



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 71

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

MAR 2018

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

RECCO:



ABOVE: *PBY-6A Catalina from NAS Squantum's VP-ML-69 in 1949. VP-ML-69 became VP-911 in 1950. Got something similar to share? Contact Marc Frattasio at marc_frattasio@yahoo.com.*

FINAL FLIGHTS:

Former VP-92 TARs AW James King and FE Rick Montrose passed away recently.

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 Edward Dembowski 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 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:

Please inform George Driscoll at gnddriscoll@gmail.com about home or e-mail address changes.

THE 2018 VP ASSOCIATION ANNUAL REUNION:

We are going to have an annual reunion this year somewhere in the Weymouth, Massachusetts area on Saturday September 22nd. We have a venue in Weymouth in mind and are negotiating with the same caterer who provided the meal at the recent NAS South Weymouth 20th anniversary reunion. Neither the venue nor the caterer has been firmed up at this writing. More details and a reservation form will be included in the next issue of the newsletter. As indicated in the previous issue of this newsletter, attendance at the annual reunions has been dropping for the past several years and is approaching unsustainable levels. If you want these events to continue going forward, then you really need to come. This year will be a milestone year in the sense that if we do not get enough people to commit to go, then we will most likely try to have them less frequently, for example, every other year instead of on an annual basis. If this doesn't work, then the reunions may become a thing of the past.

THE SHEA NAVAL AVIATION MUSEUM:

The Shea Naval Aviation Museum, which is dedicated to preserving the military heritage of NAS South Weymouth as the old base is transformed into the Union Point housing development, has been closed since June. The master developer at Union Point, LStar Ventures, intends to move the museum and the Shea Memorial Grove park to a new location near Route 18. They plan to have the move completed in time for a grand reopening on July 4th but this may prove to be an overly ambitious target and something closer to Veteran's Day (or even later) may be more realistic. For the latest news on what's going on with the Shea Naval Aviation Museum go to www.anapatriotsquadron.org.

THE BRUNSWICK NAVAL MUSEUM AND MEMORIAL GARDENS:

A friendly reminder that the Brunswick Naval Museum and Memorial Gardens, which is trying to ensure that the military heritage of old NAS Brunswick is not forgotten as the old base undergoes redevelopment, is trying to raise money to pay off the mortgage on their building (the former base chapel), make improvements, and set up exhibits. These are the folks who helped host the VP-92 10th anniversary squadron reunion last year. If you are looking for a worthy charitable donation write-off please consider these people. They are a 501c3 non-profit educational corporation. For more information go to www.brunswicknavalmuseum.org.

VP-92 REUNION MERCHANDISE:

One of the vendors who brought VP-92 related merchandise to the 10th anniversary reunion on old NAS Brunswick still has some items available. Go to <https://theaircrewshop.com/> for details.

NAS BRUNSWICK REUNION:

There are plans for another reunion event in the Brunswick, Maine area on the weekend of August 10-12. This event is open to anybody who was stationed at NAS Brunswick or is interested in the old base. For more information and to register go to <http://nasbreunion.org>.

A SUGGESTION FROM PAUL LAPINSKI:

The Navy will be commissioning a guided missile destroyer named after Massachusetts Medal of Honor recipient Thomas Hudner in Boston in September. Hudner was a Navy pilot who purposely

crashed his Corsair in enemy territory in an effort to rescue a squadron-mate who was shot down during the Korean War. Free tickets are available for the commissioning ceremony if you'd like to go. To obtain them, go to <http://www.usshudnerddg116.org/commissioning-tickets>.

VP-8 FIGHTING TIGERS RESCUE FISHERMAN LOST AT SEA (Navy News Service 2/21):

Crewmembers assigned to the "Fighting Tigers" of Patrol Squadron Eight (VP-8) rescued three fishermen Feb. 20, whose vessel was adrift in the South Pacific for eight days. The 19-foot skiff was first reported missing Feb. 12, after it failed to return from a fishing expedition near Chuuk Lagoon in the Federated States of Micronesia. According to the report, the boat carried food and water, but no safety equipment or radios. Assets from U.S. Coast Guard Sector Guam searched for the vessel for several days before requesting assistance from the U.S. Navy.

The "Fighting Tigers" aircrew and maintenance team were tasked to support the search and rescue (SAR) operation, repositioning on short notice from Kadena Air Base, Japan to Andersen Air Force Base, Guam. The crew flew the Navy's newest maritime patrol aircraft, the P-8A Poseidon, which is equipped with an advanced APY-10 multifunction radar and MX-20 camera system, ideal for searching the 2,100-square-mile area. The vessel was located after only three hours and the aircrew deployed a UNI-PAC II Search and Rescue (SAR) kit, a new addition to the maritime patrol and reconnaissance aircraft (MPRA) fleet and the first time the kit had been successfully deployed by a P-8A in real-world SAR operations.

SAR kits are deployed at approximately 500 feet with a 150-yard trailing lanyard to deliver equipment as accurately as possible to survivors in the water. Kits generally include medical supplies, food, water, communications and signaling equipment, but can be configured with additional supplies depending on the mission type. The three survivors were picked up by a nearby police vessel a few hours after being located by VP-8.

"It was incredibly rewarding to be a part of saving lives - it's what everyone joins the Navy to do," said Lt. Miles Schumacher, tactical coordinator of the VP-8 aircrew. "This aircraft allows for a massive step forward in the ability of SAR units to search large areas quickly and effectively, and we were excited to have the SAR kit loaded and be able to prove its effectiveness. We successfully demonstrated the capability of the MPRA community to react quickly and effectively to operational requirements in the farthest corners of the globe. Hopefully, this is just the first of many successful rescues by P-8A Poseidon aircrews."

Patrol Squadron Eight is currently deployed to the 7th Fleet area of responsibility conducting theater and national level tasking in support of 7th Fleet, Pacific Fleet and Pacific Command.

Navy News Service article by LTJG Danielle Tatchio

RUSSIA: U.S. PILOTS SUFFER FROM "DEPRESSION AND PHOBIAS" (Breitbart News 2/1):

Russia's Defense Ministry insisted on Thursday that Monday's jet fighter intercept of a U.S. Navy surveillance plane, in which the Russian pilot flew within five feet of the American aircraft, was perfectly safe. The Ministry suggested, however, that the U.S. should stop flying in international airspace near the Russian border just to be sure, because American pilots are suffering from "depression and phobias".

The Russians initially claimed their fighter approached to a "safe distance" merely to identify the American plane, but that story became difficult to sustain after the U.S. Navy released video footage of the encounter, clearly showing the Russian pilot's incredibly close approach. More videos taken by various cameras on the U.S. plane were released on Thursday, showing the Russian plane flying

almost wingtip-to-wingtip before it suddenly broke into a completely unnecessary high-speed turn that brought it within 10 feet of the American EP-3's nose, subjecting the crew to violent turbulence.

"For the Russian fighter aircraft to fly this close to the U.S. Navy aircraft, especially for extended periods of time, is unsafe. The smallest lapse of focus or error in airmanship by the intercepting aircrew can have disastrous consequences. There is no margin for error and insufficient time or space for our aircrews to take corrective action", explained U.S. Navy Task Force 67 commander Capt. Bill Ellis.

The Russian Defense Ministry still disputes the U.S. State Department's characterization of the encounter as an "unsafe interaction", and insists it will continue making such interception flights to "maintain reliable protection of Russia's airspace". The ministry then taunted American pilots for complaining about close approaches to their planes. "If the awareness of this is a reason for U.S. air pilots to feel depression or succumb to phobias, we advise the U.S. side to exclude the routes of such flights near Russian borders in the future or return to the negotiating table and agree on their rules", the Defense Ministry statement jeered.

The U.S. State Department pointed out that Russia is a signatory to the 1972 Agreement for the Prevention of Incidents On and Over the High Seas (INCSEA), which forbids this type of dangerous and unnecessary interception. The Diplomat recalls that a similar dangerous intercept of a U.S. EP-3 aircraft by a Chinese fighter jet over the South China Sea in 2001 resulted in a midair collision that killed the Chinese pilot and damaged the American plane, forcing it to make an emergency landing at a Chinese airbase. Fourteen years later, the U.S. and China signed an agreement similar to INCSEA intended to prevent further incidents, but the Diplomat notes that China and Russia both have a long track record of ignoring such agreements when it suits them, and both are apprehensive about the amount of intelligence advanced American surveillance planes can gather while remaining in international airspace.

Breitbart News article by John Hayward

JAPAN CLAIMS CHINESE SUB SPOTTED NEAR SENKAKU ISLANDS (Breitbart News 1/15):

The Japanese military claims to have discovered a Chinese Shang-class nuclear attack submarine in the East China Sea, operating submerged near the disputed Senkaku Islands on the perimeter of Japanese territorial waters. The sub was initially detected on Thursday and then spotted again on Friday cruising on the surface and sporting a Chinese flag.

"We are seriously concerned over acts that unilaterally raise tensions. We'll keep our guard up to respond swiftly if a similar incident happens," said Japanese Defense Minister Itsunori Onodera at a press conference on Monday. "Operating a submerged submarine close to another country's territory goes against the norms of international rules," Onodera added. The defense minister said the Chinese submarine ignored "repeated warnings" that it was in the contiguous zone. He said it was "unacceptable" for the sub to ignore these warnings.

According to the Japan Times, the incident marks the first time a Chinese sub has been found operating in the "contiguous zone" surrounding recognized national boundaries. The nuclear sub was not technically violating Japanese territorial waters, but three surface vessels of the Chinese Coast Guard did precisely that on Monday, crossing into Japanese waters near the largest of the Senkaku Islands and lingering for about an hour and a half. The Japanese government labeled China's surface incursion "extremely regrettable" and recommended improving communications between Japan and China to reduce the chances of a military confrontation in the East China Sea.

The Shang-class submarine, formally classified as the Type 093 nuclear attack sub, is capable of vertically launching cruise missiles at land targets and possibly surface vessels. The newer Type 093B variant is believed to have capabilities on par with the older Los Angeles-class subs that are the mainstay of the U.S. Navy's undersea fleet. Japanese technicians say the sonar profile of the sub detected on Thursday indicate it was one of the newer variants.

The South China Morning Post reports speculation in the Japanese Defense Ministry that China sent its submarine to the Senkakus, which China claims under the name "Diaoyu Islands," to test Japan's patrol capabilities. Others warned the sub might have been training for a future military operation in the islands. Onodera curtly dismissed all such speculation by saying, "There is no need to guess."

Stars and Stripes cites a statement from Prime Minister Shinzo Abe's Cabinet directing the Japanese military to "prepare for all possible contingencies and to coordinate closely with the U.S." "The Diaoyu Islands are a natural part of Chinese territory. China's decision to guard the sovereignty of the Diaoyu territory is unshaken," Chinese Foreign Ministry spokesman Lu Kang said on Thursday.

The Senkaku Islands are small and sparsely inhabited, but they are important because they are close to major shipping lanes, they make for excellent fishing grounds, and, most importantly, because sizable reserves of oil and gas are believed to be located nearby. Japan accuses China of caring little about the islands until the oil and gas were discovered. China claims the islands were part of its territory for centuries until Japan claimed them, and therefore should have been returned to Chinese control after World War II.

Breitbart News article by John Hayward

NAVY AIRCRAFT JOINS SAR EFFORT IN EAST CHINA SEA (Stars and Stripes 1/8):

On January 7th the U.S. Navy sent a P-8A aircraft attached to the 'Fighting Tigers' of Patrol Squadron EIGHT (VP-8) to assist in an international search and rescue (SAR) effort in the East China Sea following a collision between two commercial vessels. After arriving on scene, the aircraft searched an area of approximately 3,600 square nautical miles before returning to Kadena Air Base in Japan.

None of the mariners were located. The Chinese-flagged cargo ship CF Crystal and the Iranian-owned and operated, Panamanian-flagged MV Sanchi collided on January 6th. International search efforts are ongoing for the MV Sanchi's 32 missing crewmembers.

The Seventh Fleet, which celebrates its 75th year in 2018, spans more than 124 million square kilometers, stretching from the International Date Line to the India/Pakistan border and from the Kuril Islands in the North to the Antarctic in the South. The Seventh Fleet's area of operation encompasses 36 maritime countries and 50 percent of the world's population with between 50-70 U.S. ships and submarines, 140 aircraft, and approximately 20,000 Sailors.

Stars and Stripes article by USN 7th Fleet Public Affairs

RUSSIAN SUBS PROWLING AROUND VITAL UNDERSEA CABLES (Washington Post 12/22):

Russian submarines have dramatically stepped up activity around undersea data cables in the North Atlantic, part of a more aggressive naval posture that has driven NATO to revive a Cold War-era command, according to senior military officials. The apparent Russian focus on the cables, which provide Internet and other communications connections to North America and Europe, could give the Kremlin the power to sever or tap into vital data lines, the officials said. Russian submarine activity has increased to levels unseen since the Cold War, they said, sparking hunts in recent months for the elusive watercraft. "We are now seeing Russian underwater activity in the vicinity of undersea cables

that I don't believe we have ever seen," said U.S. Navy Rear Adm. Andrew Lennon, the commander of NATO's submarine forces. "Russia is clearly taking an interest in NATO and NATO nations' undersea infrastructure."

NATO has responded with plans to reestablish a command post, shuttered after the Cold War, to help secure the North Atlantic. NATO allies are also rushing to boost anti-submarine warfare capabilities and to develop advanced submarine-detecting planes. Britain's top military commander also warned that Russia could imperil the cables that form the backbone of the modern global economy. The privately owned lines, laid along some of the same corridors as the first transatlantic telegraph wire in 1858, carry nearly all of the communications on the Internet, facilitating trillions of dollars of daily trade. If severed, they could snarl the Web. If tapped, they could give Russia a valuable picture of the tide of the world's Internet traffic.

"It's a pattern of activity, and it's a vulnerability," said British Air Chief Marshal Stuart Peach, in an interview. "Can you imagine a scenario where those cables are cut or disrupted, which would immediately and potentially catastrophically affect both our economy and other ways of living if they were disrupted?" Peach said in a speech in London this month. The Russian Defense Ministry did not respond to a request for comment about the cables.

The Russian sea activity comes as the Kremlin has also pressed against NATO in the air and on land. Russian jets routinely clip NATO airspace in the Baltics, and troops drilled near NATO territory in September. Russia has moved to modernize its once-decrepit Soviet-era fleet of submarines, bringing online or overhauling 13 craft since 2014. That pace, coming after Russia's annexation of Ukraine's Crimean peninsula set off a new era of confrontation with the West, has spurred NATO efforts to counter them. Russia has about 60 full-size submarines, while the United States has 66.

Among Russia's capabilities, Lennon said, are deep-sea research vessels, including an old converted ballistic submarine that carries smaller submarines. "They can do oceanographic research, underwater intelligence gathering," he said. "And what we have observed is an increased activity of that in the vicinity of undersea cables. We know that these auxiliary submarines are designed to work on the ocean floor, and they're transported by the mother ship, and we believe they may be equipped to manipulate objects on the ocean floor." That capability could give Russia the ability to sever the cables or tap into them. The insulated fiber-optic cables are fragile, and ships have damaged them accidentally by dragging their anchors along the seabed. That damage happens near the shore where it is relatively easy to fix, not in the deeper Atlantic where the cost of mischief could be greater.

Lennon declined to say whether NATO believes Russia has actually touched the cables. Russian military leaders have acknowledged that the Kremlin is active undersea at levels not seen since the end of the Cold War, when Russia was forced to curtail its submarine program in the face of economic turmoil and disorganization. "Last year we reached the same level as before the post-Soviet period, in terms of running hours," said Adm. Vladimir Korolev, the commander of the Russian Navy, earlier this year. "This is more than 3,000 days at sea for the Russian submarine fleet. This is an excellent sign."

The activity has forced a revival of Western sub-hunting skills that lay largely dormant since the end of the Cold War. Lennon said NATO allies have long practiced submarine-hunting. But until the last few years, there were few practical needs for close tracking, military officials said. In recent months, the U.S. Navy has flown sorties in the areas where Russia is known to operate its submarines, according to aircraft trackers that use publicly available transponder data. On Thursday, for example, one of the planes shot off from Naval Air Station Sigonella in Sicily, headed eastward into the Mediterranean. It flew the same mission a day earlier. The trackers have captured at least 10

missions carried out by U.S. submarine-tracking planes this month, excluding trips when the planes simply appeared to be in transit from one base to another. November was even busier, with at least 17 missions captured by the trackers.

NATO does not comment on specific submarine-tracking flights and declined to release data, citing the classified nature of the missions. But NATO officials say that their submarine-tracking activities have significantly increased in the region. Submarines are particularly potent war-fighting craft because they can generally only be heard, not seen, underwater. They can serve as a retaliatory strike force in case of nuclear war, threaten military resupply efforts and expand the range of conventional firepower available for use in lower-level conflicts. The vessels are a good fit for the Kremlin's strategy of making do with less than its rivals, analysts say: Russia's foes need vast resources to track a single undersea craft, making the submarines' cost-to-mischief ratio attractive. Even as Russia remains a vastly weaker military force than NATO, the Kremlin has been able to pack an outsize punch in its confrontation with the West through the seizure of Crimea, support for the Syrian regime and, according to U.S. intelligence, its attempts to influence the U.S. election.

"You go off and you try to add expense for anything that we're doing, or you put things at risk that are of value to us, and submarines give them the capability to do it," a senior NATO official said of the Russian approach, speaking on the condition of anonymity to discuss sensitive intelligence assessments. Russian military planners can say, "I can build fewer of them, I can have better quality, and I can put at risk and challenge and make it difficult for NATO," the official said. Still, some analysts say the threat to cables may be overblown. "Arguably, the Russians wouldn't be doing their jobs if they couldn't threaten underwater cables. Certainly, NATO allies would not be doing theirs if they were unable to counter that," said Adam Thomson, a former British ambassador to NATO.

Russian military planners have publicized their repeated use of submarine-launched Kalibr cruise missiles during their incursion into Syria, which began in fall 2015. In Syria, the missiles have not always hit their targets, according to U.S. intelligence, undermining somewhat the Russian claims of potency. NATO's hunts — which have stretched across the Baltic, Mediterranean and Atlantic — have mobilized submarine-tracking frigates, sonar-equipped P- Poseidon planes and helicopters, and attack submarines that have combed the seas. "The Russians are operating all over the Atlantic," said NATO Secretary General Jens Stoltenberg. "They are also operating closer to our shores."

Russia's enhanced submarine powers give urgency to NATO's new efforts to ensure that it can get forces to the battlefield if there is a conflict, Stoltenberg said. In addition to the new Atlantic-focused command, the alliance also plans to create another command dedicated to enabling military forces to travel quickly across Europe. NATO defense ministers approved the creation of the commands at a November meeting. Further details are expected in February. The plans are still being negotiated, but they currently include the North Atlantic command being embedded inside the U.S. Fleet Forces Command in Norfolk, which would transform into a broader NATO joint force command if there was a conflict, a NATO diplomat said, speaking on the condition of anonymity to discuss plans that have not been finalized. "Credible deterrence is linked to credible reinforcement capabilities," Stoltenberg said. "We're a transatlantic alliance. You need to be able to cross the Atlantic."

Washington Post article by Michael Birnbaum

US SENDING SUB-HUNTING PLANES TO ICELAND (Foreign Policy 12/04):

NATO and the United States are confronting years of neglect of their submarine-detecting capabilities, while Russia has pulled even. The Pentagon is preparing to spend millions of dollars to fix up a Cold War-era air base in Iceland as Washington rushes to keep an eye on a new generation of stealthy Russian submarines slipping into the North Atlantic. Tucked away in the 2018 defense

budget sitting on President Donald Trump’s desk is a provision for \$14.4 million to refurbish hangars at Naval Air Station Keflavik to accommodate more U.S. Navy P-8 Poseidon reconnaissance aircraft, a key surveillance asset for locating and tracking submarines, a defense official confirms.

The move comes as new Russian nuclear and conventional submarines have been making more frequent trips through the area known as the “GIUK gap” — an acronym for Greenland, Iceland, and the United Kingdom — the route for the Russian Northern Fleet to enter the Atlantic Ocean. The United States and Iceland have agreed to increase rotations of the American surveillance planes to Iceland next year, Pentagon spokesman Johnny Michael confirmed to Foreign Policy.

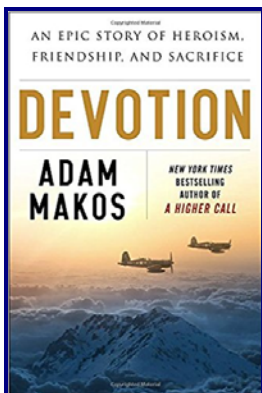
Inside the alliance, there is concern over NATO’s ability to locate and track the new Russian submarines as they move silently into the open ocean. NATO officials have admitted that the past two decades of anti-piracy operations near Africa and support for ground operations in the Middle East have distracted from the anti-submarine mission which was at the core of the Cold War mission in the Atlantic. After allowing its naval forces to fall into disrepair in the 1990s, Russian President Vladimir Putin set out on a major military overhaul in the 2000s, clawing back capability by designing and building new diesel- and nuclear-powered boats, making them quieter, more lethal, and longer-legged than their Soviet predecessors.

Russia’s undersea fleet “is in the best state it has been in since the fall of the Soviet Union,” said Michael Kofman, a Russian military expert at the Center for Naval Analyses. “A lot of effort has been spent on drilling, training, and readiness.” The Russian submarine force of about 50 hulls is a fraction of the 400 the Soviet Union floated during the Cold War, but they boast vastly improved technical capabilities that put them on par with their American rivals, experts said. “This time they’re going for quality rather than quantity,” added Magnus Nordenman of the Atlantic Council.

In an unclassified assessment of Russian military strength issued earlier this year, the Pentagon’s Defense Intelligence Agency concluded that Moscow’s new nuclear-powered ballistic missile submarines are “capable of delivering nuclear warheads from thousands of kilometers away. This strategic capability puts the Russian Navy in the top tier of foreign navies.” The pride of the Russian fleet is the nuclear-powered Yasen-class guided missile submarine, which can carry 32 Kalibr cruise missiles. While the missile’s range isn’t known for sure, Russian subs have fired the Kalibr into Syria from about 700 miles away. Moscow has two Yasen-class subs operational, and plans to build an additional eight in coming years.

Foreign Policy article by Paul McLeary

RECOMMENDED READING:



Here’s a book that’s well worth reading, especially if you’re planning to go to the USS Hudner commissioning ceremony in Boston in September and would like to know more about the events that resulted in Hudner being awarded the Congressional Medal of Honor. You can get a copy of Adam Makos’ “Devotion” on-line or at any decent bookstore. It really is a terrific book that presents not only the story of Thomas Hudner, but also the story of the man that he tried to save, Jesse Brown, the Navy’s first black pilot.

ON THE INTERNET:

George Driscoll suggests you check out the Secretary of the Navy's strategic readiness review at [https://news.usni.org/2017/12/14/secnav_readiness_review?utm_source=USNI+News&utm_campaign=6879776ab2-USNI_NEWS_DAILY&utm_medium=email&utm_term=0_0dd4a1450b-6879776ab2-233536965&ct=\(USNI_NEWS_DAILY\)&mc_cid=6879776ab2&mc_eid=1dae41011f](https://news.usni.org/2017/12/14/secnav_readiness_review?utm_source=USNI+News&utm_campaign=6879776ab2-USNI_NEWS_DAILY&utm_medium=email&utm_term=0_0dd4a1450b-6879776ab2-233536965&ct=(USNI_NEWS_DAILY)&mc_cid=6879776ab2&mc_eid=1dae41011f).

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: Here's a VP-92 crew photo from an annual training deployment sometime in the 1980s sent by Dick Shafner. Got something similar to share with your old shipmates? 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".

