



# 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 86

[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-MAU Brunswick P-3A "Lima Bravo Three" at NAS Willow Grove, PA during the mid-1980s. The VP-MAU was a Naval Air Reserve squadron augment unit or "SAU" that was intended to serve as a source of replacements for the regular Navy patrol squadrons at NAS Brunswick in time of war. Got something similar to share? Contact Marc Frattasio at [marc\\_frattasio@yahoo.com](mailto:marc_frattasio@yahoo.com).

## FINAL FLIGHTS:

We recently lost AWCM George Carter who was in the VP-MAU and VP-92 and AOC Bill Hanigan who was in VP-911, VP-63Z1, and VP-92, and Ken Thompson who was an AME in VP-92. More will be said about Bill Hanigan in the pages that follow. We also lost Genevieve Fitzpatrick. According to the obituary that was published in the Boston Globe on November 24th, she was an RN who served as a medical officer in VP-92 during the late 1980s and/or early 1990s. Nobody your newsletter editor knows remembers her, which is odd because she should have stood out in the crowd. For one thing, she joined the Navy at age 56! She was also a professor at Bridgewater State College

**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 Ray Beauchemin for his recent donation to the VP Association's 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](mailto: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](mailto:gnddriscoll@gmail.com) about home or e-mail address changes.

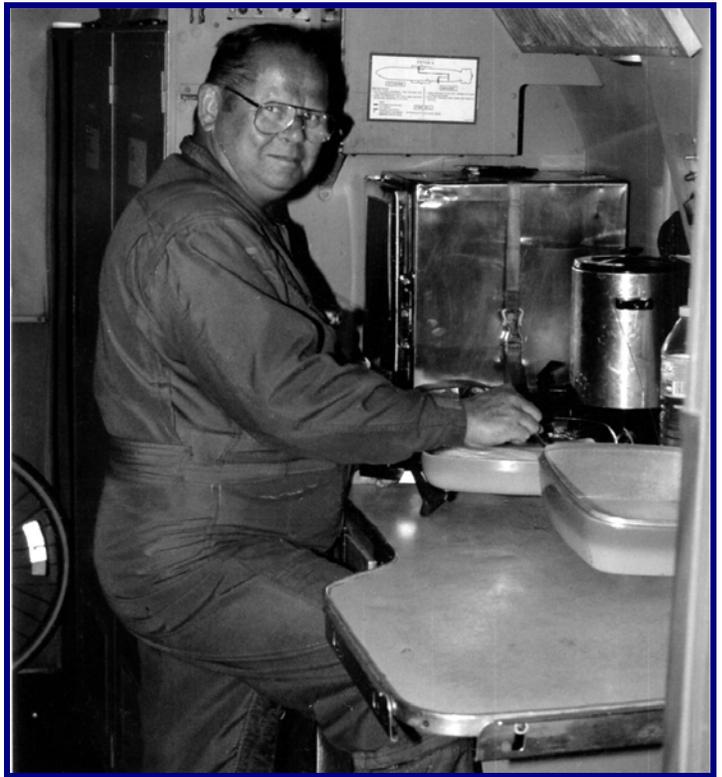
**VP-92 AK REUNION:**



Former VP-92 AK1 Nancy Woodward recently moved back to Massachusetts after many years in Virginia. Some of you may recall that when Nancy wasn't helping to maintain VP-92's spare parts inventory on drill weekends she managed the Navy Exchange at NAS South Weymouth. On Saturday September 25<sup>th</sup> former VP-92 AKs Faith Frattasio, Nancy Woodward, and Susan Zimmerman, shown in the photo presented above, met for dinner at Mama Mia's restaurant in Hanover, MA.

## **BILL HANIGAN:**

We lost a VP-92 institution on Saturday September 18<sup>th</sup> when Bill Hanigan passed away after a long illness. He suffered a debilitating stroke a few years ago and had other serious health issues as well. Bill was a VP-92 plank-owner and previously served in two of the squadron's predecessors at NAS South Weymouth, VP-911 and VP-63Z1. He retired as an AOC just before the squadron relocated to NAS Brunswick. Bill was perhaps the best-known and most popular person in VP-92 during the time he was there. There were more reasons for this than your newsletter editor could possibly relate in the space available, but one reason was that he enjoyed cooking for his crew on missions, as shown in the photo at right. Bill was also the co-organizer of the VP Association, along with Herb Tallent and George Driscoll, and with the help of his wife Barbara kept the group going up to the present time. He will be missed.



On Friday September 24<sup>th</sup> Bill Hanigan was buried in a family plot in Duxbury, MA with full military honors. The flag that was draped over his coffin (shown above) was flown over the wreckage of the battleship USS Arizona in Pearl Harbor.



The photo above shows former VP-92 people at Bill's burial ceremony. From left to right are Arthur Firrohr, Davey Miller, Mike Swiatkowski, Bill Barry, Marc Frattasio, Faith Frattasio, Jim Fitzgerald, Dick Shaftner, Bob Mandeville, Lanny Starr, George Driscoll, George Clark, and Arthur Sansone.

### **2021 NAS BRUNSWICK REUNION A HUGE SUCCESS!**

About 60 former VP-92 "Minutemen" and about 30 former VP-MAU "Northern Sabers" gathered for a joint reserve patrol squadron mini-reunion at the NAS Brunswick reunion on Saturday September 18<sup>th</sup>. The much larger NAS Brunswick reunion, which was held on Friday, Saturday, and Sunday September 17-19, brought about 900 people to the base. The event was a terrific success, and the organizers, the NAS Brunswick Naval Aviation Museum, intend to hold another event like this in 2023.



One of the highlights of the NAS Brunswick reunion was the gentleman shown here in white, Jack Holder, posing with your newsletter editor. Mr. Holder, who is 100 years old, was a WW2 Navy PB4Y Catalina and P4Y-1 Liberator flight engineer. He was at Pearl Harbor on December 7<sup>th</sup> 1941 during the Japanese attack. Mr. Holder was a guest of honor at the reunion and gave presentations about his wartime experiences, which included sinking enemy ships and subs. Mr. Holder wrote a book about his military career called "Fear, Adrenaline, and Excitement". Its great, check it out.



The photo presented above shows some of the former VP-92 “Minutemen” who attended the joint VP-92/VP-MAU mini-reunion, which was conducted inside the museum’s main exhibition hall between 11 AM and noon on Saturday September 18<sup>th</sup>. The photo presented below shows some of the VP-MAU people who came. There was some overlap between the two groups, since many VP-MAU people transferred to VP-92 at NAS South Weymouth after the VP-MAU was disbanded at NAS Brunswick in early 1991.



Again, the organizers of the reunion, the NAS Brunswick Naval Aviation Museum, intend to hold another base reunion in September 2023. They are going to try to get the Navy to participate by sending at least one P-3 and one or more P-8s. If the museum is successful in getting a P-3 to come, then this reunion will be the last time that you will ever get to see a P-3 on old NAS Brunswick, because the Navy is retiring its last P-3s in 2023. If a P-3 is part of the 2023 reunion, then the crowd could be even bigger than it was this year. So, mark your calendars and plan to be at old NAS Brunswick in September 2023. If the opportunity presents itself, we’ll have another joint VP-92 and VP-MAU mini-reunion there, and no promises, but we may have some kind of squadron-branded gift for everybody who attends, just like we did this year.

Speaking of gifts, here is what all former VP-92 and VP-MAU personnel who attended the joint reserve patrol squadron mini-reunion got - a 5" squadron insignia decal suitable for the rear window of your car, a challenge coin (both sides of the same coin shown here), a squadron insignia pin, and a keychain what has "remove before flight" on the opposite side:



**The VP-92 sets are all gone but we do still have a few VP-MAU sets left over.** If you'd like one, you can have one while the supply lasts for \$30. All proceeds minus the cost of shipping will be donated to the Brunswick Naval Aviation Museum. If you'd like a VP-MAU set, send an e-mail message to [marc\\_fratasio@yahoo.com](mailto:marc_fratasio@yahoo.com) and we'll get back to you if we still have any left at that time.

One last thing about the 2021 NAS Brunswick base reunion before we move on. If you'd like to see several hundred photos taken there by your newsletter editor, go to the "Remember Brunswick Naval Air Station" group on Facebook at [www.facebook.com](http://www.facebook.com).

**SIMULATION COULD HELP RESERVISTS RETAIN AIRBORNE ASW SKILLS (Proceedings):**

Your newsletter editor had another article published in the October issue of the Naval Institute's "Proceedings" magazine. This issue was focused on submarines and the article, "Simulation Could Help Reservists Retain Airborne ASW Skills", was printed in the magazine's "Nobody Asked Me But" section. It is reproduced below:

*Airborne antisubmarine warfare (ASW) is a difficult discipline to master, requiring equal measures of training and experience to become proficient. The training pipeline for tactical crewmembers is both intellectually and physically demanding, and a high proportion of those who meet the initial qualifications for entry wash out.*

*Because airborne ASW tactical crewmembers are hard to get and retain, the Navy operated an extensive reserve program during the Cold War. An important element of this program was the reserve patrol squadrons. During the 1950s and 1960s, there were dozens of these squadrons on Navy bases across the country. Their numbers were reduced over the years, but through 1990, there were still more than a dozen operating.*

*Thus, it was fairly easy for airborne ASW tactical crewmembers to continue in the Navy Reserve after they left active duty. At least one reserve patrol squadron was within commuting distance of most major population centers. During the 1990s, this changed dramatically.*

*The collapse of the Soviet Union and the recasting of Communist China from a mortal enemy to a vital link in the global supply chain brought about a dramatic reduction in potentially hostile submarine deployments. In the cuts to U.S. military forces that followed, reserve patrol aviation was hit especially hard. There now are only two reserve patrol squadrons remaining, VP-62 at NAS Jacksonville, Florida, and VP-69 at NAS Whidbey Island, Washington.*

*VP-62 and VP-69 operate the venerable P-3 Orion, which was first introduced in 1962. The Navy recently retired the P-3 from front-line service in the ASW role and replaced it with the P-8 Poseidon. The reserve P-3s will be retired in 2023. Although there had been talk of eliminating reserve patrol aviation when the last P-3s are retired, current planning has VP-62 and VP-69 programmed to transition from the P-3 to the P-8.*

*It is good that reserve patrol aviation will continue. But with only two reserve patrol squadrons on opposite corners of the country, it will be impossible for the majority of P-8 tactical crewmembers who leave the regular Navy to continue their military careers in the Reserve. P-8 pilots, maintainers, and administrative personnel can easily retain their military skills in the civilian world. The P-8 is derived from the Boeing 737, the most widely used commercial airliner in the world today. However, there is no civilian occupation that will keep a P-8 sensor operator or naval flight officer's skills sharp once he or she leaves active duty.*

*The good news is that much of what a tactical crewmember does on board a P-8 during an ASW mission can be easily simulated on the ground. All the tactical stations on the aircraft are physically identical—with changes in functional configuration accomplished entirely by software configuration at boot-time—so building a basic P-8 tactical crew simulator would not be that complex. In essence, each tactical crew station on a P-8 is like a high-end video gaming console equipped with a programmable keyboard, a joystick, and two flat-screen monitors.*

*For many years video gamers have been using networked PC-based flight simulators combined with realistic controls, instrumentation, seating, etc., to wage large-scale aerial battles featuring detailed computer models of military aircraft and dozens of participants. Similar gaming technology could be adapted for the Navy's purposes at fairly low cost. The Navy could set up small reserve units equipped with networked PC-based P-8 tactical crew simulators at selected reserve centers. These could be located anywhere significant numbers of former P-8 tactical crewmembers tend to migrate.*

*Each of these reserve units could be affiliated with a regular Navy P-8 squadron. Ideally, the squadrons could send a P-8 to the nearest suitable airfield, perhaps on a quarterly basis, to provide reservists with actual flight time. In addition, reservists could perform their two-week annual training with the squadron, where they could fly operational missions.*

*This would provide a relatively inexpensive means of ensuring the skills of veteran P-8 tactical crewmembers are not lost when they leave the Navy. A scan of recent headlines shows that the submarine threat thought to be over in the 1990s is showing strong signs of resurgence. Let's not throw away veterans' airborne ASW skills simply because they do not settle near the two remaining reserve patrol squadrons. The Navy may need them back!*

### **RUSSIA TEST-FIRES NEW HYPERSONIC MISSILE FROM SUB (Breitbart News 10/5):**

Russia said it successfully test-fired a new hypersonic cruise missile from a submarine against a target in the Barents Sea on Monday evening. “The Russian Navy have performed the first-ever test launch of a Tsirkon-class hypersonic missile from the Severodvinsk nuclear submarine,” Russia’s Defense Ministry announced on October 4.

The Severodvinsk launched the hypersonic missile from a submerged position, at a depth of 40 meters, in the White Sea at a target in the Barents Sea. “The missile aimed at a conditional naval target located in the Sea of Barents. According to the objective monitoring data, the flight course of the missile has matched the specified parameters. The conditional target has been hit,” Russia’s Ministry of Defense confirmed in a statement. “The submarine-based Tsirkon missile test launch has been considered a success,” the ministry affirmed. The White Sea is a southern inlet of the Barents Sea located along Russia’s northwest coast, east of Finland. The Barents Sea is a marginal sea of the Arctic Ocean located north of the Arctic Circle; most of the White Sea is south of the Arctic Circle.

Hypersonic weapons travel at speeds near and above Mach 5, or five times the speed of sound. They are capable of maneuvering mid-flight, allowing them to evade tracking and intercept systems designed for traditional projectiles. Russian claims the 3M22 Tsirkon hypersonic missile it test-fired on October 4 is capable of penetrating existing missile defense systems deployed by the North Atlantic Treaty Organization (NATO). The Russian Navy has previously tested the 3M22 Tsirkon hypersonic missile “several times from the Northern Fleet frigate ‘Admiral Gorshkov’, both in 2020 and 2021,” the Barents Observer recalled on October 4. “Previous tests have also included Tu-22M bombers taking off from airbases at the Kola Peninsula,” the newspaper noted Monday, referring to a Russian peninsula located between the White Sea and Barents Sea.

Russian President Vladimir Putin said in 2018 that Tsirkon missiles are capable of accelerating up to Mach 9 (nine times the speed of sound) and hitting targets at a distance of more than 1,000 km (621 miles). “Both existing and future multi-purpose submarines and new frigates sailing for the [Russian] Northern Fleet are supposed to be armed with the Tsirkon-missile,” according to Barents Observer.

Hypersonic systems are among the U.S. military’s “highest priorities in the Defense Department’s modernization strategy to ensure continued U.S. battlefield dominance,” U.S. Department of Defense (DOD) official Michael E. White said in May. White serves as the principal director for hypersonics in the Office of the Undersecretary of Defense for Research and Engineering. “[Hypersonics] capability is so important [that] the 2017 National Defense Strategy establishes [DOD’s] need to deter and, if necessary, defeat our great-power competitors, China and Russia,” he told DOD News on May 3. “And for more than a decade, these great-power competitors have been rapidly developing highly capable systems that challenge our domain dominance on the tactical battlefield,” White said.

*Breitbart News article by Gabrielle Reyes*

### **BOEING TO DELIVER FIVE P-8A POSEIDONS TO GERMANY (Naval Technology 9/29):**

Boeing has finalized a contract with the US Navy to supply five P-8A Poseidon maritime patrol aircraft (MPA) to the German Navy. The P-8A Poseidon maritime patrol aircraft deliveries to Germany are scheduled to start in 2024. The contract award follows the signing of a letter of offer and acceptance with the German Ministry of Defense in June this year. The aircraft are being procured via the US foreign military sales (FMS) route.

By 2024, the P-8A Poseidon will replace Germany’s fleet of P-3C Orion aircraft and bolster its maritime surveillance capabilities. The P-8A Poseidon is designed to address a range of maritime

challenges including anti-submarine warfare, intelligence, surveillance and reconnaissance missions. The aircraft can also be used for search-and-rescue operations.

Boeing Defense, Space & Security Germany vice-president Michael Hostetter said: “We’re pleased to have finalized this sale to Germany and to expand our footprint in-country by bringing the P-8A and its unique multi-mission capabilities to the German Navy. “The P-8 will ensure the German Navy’s ability to perform long-range maritime surveillance missions and will play a pivotal role in the region by leveraging existing infrastructure in Europe and full interoperability with NATO’s most advanced assets.”

Germany is the eighth country to procure the P-8A aircraft, following the US, Australia, India, the UK, Norway, Korea and New Zealand. Aircraft Philipp, Aljo Aluminium-Bau Jonuscheit and Nord-Micro are the German companies that currently supply parts for the P-8A. In June, Boeing entered collaborations with ESG Elektroniksystem-und Logistik-GmbH and Lufthansa Technik in preparation for the potential order. The three companies have already identified an array of areas for collaboration, including training and simulation, cybersecurity, systems integration, electronic attack and electronic protect systems, and logistics services, among others.

Boeing Germany, Central & Eastern Europe, Benelux and Nordics president Michael Haidinger said: “With strategic agreements and industry partnerships already in place, we stand ready to deliver a robust sustainment package for the German Navy’s P-8A fleet. “Together with the German Navy, the Federal Ministry of Defense and local industry, we will ensure maximum operational availability that will allow the German Navy to meet the full range of its maritime challenges.”

#### **NAVY CREATES DESTROYER TASK GROUP TO HUNT RUSSIAN SUBS (USNI News 9/27):**

The Navy has created a new task group on the East Coast to ensure it has ready destroyers that can deploy on short notice to counter the Russian submarine threat in the Atlantic Ocean. Task Group Greyhound – which officially declared initial operational capability on Sept. 1 – is a force-generation model for destroyers that is embedded within the Navy’s Optimized Fleet Response Plan. The plan is to take destroyers that have recently completed deployments and are awaiting maintenance availabilities and make them ready for training and operations in the Atlantic.

Greyhound is “designed to provide the fleet with predictable, continuously ready and fully certified warships,” Rear Adm. Brendan McLane, the commander of Naval Surface Force Atlantic, said in a Monday ceremony aboard USS Thomas Hudner (DDG-116) in Mayport, Fla. “The ships will be ready to accomplish the full range of missions – including tracking Russian undersea activity in the Atlantic and maritime homeland defense for our nation.” The task force shares a name with the 2020 surface warfare movie “Greyhound,” in which a collection of allied destroyers defend a North Atlantic convoy from German U-boats.

USS Donald Cook (DDG-75) – which recently completed several years forward-deployed in Rota, Spain and is now based in Mayport – and Thomas Hudner are the first destroyers to become part of the task group. USS The Sullivans (DDG-68), which is currently deployed with the United Kingdom’s Queen Elizabeth Carrier Strike Group, will join the task group in January when it returns. USS Cole (DDG-67) and USS Gravelly (DDG-107) will become part of Greyhound next year when Donald Cook begins its maintenance period.

“We took the two most capable ready-to-go destroyers – so Thomas Hudner, just back from an outstanding deployment and Donald Cook just finished five to six years forward-deployed naval force out of Rota – so both extremely experienced in anti-submarine warfare. And then we kind of mapped out the schedule for the other one to try to get to a stable schedule where you would have ultimately

four to make two all the time,” McLane told reporters in a phone call after the ceremony. “So USS The Sullivans will be coming back from deployment later on this year and then she’ll be joining, followed by two of the ships that are currently in the Harry S. Truman strike group that will be going on deployment and then [when] they come back, they will then be ready to join. So the idea is we put in the ships that already have deployments under their belt and are most ready and most experienced.”

The creation of the new task group comes as the Navy has refocused assets and efforts on the Atlantic region due to Russia’s undersea capability. The service formally reestablished U.S. 2nd Fleet, which covers the North Atlantic and East Coast, in 2018 amid concerns over Russian submarines operating in the waters. The Russian Navy has developed next-generation attack submarines armed with long-range land-attack missiles with ranges of 1,000 miles or more. Moscow is also developing a new class of submarines that will field a school-bus-sized torpedo armed with a nuclear warhead. The ships will be based out of Mayport and Norfolk, Va., and the task group is set for full operational capability by June 2022, according to McLane, who noted the ships will still have a post-deployment stand-down so sailors can see family after being out at sea.

“The strategic threat to the homeland has entered a new era and our key competitors have deployed and continue to advance a range of capabilities to hold the homeland at risk,” McLane said. One goal is for the task group to streamline the schedules of different commands and naval communities so they can coordinate on training and exercises in the region. “These will allow us to work with the schedules of not only the surface ships, but the submarines, the P-8 community, and the HSM, [Commander, Helicopter Sea Combat Wing Atlantic] helicopter detachments so that we can align everybody up to take advantage of whatever training opportunities may exist, as well as tactical development exercises like in the past Black Widow, and then training opportunities like submarine command course operations. We can align those assets to go after these training environments that may exist,” Rear Adm. Brian Davies, the commander of Submarine Group 2, told reporters.

McLane said work under Greyhound will include in-port training, live, virtual and constructive (LVC) training and time at sea. For example, the Navy could take advantage of a submarine moving in and out of its homeport by pairing P-8 maritime patrol aircraft with helicopter detachments on destroyers for drills, Davies said. “Having a dedicated platforms [sic] that Task Group Greyhound brings to the maritime homeland defense in the undersea domain...[what it] will help us do is really make that continuity between the training of the assets and then operating at high-end competitors in a dynamic environment brings that to fruition for us,” Davies said. “So instead of having to go out and find an asset to go and hunt say a high-end Russian submarine, we have these assets pre-assigned and they’re able to practice in this team-to-teams approach that we like to talk about when it comes to the arc of undersea warfare.”

The destroyers that join Greyhound will follow a model comparable to what the Navy uses for forward-deployed assets in Rota, Spain, according to McLane. “We postpone major modernization efforts that usually take two years to install on a ship and we focus on the things that really have to get done in a 90- to 100-day period,” McLane said. “And then for our ships in the Task Group Greyhound, they’re going to execute that maintenance strategy in the short-term until we can go between long avail and long avail. That’s probably not going to be until [Fiscal Year] 27.”

“The idea is by between [Fiscal Years] 25 and 27, we’re going to have ships doing this for possibly two years at a time. So they’ll be part of the OFRP – but not deploying – but staying here and keeping” available for undersea warfare in the region, McLane said. “But until we can get to that point, we’ll be taking ships that are coming back from deployment and using them for their

sustainment phase – usually six months I think is fair to say it looks like until their maintenance availabilities start – and that’s kind of the startup scheduling.”

*USNI News article by Mallory Shelbourne*

**NAVY AIRCREWS REUNITE AT FORMER BRUNSWICK NAS (The Times Record 9/19):**

Over 700 aircrew veterans reunited Friday and Saturday to remember their time in the service together at the former Brunswick Naval Air Station. The gathering at the Brunswick Naval Air Station Museum commemorated the 10th anniversary of the air station’s closure and celebrated the aircrew members who flew from the air station for over seven decades to conduct anti-submarine patrols and reconnaissance missions, in particular during the Cuban Missile Crisis and Cold War. Generally, the crews’ mission was to hunt and track Soviet submarines in the Atlantic Ocean.

“Most of our mission was flying less than 2,000 feet over water, so the ride was always bumpy,” said Robert Ryan of Durham, a former aviation electronics technician based in Brunswick. “It always smelled like a mix of JP-5 jet fuel, gun smoke and cigarette smoke. Some guys couldn’t do it.” Martin Dease of New York, who held an electronic warfare position on an airplane, said he remembers the constant droning of the plane’s propellers being drowned out by the headsets the crew wore to communicate. Dease was based at Brunswick Landing from 1985 through 1988.

Though the ride was unpleasant at times, many veterans said they don’t remember ever being afraid on a mission. Instead, they said they focused on the task at hand and relied on their fellow squadron members to keep each other safe. “I think the scariest thing was when you knew someone in another aircraft suffered a mishap, then you felt vulnerable,” said Ryan, who came to Maine from California in 1992 to work at the air station and never left. “When you’re in the plane and people are shooting at you, it’s not that scary. You just do what you’re supposed to do. But, when you hear someone else went down, it hits home.”

That trust and care built a sense of comradery decades and miles can’t diminish, said Tom Donovan of Virginia, a former operations officer based at Brunswick Landing from 1984-1986. “Thirty-seven years later, you don’t recognize everyone, but once you reconnect, it’s like no time has passed,” said Donovan. “We spent most of our time flying low, about 200 feet, over the water and we’d often shut one engine down to save gas. It can be a little intense in the cockpit, but the crew in the back relies on the crew in the front while the guys in front rely on the crew in the back to get the mission done. People get so close because you rely on each other’s lives. The things that are most memorable are the comradery between the crew that lasts a lifetime.”

Veterans spent the days remembering when part of their job was to be ready to fly anywhere at a moment’s notice, but not knowing where they were going or how long they would be away. When they woke up in Maine each morning, they didn’t know whether they’d still be in the state that night. While this might be stressful for some, for the veterans, it was another day at the office, and the feeling of seeing their spouses and children when they returned made it worth it. “If the call came, we were airborne within an hour,” said Donovan. “On average, I was gone about 250 days or more out of the year. That separation can be stressful and a strain on families. The true champions are the families that support you.” “We would deploy and be gone for six months at a time,” said Ryan. “When we’d fly back and land, all the families would be lined up, waiting for us. It was beautiful.”

Two P-3 Orion airplanes, the model many of the reunion attendees worked on, were brought in for the veterans to tour for perhaps the last time. The P-3 airplanes are getting replaced by the newer P-8 model airplanes, also known as a Boeing 737, the kind of aircraft some commercial airlines use. First used by the Navy in the 1960s, the P-3 planes were critical for anti-submarine warfare in the Cold

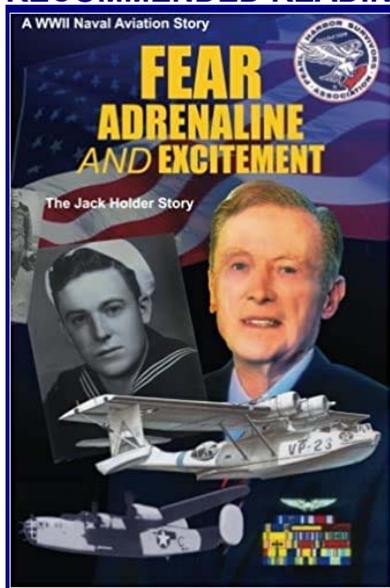
War, then the Vietnam War, then finally, post-9/11 period. The planes fit a crew of 10-13 people and they were used to drop sonobuoys, technology that help find and track enemy submarines, into the ocean. “It’s sad to see the sundown of any platform when you’ve invested so much in it and there’s an emotional connection to it,” said Brunswick Naval Aviation Museum President and retired Navy captain Sean Liedman. “For anyone who served in the maritime patrol and reconnaissance force, you know it’s the people that made our community great, not the platforms.”

During the event, the Brunswick Naval Aviation Museum board of directors also celebrated the groundbreaking of a new \$3.3 million museum. “This is the beginning of the construction and the creation of a first-rate museum that will tell the story of maritime patrol aviation and anti-submarine warfare as seen through the lens of squadron members and the families who lived it right here at Naval Air Station Brunswick,” said Liedman. “We want to turn this into a place that has local affinity and appeal in line with the energy you see happening at Brunswick Landing. We want to be part of that energy and excitement.”

The first phase of the new museum is building a new glass façade and entryway into the existing museum in the former air station’s chapel across the street from Wild Oats. The first part of the project is expected to cost \$525,000, which has already been raised through donations. Construction is expected to begin in March 2022.

*The Times Record article by Kathleen O'Brien*

### **RECOMMENDED READING:**



We highlighted this book last issue, but it is worth mentioning again since the author was a guest of honor at the recent NAS Brunswick base reunion. “Fear, Adrenaline, and Excitement” by Jack Holder (ISBN 978-1622175215) is WW2 Navy patrol plane (PBY and P4Y) flight engineer Jack Holder’s military memoirs. Among other things, Mr. Holder was at Pearl Harbor during the Japanese attack and he was a plank-owning member of the wartime VPB-23. Mr. Holder, who is 100 years old, gave two presentations at the NAS Brunswick reunion and was selling copies of his book there. Your newsletter editor bought several copies, one for himself and others to give away. Its an extremely good read. This book is available from [www.amazon.com](http://www.amazon.com) and other booksellers. Check it out!

### **ON THE INTERNET:**

Your newsletter editor recently set up a Facebook group for VP-MAU Brunswick to complement the one that he created there some years ago for VP-92. If you were a member of either squadron you should consider joining its Facebook group. Go to [www.facebook.com](http://www.facebook.com) and do a search on “VP-92” or “VP-MAU” to find them.

**PARTING SHOTS:**



***ABOVE:*** Rick Caesar and Pat Horton on board a VP-MAU P-3C sometime during the mid-1980s.



**ABOVE:** Sean O'Neill and Jim Cunningham with VP-92 CPOs at NAS South Weymouth toward the end of squadron's time at that old base. **BELOW:** Jeffrey Bartocci returns to the hangar at NAS Brunswick after performing the last daily maintenance inspection on VP-92 aircraft before the squadron shut down. If you have something similar to share e-mail [marc\\_frattasio@yahoo.com](mailto:marc_frattasio@yahoo.com).



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

