



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!

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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.

RECCO:



ABOVE: P4Y-2 Privateers from NAS South Weymouth's reserve aircraft pool and flown by VP-911 crews at NAS Miami, FL sometime during the mid 1950s. Joseph O'Neil photo. Got something similar to share? Contact Marc Frattasio at marc_frattasio@yahoo.com.

FINAL FLIGHTS:

Member Clarence Schultz passed away recently. He was in VP-10.

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 Alderic LeBlanc and Steve Maloney 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.

THE ANNUAL REUNION:

The 2018 VP Association Annual Reunion was held on Saturday September 22nd at the Sons of Italy Hall in Weymouth, MA. About 60 people turned out for five hours of food, fun, and fellowship. Here are a few images that were taken at this event:



ABOVE LEFT: Master of Ceremonies Marc Frattasio kicks off the reunion. **ABOVE RIGHT:** Allan Gilman is at the head of the chow line in his VP-92 maintenance coveralls. **BELOW:** An overview of the function hall while our delicious meal was being served by Fasano's Catering.











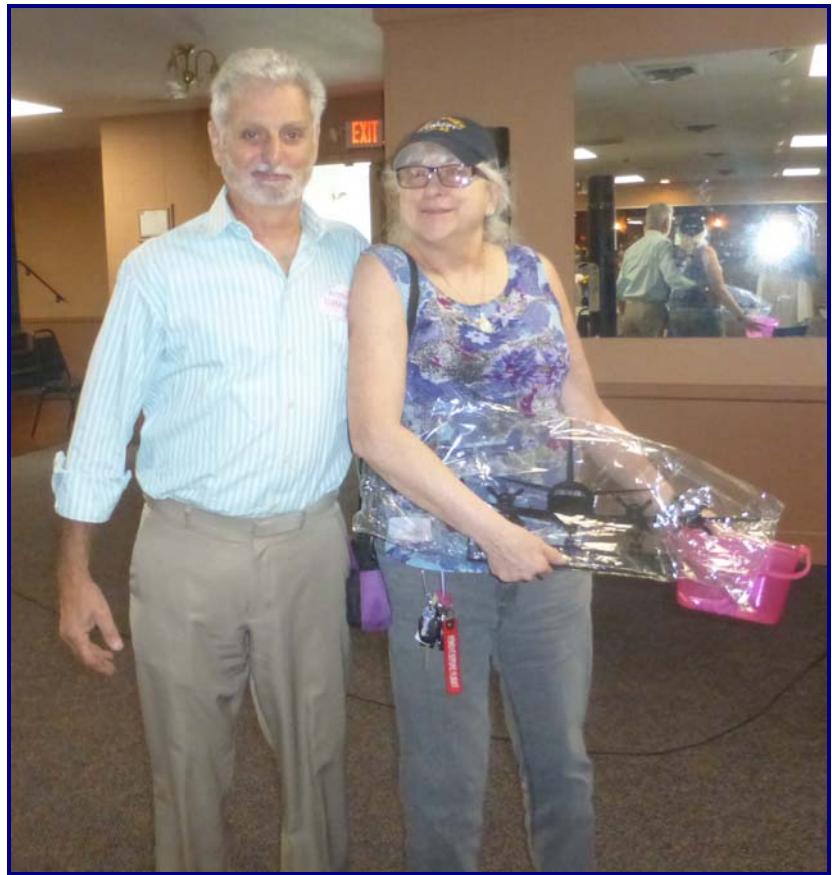




ABOVE: Our guest speaker was CAPT Kevin McGowan of the Naval War College. CAPT McGowan was a P-3 pilot and the last commanding officer of VP-10 before it moved from NAS Brunswick to JAX. **LEFT:** George Driscoll, Joe Mortland, and Bill Hanigan are hanging on to every word of CAPT McGowan's interesting presentation, which brought us up-to-date on what the Navy is doing with its VP squadrons these days.

RIGHT: Raffle winner (laser-cut metal VP-92 P-3 plaque) Arthur Dimaggio with raffle ticket seller Susan Zimmerman.

BELOW: Bob Mandeville discussing the first generation R-2/ARR-3 sonobuoy receiver and SSQ-1 sonobuoy that were on display in the function hall. These were recently purchased on eBay by Marc Frattasio and will be donated to the ANA Patriot Squadron's Shea Naval Aviation Museum after it reopens.



We're planning to hold another reunion, most likely at the same location, on a Saturday in late September next year. We'll have more information as the date approaches, most likely in the June 2019 newsletter. Please plan on coming if you can.

NEWS ABOUT ROBERT CLARK FROM PAT KELLY:

Navy Reserve Captain Robert T. Clark, selected for promotion to rear admiral (lower half), will be assigned as deputy commander, Military Sealift Command, with additional duties as deputy commander, Military Sealift Command Representative, to deputy, J3, U.S. Transportation Command, Scott Air Force Base, Illinois. Clark is currently serving as deputy commander, Navy Region Mid-Atlantic Reserve Component Command, Norfolk, Virginia. For the record, RADM Clark was the last executive officer of VP-92.

RUSSIAN FIGHTER JET INTERCEPTS US NAVY PLANE (CNN 11/05):

A US Navy reconnaissance aircraft flying in international airspace over the Black Sea was intercepted by a Russian fighter jet Monday in an unsafe and unprofessional manner, according to US defense officials and a statement from the Navy. During an encounter that lasted a total of 25 minutes, the Russian SU-27 jet passed directly in front of the US EP-3 aircraft at a high speed, the officials said. The US crew reported turbulence following that initial interaction in which the direct pass occurred.

The SU-27 then made a second pass of the US plane and applied its afterburner while conducting a banking maneuver, which is believed to have caused a vibration that was experienced by the American crew. "This interaction was determined to be unsafe due to the SU-27 conducting a high speed pass directly in front of the mission aircraft, which put our pilots and crew at risk. The intercepting SU-27 made an additional pass, closing with the EP-3 and applying its afterburner while conducting a banking turn away. The crew of the EP-3 reported turbulence following the first interaction, and vibrations from the second," according to a statement from the US Navy.

Officials have not been able to estimate how close the Russian aircraft came to the US plane, but described the behavior of the Russians as the key factor in making the determination the encounter was unsafe. US officials were not initially aware of whether the Russian aircraft was armed.

CNN article by Barbara Starr and Zachary Cohen

JAPAN JUST LAUNCHED A NEW DEADLY STEALTH SUBMARINE (Yahoo News 10/13):

Japan Just Launched a Deadly New Stealth Submarine Using Tech Straight Out of your iPhone. On October 4, 2018, the shattering of a bottle of sake at the Kobe Shipyards of Japan heralded not only the launch of a new submarine, but the dawning of a new era in submarine warfare—using a bit of technology you're probably carrying in your pocket.

The Oryu ("Phoenix Dragon") is the eleventh launched of Japan's Soryu ("Blue Dragon")-class submarines—a large design measuring 84-meters long that carries a crew of sixty-five and displaces 4,519 tons submerged. In many respects, the Soryu's capabilities are typical of conventional submarines: it's armed with six 533-millimeter tubes which can fire up to thirty Type 89 torpedoes or Harpoon anti-ship missiles and has a top underwater speed of twenty knots. Its range of 6,100 nautical miles lags a bit behind peers, while its maximum diving depth of 600 meters or greater is well above average, exceeding the crush depth of some anti-submarine torpedoes!

Despite their size and hi-tech trimmings such as a maneuverability-enhancing computer-controlled X-shaped rudder, two advanced acoustic decoy launchers and an extensive coating of sound-canceling tiles on the hull, the Oryu costs about \$536 million—one-fourth to one-sixth the cost of a U.S. Virginia-class nuclear powered attack submarine. But Oryu stands apart from her

predecessors because she's the first large submarine to use lithium ion batteries—the same technology used in your smartphone and laptop computer.

Modern conventional submarines use electricity to turn the screw of their propellers and power their combat systems. This electricity is produced by diesel engines and generators and stored in hundreds of lead acid batteries. However, diesel engines consume a submarine's air supply, forcing the sub to periodically surface, or snorkel close to the surface, and recharge its batteries in an 'indiscretion period' in which it is exposed to easier detection and destruction. Furthermore, submarines generators are fairly noisy. For that reason, a submerged submarine operating in close proximity to enemy forces may turn off its diesel engine and run purely on battery power.

The problem is that a sub drains away its battery really quickly. A conventional submarine racing at maximum speed (usually around twenty knots) will exhaust its battery in an hour or two. At a sustainable cruising speed of five to ten knots, that endurance may extend to a few days. One way around this is to use nuclear power, which provides near limitless underwater endurance, allows higher speeds and is quieter than running diesel engines. However, it's not as quiet as a diesel running purely on batteries, and the nuclear subs can't switch off their reactors operationally. More importantly, nuclear powered-submarines costs four to six times as much—and even for countries with access to nuclear reactor technology, they're overkill for short-range patrols.

In the last two decades, advancements to conventional submarines have focused on supplementing diesels with various quieter and longer-enduring Air Independent Propulsion schemes. The previous seven Soryu-class submarines included Stirling closed-cycle heat engines—a technology first pioneered by the Swedes, and now found on Chinese Type 039A submarines too! AIP submarines can run more quietly than nuclear submarines and can remain submerged for weeks before needing to surface, though only while traveling at low speeds of four to six knots. However, downsides include bulkiness and the risks posed by volatile fluids used to operate them.

The Oryu and her successors herald a different approach—increasing battery life. In 1991, Japanese companies introduced lithium-ion batteries into general commercial use. Since then, they have skyrocketed in popularity for their application to portable electronics including laptops and cell phones. Compared to traditional lead-acid batteries, lithium-ion batteries have greater energy density for their volume and weight, can charge a lot faster, and discharge their energy with 80 to 90 percent efficiency, compared to roughly 60-70 percent for lead batteries.

Now, one may recall that a landed 787 airliner caught fire in Boston's Logan Airport in 2013 due to an overheating lithium-ion battery, or that the same type of battery was notorious for causing Galaxy S7 tablets to spontaneously combust. Obviously, the tendencies of such batteries to 'run away', overcook themselves and catch fire would also be a nightmarish concern on a submarine packed with hundreds of batteries in close proximity! Indeed, a lithium-ion battery in a U.S. SEAL Delivery Vehicle mini-sub also caught fire in Pearl Harbor in 2008. This explains why LIB technology hasn't been implemented on a large submarine sooner.

Japan, therefore, has thrown a lot of money and years of effort into building greater safety and reliability into its sub-based lithium-ion batteries by implementing improved battery-cell matrices with hardened dividers, stabilized chemicals and automatic fire extinguishers, and has reportedly tested the configuration rigorously to account for various high-stress scenarios such as exposure to seawater. The launch of the Oryu suggests the Japanese military is satisfied that the lithium-ion batteries have been refined it into an operationally viable and safe capability.

The Oryu's 672 LIB-modules reportedly afford it twice the battery life of the 480 lead-acid batteries in the prior variants—meaning it may be able to cruise for around before needing to surface. Furthermore, it can recharge its batteries much faster, meaning the sub will have brief “indiscretion periods” while recharging batteries—a decrease from 2.7 hours to 1.4 hours according to one calculation. The LI-batteries do come at a higher cost \$97 million, compared to \$13 million for the lead-acid batteries.

An LIB submarine’s underwater endurance may also not necessarily equal the multiple weeks an AIP-powered submarines is capable of. However, the greater battery life would give a submarine captain more flexibility on using more electricity for longer ultra-quiet stretches with the generators off, or for longer periods high-speed maneuvers. Overall, LIB alone may be more useful than AIP for submarines dispatched on short-range patrols.

It’s also worth noting that there’s no reason that lithium-ion batteries couldn’t be combined with AIP systems such as fuel cells for the best of both worlds—the principal downside being additional cost and space sacrificed to accommodate the AIP engines. Kawasaki Heavy Industries will build one additional Soryu-class submarine with lithium ion batteries—the twelfth and last—and then Japan will begin developing a next-generation LIB-submarine. Some reports indicate the earlier Stirling AIP powered Soryus may also be upgraded with LIB.

Meanwhile, there are rumors of renewed interest in the Soryu from Australia. In 2016, Canberra passed over the Japanese submarine in favor of the French Shortfin Barracuda for its plans to build twelve replacements for its Collins-class attack submarines. However, disagreements over the extent of French cooperation (the Aussies want more of it), and changes in the governments of both Paris and Canberra have put the arrangement= in question. However, Australian submarines would need to patrol much further from home waters than Japanese boats, and an Australian Soryu-based design would need to be lengthened to accommodate extra fuel and enlarged crew accommodations. Regardless, Japan’s apparent deployment of reliable submarine lithium-ion battery technology marks a second major leap forward in the capabilities of affordable conventional submarines in the last twenty years. South Korea and China are also developing LIB submarines.

While the U.S. Navy is wedded to the premium capabilities of its far more expensive nuclear-powered attack and guided-missile submarines, it remains unable to pay for and build them fast enough to maintain the target fleet of sixty-six. The potential of LIB-submarine should give the Navy yet another reason to reevaluate that choice given intensifying security competition with both China and Russia.

Yahoo News article by Sebastien Roblin

RUSSIAN SURVEILLANCE PLANE ACCIDENTALLY SHOT DOWN BY SYRIA (NPR 9/18):

A Russian surveillance plane carrying 15 people was accidentally shot down over northwestern Syria by regime forces, Russia’s Ministry of Defense says. However, officials in Moscow are blaming Israel for the incident. The defense ministry says the turbo-prop IL-20 "Coot" used for electronic reconnaissance disappeared from radar near the coastal city of Latakia on Tuesday just as Israeli F-16s were launching airstrikes on targets in the area.

In a series of tweets on Tuesday, the Israel Defense Forces, or IDF, blamed "extensive and inaccurate" Syrian anti-aircraft fire. "The trace of the IL-20 on flight control radars disappeared during an attack by four Israeli F-16 jets on Syrian facilities in Latakia province," the defense ministry said in a statement.

Russian defense ministry spokesman Igor Konashenkov said the F-16s were "Hiding behind the Russian aircraft," and that the Israeli pilots put the Russian plane "in the line of fire of Syrian anti-aircraft systems." A Syrian S-200 surface-to-air missile brought down the plane, the ministry said.

"We view these provocative Israeli actions to be hostile," Konashenkov was quoted by Interfax as saying in a translation published in The Moscow Times. "Fifteen Russian servicemen died as a result of the irresponsible actions of the Israeli military," he added. Konashenkov said Russia reserves the right to take appropriate "retaliatory measures," but he provided no specifics.

"At the same time Russian air control radar systems detected rocket launches from the French frigate Auvergne which was located in that region," the Russian ministry said in a statement, but a French military spokesman denied the warship had any involvement in the shooting down of the Russian plane.

IDF tweeted that "When the Syrian Army launched the missiles that hit the Russian plane, IAF jets were already within Israeli airspace." "During the strike against the target in Latakia, the Russian plane that was then hit was not within the area of the operation," the tweets said.

Syrian state media reported that Latakia came under attack at about the same time that the IL-20 disappeared as it was heading for a nearby Russian airbase. Syrian media says Syrian air defense batteries responded to "enemy missiles."

Russia's TASS news agency quoted the ministry as saying the plane was about 20 miles off the Syrian coast in the Mediterranean Sea when it went down. There were no immediate reports of possible survivors.

NPR article by Scott Neuman

RECOMMENDED READING:

A friendly reminder that your newsletter editor put together comprehensive illustrated histories of NAS Squantum and NAS South Weymouth. The two books are complementary and together present a detailed history of the Naval Air Reserve in New England. To order, go to the "geedunk" page on the VP Association web site at www.vpassociation.org.

NAS SQUANTUM

THE FIRST NAVAL AIR RESERVE BASE



BY MARC J. FRATTASIO, AW1 USNR-R

NAS SOUTH WEYMOUTH

THE DEFENDER OF FREEDOM



BY MARC J. FRATTASIO, AW1 USNR-R

ON THE INTERNET:

There are fairly active groups on the popular social media web site Facebook for VP-92, NAS South Weymouth, and NAS Brunswick. You can check them out at www.facebook.com. You may also find Nevins Frankel's VP Navy web site at www.vpnavy.com very interesting too.

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: PO2 Rivens conducting an engine inspection on a VP-92 P-3B at NAS South Weymouth sometime during the 1980s. 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”.

