



# 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](http://www.vpassociation.org)

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Welcome to another edition of the VP Association newsletter. 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 "Lima Yankee Five Eight Six" during a drill weekend cross-country training flight stopover at Andrews AFB in 1995. This photo was taken by Stephen Miller. Got something similar to share? If so, contact Marc Frattasio at [marc\\_frattasio@yahoo.com](mailto:marc_frattasio@yahoo.com).

## FINAL FLIGHTS:

We lost Pat Duffy, Thomas Kenneally, and Richard Thomas recently. All three were in VP-92 at NAS South Weymouth and Richard Thomas was also in the VP-MAU at NAS Brunswick.

### **ILL SHIPMATE IN NEED OF CHEERING UP:**

Joe Minnix, who was in VP-92 at NAS South Weymouth, is very sick and recently went into hospice.

### **REGARDING 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.

### **THE 2024 NAS BRUNSWICK REUNION:**

As you should remember, the Brunswick Naval Aviation Museum had scheduled an NAS Brunswick base reunion for last September, and it had to be cancelled at literally the last minute due to a hurricane. Over 600 people had pre-registered to attend, and many more were expected to show up without registration on the day of the event. Nearly 1,000 people came to the last NAS Brunswick reunion in 2021, and that was during the COVID-19 pandemic when many people were reluctant to travel or attend large public gatherings!

Well, the museum is going to try again this year. The 2024 reunion will be held over the weekend of Friday, Saturday, and Sunday September 13<sup>th</sup>, 14<sup>th</sup>, and 15<sup>th</sup> at the Brunswick Naval Aviation Museum on old NAS Brunswick, ME. More details will be provided as the date approaches, but the museum's intent is to stick as much as possible to the plan and schedule developed for last year. Expect the early registration process to go live on the Internet by April. We're expecting some US and possibly foreign military aircraft to come for static display and details will be provided as things are firmed up.

There will be a joint VP-92 and VP-MAU "mini-reunion" organized in conjunction with the larger base reunion on Saturday September 14<sup>th</sup>. The command mini-reunion will be held from 11 AM to noon in the Brunswick Naval Aviation Museum's main exhibition hall. All former VP-92 and VP-MAU personnel are welcome to come to the command mini-reunion. We will have some free geedunk to hand out to our old shipmates, on a first-come first-served basis, while the supply lasts. If you want to get your hands on some of this stuff, be sure to line up early, because what we have is all there is!

Please note that although there is no charge to attend the command mini-reunion, you will have to purchase admission to the base reunion itself in order to get in. We hope that we'll see lots of you at the NAS Brunswick reunion in September. Many of you had pre-registered to come last year and were disappointed. Please give it another shot this year. They say that lightning doesn't strike twice. We have to believe that the same thing goes for hurricanes!

### **BEHIND THE SCENES LOOK AT AN AIRCRAFT THAT HUNTS SUBS (News Center Maine 2/15):**

Searching for enemy submarines is just one of many missions the U.S. Navy hopes will be strengthened by a new military maintenance facility that opened at Cecil Airport in Jacksonville last week. Navy sailors there say the new facility will increase security on the First Coast and throughout the United States.

"In this aircraft, we're flying like 8 to 12 hours a day," Tyler Touchstone, an electric warfare operator said. "So, it's a lot of time inside of an aircraft." Touchstone says it won't be long before the Navy's P-8A Poseidon is back in the air. His mission – inside the P-8A — often entails assisting with search and rescues, while keeping an eye out for adversary or enemy submarines. "With the vast

movements that they do, our role has become more and more increasingly important over the years as tensions continue to rise," Touchstone told First Coast News.

Touchstone and others at the facility are tasked with finding anything that may pose a threat to the nation's security. And now five deployments later, Touchstone says the number of adversary submarines they're detecting are more than ever. In a 2023 report from the Department of Defense, it lists tensions with countries like China, saying they are the most "comprehensive and serious challenge to United States national security" because of their enhanced technology. Russia, Iran and North Korea were also listed as persistent threats.

To improve a Naval aircraft like the P-8A, the three bases in Jacksonville are teaming up with the two new Boeing repair facilities at the Cecil Airport. "24 hours a day, circling the globe, looking for hostile activity," Jacksonville Aviation Authority Mark Vanloh said. "It's very important for them to be able to come home to Jacksonville at night, land at Cecil, get some repairs done and get back out," he added.

Along with testing out new technology developed by Boeing to help Touchstone and his crew identify more adversary submarines they can't see underwater, some of the people repairing the aircrafts used to work on planes like the P-8A. "We're about 60% veterans, we recruit locally and abroad, [and] folks experienced with the Boeing platforms," Boeing site leader Rhiannon Sherrard said. The Navy says the overall hope is to use the knowledge from both active-duty servicemen and veterans to develop more up-to-date technology to best defend the U.S. borders.

*News Center Maine article by Claire Alfree*

### **US P-8 "KEY SUSPECT" BEHIND SINKING OF RUSSIAN WARSHIP (The Eurasian Times 2/2):**

A swarm of Ukrainian kamikaze drones attacked and sank the Russian missile warship Ivanovets, belonging to its Black Sea Fleet. The missiles capsized the warship along with the 44 crew members aboard. It is speculated that a US P-8A Poseidon might have aided Ukrainian forces. The Russian warship had carried out several missile attacks against Ukraine. Its destruction will give a breather to the denizens of southern Ukraine.

On February 1, the Armed Forces of Ukraine struck the Russian Black Sea Fleet with the help of naval drones on Lake Donuzlav in Crimea. One of the UAVs managed to go past the ship's defense systems and struck at its portside, causing a huge explosion. Video released by the Ukrainians rules out any chance that the Russian warship survived the impact. At the end of the recording, one can see the rear part of the vessel as it sank along with the 44 Russian sailors on board.

Credit for sinking the warship has been claimed by the special unit "Group 13" of the Ukrainian Military Intelligence. This unit has launched as many as nine drones from the Black Sea port of Odessa. At the time of the Ukrainian attack on the Russian warship, an American Boeing P-8A Poseidon aircraft was airborne over the western part of the Black Sea. Media reports suggest that the aircraft was monitoring the movement of the Russian warships in the Black Sea. It is plausible that the intelligence gathered by the Poseidon helped execute the attack in a copybook style. Reports also point out that every time the Russians have lost a ship since the invasion of Ukraine, a Poseidon aircraft or an MQ-9 Reaper has been in the air.

The Russian Ministry of Defense has not confirmed the attack. However, several military channels on Telegram have confirmed the Ukrainian reports. "Due to several direct hits to the hull, the Russian ship was damaged and became incapable of further movement – the Ivanovets tilted to the stern and

sank,” said the Military Informant Telegram channel. “Even after three hits on the ship, you can see how rounds are being fired at the naval drone.”

Ivanovets missile boats are part of the 1241 ‘Molnia’ project. Launched in 1989, the warship is equipped with R-270 ‘Moskit’ anti-ship missiles with a launch range of 90-120 kilometers. It is said to be one of the two missile boats still in active service in the Russian Black Sea Fleet.

On April 13, 2022, the Russian cruiser Moskva was hit by Ukrainian Neptune missiles. Initially, Russians said that the Moskva sank while being towed amid a storm as its hull was damaged following the detonation of ammunition on board. Later, they confirmed the warship capsized following hostile action.

According to information published by the Daily Mail on April 20, 2022, the US Navy sent a P-8 Poseidon maritime patrol aircraft to assist in the Ukrainian strikes. According to The Times, a P-8 was tracking Moskva in the hours before it was attacked before supplying its location to the Ukrainian military. In a battle, situational awareness is critical, and P-8 has become the eye of the Ukrainian forces. Moskva was positioned far from Ukrainian radars. The P-8 maritime patrol aircraft reportedly detected and tracked the target and reported its position to the Ukrainian forces.

During this mission, the P-8A took off from Italy and turned off its trackers so it could no longer be followed online before reaching the Black Sea coastline. It remained hidden for three hours before reappearing on Flight Radar 24. It then took up station on the Romanian Black Sea coast. From there, it tried to locate the position of the Russian Black Sea fleet. The US has not officially acknowledged its role in the strikes. But it is no secret that since the beginning of the war, a range of NATO surveillance platforms and drones have been keeping an eye on Russian movements from the Polish coast, along the Ukrainian border, and down to the Black Sea.

The Boeing P-8 Poseidon is an American maritime patrol aircraft. Poseidon, named for the Greek god of the sea, is a modified Boeing-737 transport equipped with sensitive radar, cameras, and expendable sonar buoys for tracking submarines. It also includes a host of weapons, from cruise missiles to depth charges for destroying them. The P-8 can carry out multiple missions like anti-submarine warfare (ASW), anti-surface warfare (ASUW), and shipping interdiction roles. It is armed with torpedoes, Harpoon anti-ship missiles, and other weapons, can drop and monitor sonobuoys, and can operate in conjunction with other assets, including the Northrop Grumman MQ-4C Triton maritime surveillance unmanned aerial vehicle (UAV). The aircraft can be armed with torpedoes, all-weather Harpoon anti-ship missiles, and other weapons.

In 2023, a Russian MiG-31 fighter jet was scrambled when its air defense radars picked up a US P-8A aircraft approaching the country’s border. However, the American aircraft made a U-turn without breaching the Russian border. On January 31, 2024, according to a TASS report, spy planes from the UK, Italy, and the US were flying near Crimea two hours before an air attack on the peninsula. Quoting data from Flight Radar 24, the report said that two hours before the air alert, a US Navy P-8A, UK Air Force RC-135W Rivet Joint electronic reconnaissance aircraft, and E-550A (based on Gulfstream G550) long-range radar detection aircraft of the Italian Air Force flew over Romania near the Black Sea coast. A little earlier, a US RQ-4B Global Hawk strategic reconnaissance drone was spotted in the area.

*Eurasian Times article by Ritu Sharma*

**NEW APARTMENTS FOR UNHOUSED ASYLUM SEEKERS (News Center Maine 1/14):**

Developers Collaborative is building 60 units total at Brunswick Landing. They're serving as transitional housing for asylum seekers waiting for work permits. For years, the former naval air station base in Brunswick has been undergoing renovations. Businesses have slowly moved in, and housing developments are continuing to pop up on once-barren streets. That includes new apartments that, for the next couple of years, will be serving asylum seekers.

On Monday, dozens of people gathered at Brunswick Landing to celebrate 60 new apartment units going up in five buildings. Twenty-four of them are already complete. These units are designed to house asylum seekers, as they wait to receive work permits. That process can often take a while, since asylum seekers can't file for a permit until at least six months after filing asylum applications.

This program is happening through the Maine State Housing Authority. MaineHousing will essentially pay the rent for these asylum seekers for up to two years. After that, the units will be converted to a mix of market-rate and affordable housing, unless the state says the program needs to be extended. "This is a very unique solution to a very exciting opportunity in our state," Dan Brennan, executive director of MaineHousing, said. "We have thousands of folks coming to Maine who want to make Maine home. We're doing everything we can to help that situation."

A woman named Esther from Nigeria is one of the asylum seekers already living in these units. She said the shift there from living in hotels and shelters has been life-changing—and that the apartment feels like a "palace." "In [a] hotel, there are rules and regulations," Esther said. "In a shelter too, we have so many people. We share the kitchen together. We share the restroom together." Developers Collaborative is the group that built these apartments. Its founder Kevin Bunker said he hopes the rest of the units will be open by the end of this month or early next month.

*News Center Maine article by Chloe Teboe*

**AFTER 50 YEARS JAX FLIGHT ENGINEER SET TO RETIRE (Action News Jax 1/4):**

A U.S. Customs and Border Protection Air and Marine Operations flight engineer, Paul J. Waeghe, Jr., has spent more than 23,000 hours on a P-3 aircraft, 48 years as a flight engineer working with P-3s, and 50 years of federal service. Waeghe joined CBP Air and Marine Operations in 2000, where he has continued to serve for 23 years. He currently works as an instructor and senior flight engineer at the National Air Security Operations Center in Jacksonville. Waeghe will officially retire from federal service in June 2024. His final flight will take place here in Jacksonville.

Paul J. Waeghe, Jr., ventured from his hometown of Wyandotte, Michigan, and began his federal service in 1973. He entered the U.S. Navy where he served in a P-3 training patrol squadron. "Over the course of the next 26 years, Waeghe rose in rank and responsibility, continuously serving in units that operated the P-3 platform," CBP stated in a news release. During his military career, he was deployed nine times to areas in Asia and Europe. Waeghe also served as a flight engineer instructor and evaluator throughout his career, ultimately serving as flight engineer for a Navy executive transport detachment that flew multiple admirals around on official Navy missions.

"Even as a child, watching aircraft takeoff and land at Detroit Metro airport with my father, a World War II Army and Air Force Veteran, I always dreamed of flying," Waeghe said. "The U.S. Navy offered me that opportunity. Shortly after my wedding in 1980, my wife and I discussed leaving the U.S. Navy," Waeghe said. "We decided that continuing the career that I loved was the road to take. At the end of my naval career in 1999, I was fortunate enough to be hired by Air and Marine Operations doing the same job that I had loved doing."

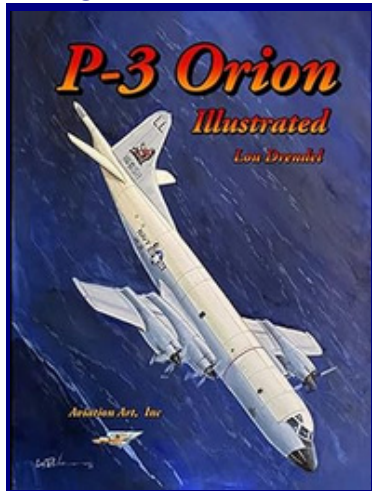
Waeghe marked his 48th year as a flight engineer and surpassed 23,300 flight hours on a P-3 aircraft in August 2023. In June he officially reached his 50th year of federal service in June. “Paul is a true professional and his knowledge of the P-3 is unsurpassed,” said Kraig A. Kamp, Director of National Air Security Operations Center-Jacksonville. “He has led an unparalleled career in aviation. Air and Marine Operations will miss his expertise as a flight engineer and instructor, but we are thrilled that he will be enjoying his hard-earned retirement after giving 50 years of service to our nation.”

Waeghe credits his love of flying, the people he works with, and the mission among the reasons that he chose to remain in Air and Marine Operations for 23 years. Of his many lifetime accomplishments and experiences, he recalls that it is the people he has met in his career, those that he mentored, and who mentored him, that made his Flight Engineer journey enjoyable. Waeghe’s advice for those beginning their careers reflects his own experience. “Find something you love doing and strive to achieve the highest that goal can offer,” Waeghe said. “I can truly say that since the age of 19, I have never really worked a day in my life. I used to joke that I would do what I did in the U.S. Navy and Air and Marine Operations for free.”

U.S. Customs and Border Protection, Air and Marine Operations safeguards our nation by anticipating and confronting security threats through our aviation and maritime law enforcement expertise, innovative capabilities, and partnerships at the border and beyond. Air and Marine Operations interdicts unlawful people and cargo approaching U.S. borders, investigates criminal networks, provides domain awareness in the air and maritime environments, and responds to contingencies and national taskings. For more information about CBP, visit: [CBP.gov](http://CBP.gov)

*Action News Jax article by Action News Jax Staff*

### **RECOMMENDED READING:**



Here is a relatively new book about the Lockheed P-3 Orion that is worth checking out. Its 142 pages long and includes 200 color photographs and illustrations. The book was put together and privately published by Lou Drendel. It is available in various formats (hard cover, soft cover, Kindle) at various price points. The ISBN is 979-8417237706. You can review it on-line at [Amazon.com](http://Amazon.com).

### **ON THE INTERNET:**

This interesting bit of history was posted recently on one of the patrol squadron related Facebook groups at [www.facebook.com](http://www.facebook.com): *VP-11 was the first VP squadron to do tail art on the vertical stabilizer. It started with the XO's plane LE-7 after it was struck by lightning in the spring of 1961. Three of the squadron's planes were headed south for a UNITAS deployment and the XO's wife thought it would be a good idea to put the lightning bolts on the tails of the three planes going to South America. We made up a huge stencil for the tail and a smaller one for the fins on the tip tanks. I worked night check in the metal shop and we ended up doing all the planes in the squadron. By the winter of 1961 all the squadrons at NAS Brunswick had adopted their own tail art and it spread throughout the Navy.*

**PARTING SHOTS:**



**ABOVE:** VP-92 ground training on the second deck at NAS South Weymouth's Hangar One sometime during the mid-to-late 1980s. **BELOW:** VP-92 CPO meeting at NAS South Weymouth.





**ABOVE:** VP-92 Maintenance Control at NAS South Weymouth near the end of the squadron's time at that base. Have something similar to share? Contact Marc Frattasio at [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".**

