go to [www.seeyouonthehighground.com](http://www.seeyouonthehighground.com). The book is highly recommended.

## **ON THE INTERNET:**

George Driscoll suggests that you take a look at <http://foxtrotalpha.jalopnik.com>.

## **MONTHLY MEETING:**

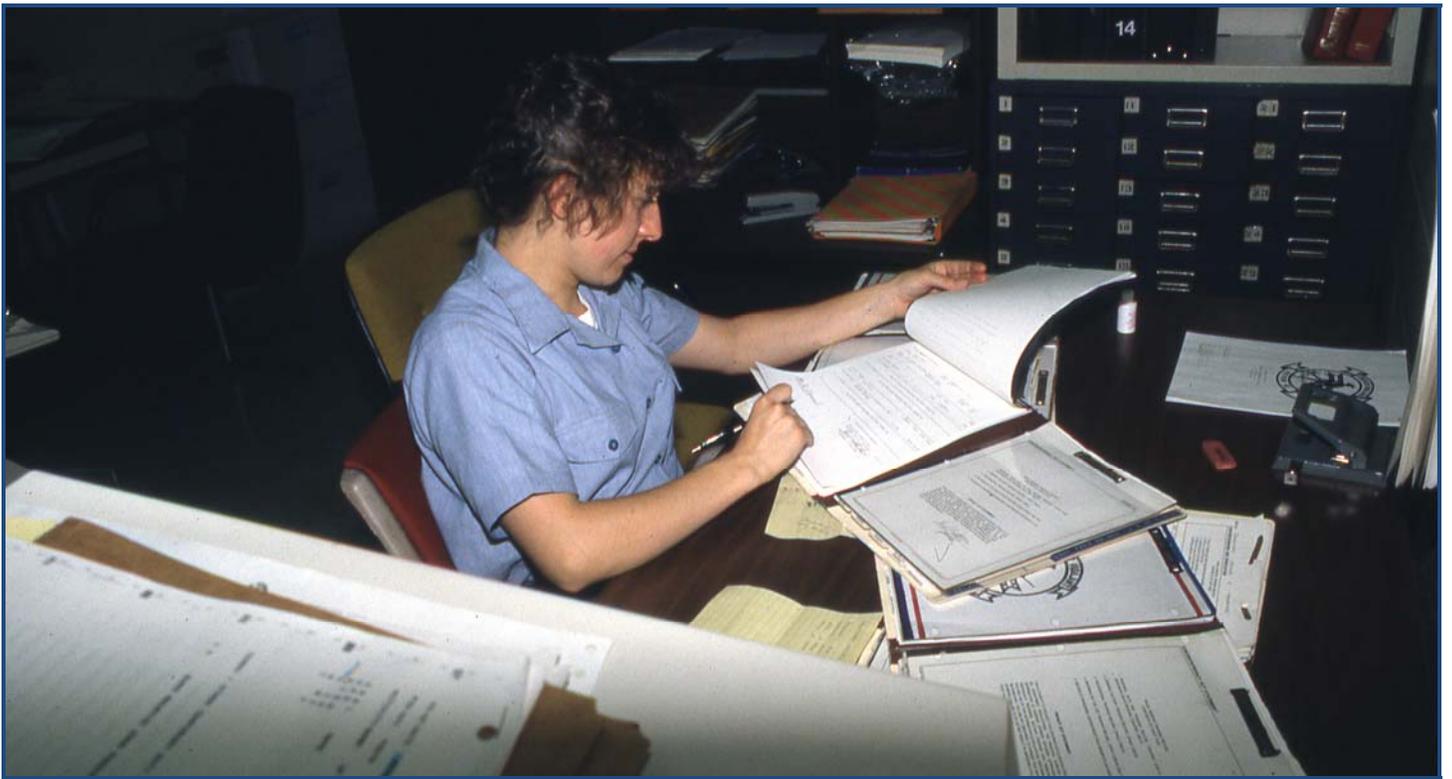
Members who can do so are welcome to join us for lunch on the last Thursday of every month at Waxy O'Connor's Irish Pub at 94 Hartwell St. in Lexington, MA from 11:30 to 13:30. The pub is just outside the Hanscom Field Hartwell gate.

## **PARTING SHOTS:**



**Above:** VP-92 crew and P-3C at NAS Signonella or NAS Roosevelt Roads. **Next Page Left:** Navigator Mike Lynch on station. **Next Page Right:** Unidentified VP-92 maintenance guy in coveralls. **Next Page Below:** Sean O'Neill and another VP-92 pilot at Roosevelt Roads Puerto Rico. **Back Page:** Two photos for the folks who worked in VP-92's Admin department.





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

