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 88 **HTTP://WWW.VPASSOCIATION.ORG** **JUN 2022**

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: *VP-MAU P-3C "Lima Bravo Zero Two" at Keflavik Iceland sometime during the mid-1980s. Got something similar to share? Contact Marc Frattasio at marc_frattasio@yahoo.com.*

FINAL FLIGHTS:

Larry Fiske passed away recently. He was a TAR in VP-92 at NAS South Weymouth and in the VP-MAU at NAS Brunswick. While with the VP-MAU he was the LPO of the admin department.

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.

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.

ANDY SNOWDEN AND SEAN COFFEY MEET UP DURING FLEET WEEK:

Here's a recent photo of two VP-92 alumni who many of you should be familiar with, though perhaps have not seen recently. Andy Snowden (left) is a Navy Criminal Investigative Service agent who will be retiring to New Hampshire later this year after 25 years of government service. Sean Coffey (right) was recently appointed the General Counsel of the Navy, in essence, the Navy's senior civilian lawyer and chief legal advisor to the Secretary of the Navy. The two former Minutemen recently met for breakfast in New York City during "Fleet Week", which was held during the last week of May.

PETE PERRY – NOT PETE FRIREE:

Last time we mentioned that "Pete Friree" from VP-92 has returned to Maine. Turns out that your newsletter editor misunderstood the message. The name is actually "Pete Perry". Again, if you knew him in the squadron and would like to reach out to him, you can e-mail him at jrwardenstpats@gmail.com. If you knew him in the squadron, he'd love to hear from you.

2022 VP ASSOCIATION REUNION:

In the last newsletter we asked members to e-mail us to indicate interest in holding a reunion in September in the Weymouth area. This September will mark the 25th anniversary of the closing of NAS South Weymouth. Well, only seven people responded to say they'd go, so there will be no VP Association reunion this year. This is unfortunate because this anniversary is an important milestone that should be commemorated.

In related news, the Brunswick Naval Aviation Museum intends to hold another reunion at old NAS Brunswick over the weekend of Friday through Sunday September 15-17 in 2023. We will make an effort to have a VP-92 and VP-MAU "mini reunion" on Saturday in conjunction with this event like we did last year. Last year about fifty former VP-92 people and thirty VP-MAU people came. So, if you'd like to meet up with some of your old VP-92 or VP-MAU shipmates at Brunswick, ME on Saturday September 16th 2023, please mark that date on your calendar and plan to come.

A NOTE FROM YOUR NEWSLETTER EDITOR ABOUT THE END OF THE P-3 ERA:

As of this writing all operational regular Navy patrol squadrons are operating the Boeing P-8A Poseidon. Only two USNR P-3 operators remain, VP-62 at NAS Jacksonville and VP-69 at NAS

Whidbey Island. Both squadrons are going to transition to the P-8A. VP-62 is sending its last P-3C to the boneyard in a ceremony that will be conducted at its hangar on NAS Jacksonville between 1200 and 1600 on Saturday June 4th. VP-69 will soon follow suit. Your newsletter editor and a few other former VP-92 and VP-MAU people plan to attend the VP-62 P-3 retirement ceremony. Your newsletter will take photos there and will upload them to the VP-92 and VP-MAU Facebook groups.

This marks the end of an era. Your newsletter editor recently contacted VP-62, VP-69, and VP-30 in an attempt to exercise his reserve retiree space available privileges to ride along on a final bounce flight or cross-country on a P-3, but was unable to do this. To VP-62's credit, they went all the way up the chain of command to "the Wing" to get permission, but had no success. I'm not sure what the problem was. VP-92 and VP-MAU took retirees on board P-3s as passengers back in the day, I know that I served as an observer or weather radar operator on flights that had retirees on board. Anyway, going forward the only US Navy patrol squadron that will operate P-3s is VP-30, which will retain a few aircraft for a time to provide training to foreign flight crews under the Military Assistance Program.

NEW CHINESE SUBMARINE ABLE TO LAUNCH CRUISE MISSILES (Defense News 5/16):
A submarine seen in a satellite photo of a Chinese shipyard shows what could be a new class or subtype of nuclear-powered attack sub with a new stealthy propulsion system and launch tubes for cruise missiles. The satellite photo of the shipyard at Huludao in Liaoning province northern China, which was provided by Planet Labs, was taken May 3 and shows a submarine on a drydock.

The unidentified boat's presence at the yard was first noted in an April 29 satellite image by geospatial intelligence outfit AllSource Analysis. The organization said the submarine is possibly a new class undergoing construction by China. The submarine has two distinct patches of green coloring on its hull immediately behind its conning tower, while a cruciform rudder arrangement and a possible shrouded propulsion system are seen.

A naval expert told Defense News he has "moderately high confidence" the submarine includes a row of vertical launch system cells for submarine-launched missiles and a shroud for pump-jet propulsion. Collin Koh at Singapore's S. Rajaratnam School of International Studies told Defense News that China has conducted research into submarine pump-jet propulsion, citing scientific literature.

Having submarines capable of launching cruise missiles for land-attack and anti-ship missions fits into China's pursuit of long-range offensive strike capabilities, he said, adding that these include the capability to target U.S. Navy assets and distant land targets, such as those in Guam, where American forces are based. If the rectangular section on the submarine, as seen in the satellite photo, is indeed a set of VLS cells, it would be in line with a 2021 Pentagon report on China's military power that the country was likely building "the Type 093B guided-missile nuclear attack submarine."

The sighting of the new submarine comes after a model of a nuclear-powered attack submarine bearing the nameplate of China State Shipbuilding Corporation Limited and fitted with VLS technology as well as pump-jet propulsion appeared online. (China's two largest shipbuilding conglomerates, China Shipbuilding Industry Corporation and China State Shipbuilding Corporation, merged in November 2019 to create the business.) The model, which features 18 VLS cells in three rows of six missile tubes behind the boat's conning tower, was posted on Chinese social media without the shipyard's plaque in early May. Some speculated this was a development of the Type 093 class tentatively named Type 093B.

The submarine seen in the latest satellite image of Huludao appears to measure up closely to the Type 093′s 110-meter length, indicating it is likely a development of the Type 093 rather than an

altogether new class. The Type 093 is also known as the Shang class; the Pentagon's report noted the "new Shang class variant will enhance the PLAN's [People's Liberation Army Navy's] anti-surface warfare capability and could provide a clandestine land-attack option if equipped with land-attack cruise missiles (LACMs)."

The Type 093 and the follow-on Type 093A Shang-II-class boats displace about 6,100 tons each when submerged. China has six Type 093s, including the "A" variant. Their commissioning began in 2006, with each successive boat featuring slight differences in sail design and a hump behind the conning tower, whose purpose has yet to be disclosed nor been fully understood.

Defense News article by Mike Yeo

US NAVY PLANS TO SHIFT ACTIVE VP SQUADRONS TO RESERVE (Scramble 5/1):

In saving budget over Future Years Defense Plan, the US Navy proposes to shift two Boeing P-8A Poseidon Patrol Squadrons (VP) from the active component to the Reserve component in 2026. The Navy's FY2023 budget highlights book that was published in April 2022, shows the proposal in which the Patrol Squadrons, one from each coast, will be shifted to the Navy Reserve.

At this moment, the US Navy has twelve Poseidon equipped patrol squadrons, six at NAS Whidbey Island (WA) and six at NAS Jacksonville (FL). The Navy Reserve operates two patrol Squadrons, still equipped with the Lockheed P-3C Orion. These squadrons, one at each Whidbey Island and Jacksonville, will convert to the P-8A Poseidon in the coming years. Which two VP squadrons will be shifted to the Navy Reserve is not known yet.

The current two Reserve VP squadrons, VP-69 at Whidbey Island and VP-62 at Jacksonville, augment the active component on a frequent basis. According to FY2023 budget highlights book "the proposed force structure change supports the move to integrate the reserve component more towards a tottal force solution". The US Navy estimates that the shift would result in savings of USD 55,5 million over the Future Years Defense Plan.

According to the Scramble Magazine Air Order of Battle of the US Navy the following Patrol Squadrons are based at the abovementioned Naval Air Stations. The CPRW-10 and CPRW-11 units operate the Boeing P-8A Poseidon:

NAS Whidbey Island (WA)

Patrol and Reconnaissance Wing 10 (CPRW-10):

- VP-1 Screaming Eagles ('YB-xxx')
- VP-4 Skinny Dragons ('YD-xxx')
- VP-9 Golden Eagles ('PD-xxx')
- VP-40 Fighting Marlins ('QE-xxx')
- VP-46 Grey Knights ('RC-xxx')
- VP-47 Golden Swordsmen ('RD-xxx')

Commander Maritime Support Wing (CMSW) - Navy Reserve:

- VP-69 Totems ('PJ-xxx'), operating the P-3C

NAS Jacksonville (FL)

Patrol and Reconnaissance Wing 11 (CPRW-11):

- VP-5 Mad Foxes ('LA-xxx')
- VP-8 Fighting Tigers ('LC-xxx')
- VP-10 Red Lancers ('LD-xxx')
- VP-16 War Eagles ('LF-xxx')
- VP-26 Tridents ('LK-xxx')
- VP-45 Pelicans ('LN-xxx')

Commander Maritime Support Wing (CMSW) - Navy Reserve:

- VP-62 Totems ('LT-xxx'), operating the P-3C

Also based at NAS Jacksonville (FL) is the Fleet Replacement Squadron (FRS), VP-30 The Pro's Nest ('LN-xxx'). The unit's mission is to provide P-3C and P-8A specific training to Naval Aviators, Naval Flight Officers, and enlisted Naval Aircrewman prior to reporting to the fleet.

BOEING P-8: BUILT TO KILL ANYTHING ON (OR BELOW) THE WATER (1945 4/27/2022):

In Greek mythology, Poseidon was the brother of Zeus, the sky god and chief deity of ancient Greece, and of Hades, the god of the underworld. When the three brothers deposed their father, the kingdom of the sea fell to Poseidon. Thus, he was the ruler of the sea and the sky, and therefore it is fitting that the Boeing P-8 aircraft is named in his honor.

The multi-mission maritime patrol aircraft was designed for anti-submarine and anti-surface warfare (ASW), anti-surface warfare (ASuW) and shipping interdiction roles, as well as intelligence, surveillance, and reconnaissance missions (ISR) and search and rescue missions. It is modified from the narrow-body 737-900ERX that is in service with commercial airlines around the world. A contract for the Poseidon's development was awarded in June 2004, and the first flight followed on April 25, 2009. The United States Navy announced its initial operating capability four years later. Since then, the aircraft has been adopted by the United States Navy and other allies and international partners including the Royal Air Force.

The P-8 can conduct low-altitude missions and has executed more than 400,000 mishap-free flight hours around the globe. It is able to operate over the open ocean as well as in littoral waters with a relatively small crew of a pilot, co-pilot, two naval flight officers plus three enlisted Aviation Warfare Operators/naval aircrewmen. The five operator stations are mounted in a sideways row, along the port side of the cabin. None have windows, but there is a single observer window located on each side of the forward cabin. The aircraft is equipped with state-of-the-art technology, developed specifically for the Poseidon – and this includes synthetic aperture radar, an electro and optical infrared sensor turret, and increased acoustic capability that allows the aircraft to conduct concurrent passive and active processing.

There are currently more than 140 P-8s in operation in two variants, including the P-8A, which are operated by the United States Navy, the Royal Australian Air Force, and the United Kingdom's Royal Air Force; while the Royal Norwegian Air Force, the Royal New Zealand Air Force, the Republic of Korea Navy, and the German Navy have also recently adopted the platform. The Indian Navy operates the modified P-8I, which features two major components not fitted on the P-8A: A Telephonics APS-143 OceanEye aft radar and a magnetic anomaly detector (MAD). The P-8's two versions share eighty-six percent commonality with the commercial 737NG, and that reportedly provides enormous supply chain economies of scale in production and support throughout the world.

The P-8 was also engineered for twenty-five years or 25,000 hours of service in the harshest maritime flight regimes, including extended operations in icing environments.

In November 2021, the U.S. Navy announced that it had granted Boeing a contract to begin work on integrating the service's premier anti-ship missile onto the P-8A Poseidon. According to a report from Breaking Defense, the P-8A will be the third plane to receive the Long Range Anti-Ship Missile, a weapon developed and manufactured by Lockheed Martin in response to an urgent operational need from US Pacific Fleet. The previous aircraft to receive the upgrade were combat-focused planes: the Navy's F/A-18 Super Hornet and the Air Force's B-1 bomber. This is much like the Greek God Poseidon receiving an even bigger trident.

Key P-8 Poseidon Specs:

- Powerplant: Two 56-7B engines with 27,300 lbs. thrust each.
- Length: 129.5 feet (39.47 meters)
- Height: 42.1 feet (12.83 meters)
- Wingspan: 123.6 feet (37.64 meters)
- Maximum Gross Takeoff: 189,200 pounds (85,820 kilograms)
- Airspeed: 490 knots (564 mph) true air speed
- Ceiling: 41,000 feet (12,496 meters)
- Range: 1,200 nautical miles radius with four hours on station
- Crew: Six to Nine
- Armament: Torpedoes, cruise missiles

1945 article by Peter Suciu

P-8A WAS OVER BLACK SEA MINUTES BEFORE MOSKVA HIT BY MISSILES (Daily Mail 4/20):

The US Navy used its new marine surveillance aircraft to provide accurate targeting data to Ukrainian forces to sink the Russian Black Sea flag ship Moskva on April 13. Ukraine claimed it fired two Neptun missiles at the Russian warship which was patrolling south of Odesa. Russia initially claimed the vessel, which had more than 500 crew on board had blown up after a fire onboard. Later, the Kremlin was forced to admit the vessel - named in honour of the Russian capital - had been taken out by hostile action.

According to The Times, a US marine surveillance P-8 Poseidon aircraft, was tracking Moskva in the hours before it was attacked before supplying its location to the Ukrainian military. The Boeing-made aircraft is based upon the Boeing 737-800 jet - which is widely used by airlines such as Ryanair. However, instead of passengers, the Poseidon is packed with state-of-the-art surveillance equipment which can track surface vessels and submarines at ranges of more than 100 miles.

According to The Times, the P-8 took off from Italy and took up station on the Romanian Black Sea coast where it attempted to locate the position of the Russian Black Sea fleet. Since the invasion of Ukraine, a range of NATO surveillance platforms and drones have been monitoring Russian movements from the Polish coast, along the Ukrainian border and down to the Black Sea. Moskva was the Russian Black Sea fleet's main radar platform, equipped with S-300 surface to air missiles to protect from air attack. The vessel sank as tugs attempted to tow the crippled warship back to Crimea for repairs.

The Neptun is an anti-ship missile that was recently developed by Ukraine and based on an earlier Soviet design. The launchers are mounted on trucks stationed near the coast, and, according to the

Washington-based Centre for Strategic and International Studies, the missiles can hit targets up to 175 miles away. That would have put the Moskva within range, based on where the fire began.

According to The Times, the P-8 left US Naval Air Station Sigonella in Sicily on April 13, hours before the attack. Before reaching the Black Sea coastline, the Poseidon turned off its trackers, so it could no longer be followed online. The aircraft was 'hidden' for almost three hours before it returned to Flight Radar 24.

Aviation data analysis Amelia Smith told The Times that there were slightly more US aircraft covering the Black Sea coast on the day of the attack. However, the US Navy refused to confirm if they assisted Ukraine with the attack by providing intelligence data. A Defence source added: 'In keeping with our support to Nato's eastern flank, we have been conducting some limited air patrols off the coast of Romania. But we will not speak to the details of operational matters.'

Daily Mail article by Darren Boyle

MQ-9B SEAGUARDIAN HAS REVOLUTIONIZED ASW (Breaking Defense 4/6):

The MQ-9B SeaGuardian has changed the game in maritime domain awareness. It's the first unmanned aerial system of its kind that can search the ocean surface and the depths in support of naval intelligence, surveillance and reconnaissance. Pete Yelle, a former longtime U.S. naval aviator, now serves as strategic development manager at General Atomics Aeronautical Systems, Inc. Yelle talked about what makes the SeaGuardian so different from other aircraft available today and everything that has come before.

Navies always have needed to know what's on the sea, or under it. Why is there so much growing interest in this UAS now?

Yelle: SeaGuardian does so many things at once, so well, in a way nothing has before. It can see, optically, with its electro-optical infrared sensor, as well as through haze or smoke with its synthetic aperture radar. It also can scan a wide area with the long-range maritime surface search radar. It has onboard systems that collect signals intelligence and communications intelligence. It can take on any number of other payloads – including a subsurface acoustic processor that allows it to detect and track submarines. The aircraft offers all this at about a third of the price of other larger, high-altitude maritime UAS and at a major cost savings compared to a manned, multi-engine, maritime patrol aircraft. MQ-9B also is incredibly versatile because of its ability to operate in civil airspace.

What does that mean, and how does it help the aircraft?

Yelle: MQ-9B is the only UAS designed to be certifiable in order to operate in non-segregated airspace – that means it can fly in the same box of sky as airliners, for example, or civil aircraft. So rather than needing to seek special authorization for a corridor in order to launch a UAS, operators can just "file and fly," as pilots say – get the aircraft airborne, transit through normal airspace and then do the mission. GA-ASI's proprietary detect and avoid system is what makes possible the safe execution of manned and unmanned flight in busy airspace. It's on track to be certified by the Defense Department and the Federal Aviation Administration.

Does that mean SeaGuardian can operate from more airfields than other UAS?

Yelle: Yes. Let's say you wanted to take off from someplace like Andersen AFB in Guam and fly through some of the same airspace in the area that is used by both manned U.S. military and

commercial aircraft. You could go ahead and do that, and then get out over the ocean to conduct a mission. MQ-9B's greater wingspan also means it can handle many more airfields, including with shorter runways – that complicates problems for an adversary, because the aircraft can takeoff from A, fly to B, refuel, take off and fly to C, then D – and so on. It doesn't necessarily need to return to the same base. That makes it more difficult to anticipate or counter and gives more options to its users.

You mentioned SeaGuardian taking off for a long mission over the ocean. These aircraft can fly for more than 30 hours. Are they equipped to handle the maritime environment?

Yelle: Yes. It's an all-weather capable aircraft. It has an electro-expulsive de-icing system to protect its control surfaces from surface ice, engine-bled air for engine anti-ice and pitot-static systems, copper wiring for lightning protection and weatherization seals and damage-tolerant radomes. The detect and avoid system also has a weather detection mode to see thunderstorms in the distance to avoid inadvertent flight into severe weather.

What could naval commanders do with an aircraft purpose-built to operate over the ocean for such long missions?

Yelle: You name it: Tracking surface contacts. Serving as a communications relay. Providing long-range targeting for a distant ship or the entire strike group. Providing early warning for those forces. Working in concert with other UAS, other aircraft, other units, to create a big sensor network. Looking for submarines.

MQ-9B can hunt for submarines? How?

Yelle: It's the only UAS that has demonstrated fully self-contained anti-submarine prosecution. The aircraft carries a number of sonobuoys – sensors that drop from the air and go below the surface and search for subs. It can simultaneously process up to 32 of them to track submarines – it successfully tracked a U.S. Navy Los Angeles-class submarine for several days throughout the Integrated Battle Problem exercise in 2021. This year, MQ-9B is going to participate in the U.S. Navy-led international exercise RIMPAC 22.

What will the aircraft be doing?

Yelle: The U.S. Navy has contracted GA-ASI to demonstrate anti-submarine warfare, multi-intelligence collection – remember MQ-9B can do signals, communications and other intelligence collection simultaneously with its onboard sensors – passive targeting, Link 16 integration with surface, air and subsurface assets, long-range fires targeting and maritime surveillance. RIMPAC 22 will also be the first time a SeaGuardian will be fully integrated with a Fleet Command Center through the secure SIPRNET and Joint Range Extension Protocol (IP based) to pass classified tracks. The aircraft is ready to go, and we're excited to show what it can do.

Breaking Defense Article by General Atomics

BOEING BEGINS BUILD ON NEW ZEALAND'S FIRST P-8A AIRCRAFT (Naval News 3/17):
Boeing P-8A team members and Spirit AeroSystems employees have laid the keel beam for New Zealand's first P-8A. This process, also called 'keeling,' was done at the Spirit AeroSystems facility where all Boeing 737 fuselages, nacelles and pylons are designed and built. Laying the keel is an important production milestone during the build of any ship or aircraft and represents the cornerstone of this latest P-8.

Rosemary Banks, New Zealand's ambassador to the United States, who was on hand to witness the keeling said, "Today's keeling ceremony is the beginning of a new era for New Zealand's maritime patrol and response capability. Our four P-8A Poseidons will better equip our defence forces to extend their reach into the Pacific and beyond, working with our partners and friends."

An aircraft keel runs the length of the fuselage belly. Due to the innovative in-line approach to the build of commercial derivative aircraft pioneered on the P-8A, the keel beam on a P-8 is different from the typical 737 keel beam. The P-8 keel includes unique aspects of the P-8 configuration, such as the integration of an internal weapons bay.

"The excitement of seeing this come together was contagious," said Brian Stuart, P-8 program manager for New Zealand. "Not only are we kicking off the journey to the first New Zealand P-8A delivery, but we are strengthening our relationships with suppliers like Spirit as well as our U.S. Navy and Royal New Zealand Air Force customers."

The panel and other fuselage components will be completed on Spirit's existing 737 production line. Spirit will ship the P-8A fuselage to a Boeing Commercial Airplanes facility in Renton, Washington for final assembly. After that, Boeing Defense, Space & Security employees will install mission systems and complete testing prior to delivery to New Zealand later this year.

In total, four Boeing P-8A Poseidon maritime patrol aircraft will eventually replace New Zealand's current fleet of six aging P-3K2 Orion aircraft providing advanced capabilities to maintain situational awareness in neighboring waters on and below the surface of the ocean. The New Zealand Defence Force is a P-8 foreign military sales customer and is one of eight global customers. Current P-8 operators include the U.S. Navy, the Royal Australian Air Force, the Indian Navy, United Kingdom's Royal Air Force and Norway's Royal Norwegian Air Force.

To date, the global operating P-8 fleet has amassed more than 400,000 mishap-free flight hours. The P-8 is a long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft capable of broad-area, maritime and littoral operations. In addition, the P-8 performs humanitarian and search and rescue missions around the globe.

Naval News article by Xavier Vavasseur

FEDERAL GOVERNMENT AUCTIONING OFF 51 ACRES AT UNION POINT (Patriot Ledger 3/9):
The federal government will auction off about 51 acres of land at the former South Weymouth Naval Air Station after rejecting a purchase offer from the board overseeing the redevelopment of the base. The U.S. General Services Administration is hosting an online auction for the land, which is part of the 1,440-acre former air base in Weymouth, Rockland and Abington now called Union Point. The two parcels are off Shea Memorial Drive, about a mile from the South Weymouth commuter rail station. The starting bid is $500,000. There were no bids as of Tuesday morning.

The land, referred to as Weymouth Woods, was a former housing site for the U.S. Coast Guard. Demolition of the housing units began in 2003 and was completed in 2015. Three storage garages, a 2,500-square-foot maintenance office and a 1,400-square-foot workshop remain on the site.

The redevelopment project at the former air base has been largely stalled since the Southfield Redevelopment Authority board of directors voted in January of 2020 to name Brookfield Properties as the new master developer for Union Point. Former master developer LStar was ousted in 2019

amid accusations of infighting and financial mismanagement. Brookfield and Washington Capital, the firm that now owns much of the land, are still negotiating an agreement.

Mayor Robert Hedlund said the town and the Southfield Redevelopment Authority had hoped the federal government would hold off on auctioning the 51 acres until Brookfield revamps the development's master plan. "It's not helpful to the process (to auction the land now). We feel any project there should be part of the master plan and master development," he said. "We wish they would have been more cooperative in this."

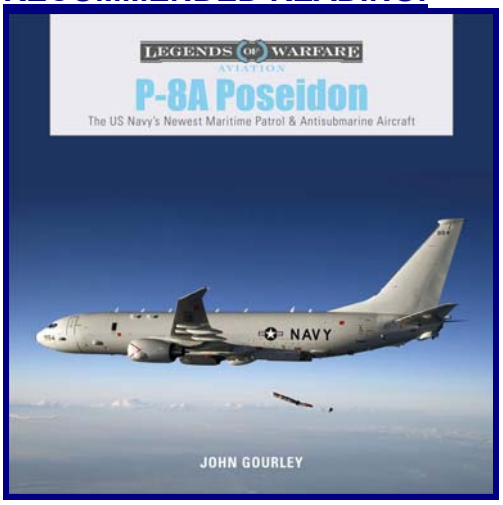
The Southfield Redevelopment Authority made an offer to buy the land last year, which the U.S. General Services Administration rejected and then announced the auction. Weymouth Chief of Staff Ted Langill said he reached out to U.S. Rep. Stephen Lynch's office for help in getting the federal government to work with the redevelopment board. The Southfield Redevelopment Authority submitted a second offer to buy the land on Feb. 22 for $1.016 million, but the federal government rejected that offer as well.

Hedlund said the town controls the zoning, water and access to the site, which creates major hurdles for any development. For example, Hedlund announced in 2018 that the town would provide water or wastewater service for any new projects at Union Point on only a case-by-case basis, and only if it is in the best interest of the town. "It's not like a developer can go in and do what they want," he said.

Paul Hughes, a regional public affairs officer with the U.S. General Services Administration, said the office worked with the Southfield Redevelopment Authority for more than two years in an attempt to negotiate the sale of the land. "In the end, the (Southfield Redevelopment Authority) offer was rejected as the government believes it will obtain a higher offer for the property through a competitive online auction sale," he said in an email.

Patriot Ledger article by Jessica Trufant

RECOMMENDED READING:



If you're interested in learning more about the P-3 Orion's replacement, the P-8A Poseidon, then check this book out. John Courley's "P-8A Poseidon: The US Navy's Newest Maritime Patrol & Reconnaissance Aircraft" (ISBN 978-0764359224) is a 128 page profusely illustrated hardcover that's filled with very informative text. Its published by Schiffer Military Books, a long-time publisher of aviation material that also produced the definitive histories of the P-3 Orion ("The Age of Orion") and P-2 Neptune ("Lockheed P-2V Neptune: An Illustrated History"). You can order this book from any good bookstore for around $20.

ON THE INTERNET:

A friendly reminder that there is now a Facebook group for VP-MAU Brunswick to complement the one that has been up on Facebook for many years for VP-92. If you were a member of either squadron you should consider joining its Facebook group. Go to www.facebook.com and do a search on "VP-92" or "VP-MAU" to find them

PARTING SHOTS:

ABOVE: *George Carter, Mary Primiano, and other VP-MAU personnel at the command's final holiday party at the NAS Brunswick enlisted club in December 1990. That could be the back of Pat Kelly's head?* ***BELOW:*** *Pat Horton and Rick Caesar on a VP-MAU P-3C sometime during the late 1980s.*

ABOVE: *VP-92 personnel tending the squadron geedunk sales table at one of the last air shows held at NAS South Weymouth before it closed. Have 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".